

NINES

THE SAAB CLUB NEWSLETTER

\$2.25
October
1989
no. 185



Sandy Liversidge and Boyd Smith at the Ojibwe PRO Rally photo by Rick Corwine

Is Saab For Sale?
Bigger engine on the way
More on Ashcraft's Sonett 3.5
A Return to Rallying

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PARRTS

from

PARRformance inc.

FAST MOVING VALUES

Sunrf Deflectors 99-900-9000 = \$59

Pioneer front spkrs 900 = \$49

Black fitted rubber mats 900 = \$39

Sonett V4 air filters-pair = \$18

Tune up parts = \$AVE

plus

New Old Stock

BRAND NEW:

93 Brake & clutch hydraulics
(cylinders-kits-hoses)

750 & 850 Gasket sets

Bull nose grill blinds

93 door lock, ign cylinders w/ keys

Other Hard to Find SAAB Stuff

717-627-SAAB

9000T POWER-PACK

This combination includes the Calloway Turbo-Bump kit and our Sport Exhaust. These two pieces combine to raise the horsepower to about 191 for the street version, 197 for the race. This month only, we are offering the pair for \$415 street, \$490 race. Installation takes about 1 hour. We send a new box (\$300 deposit, refunded upon return of the stock box.), so there's no down-time waiting for the kit! Go fast for less!!

Group 6 Performance

4961 N. Calle Tobosa

Tucson, AZ. 85749 (602) 749-1809

Regional Club News

Calendar of Events

Appalachian SAAB Club

Oct. 7 - Meeting & cook-out at the home of Steve & Aline Phipps, 5pm, Oak Ridge, TN. Aline Phipps, 615/482-1500.

Arizona SAAB Club

Meets 2nd Saturday each month.
Steve Butler, 602/992-0935.

Central New York State SAAB Club

Oct. 15 - Meeting at The Pleasant Valley Inn, Hammondsport, NY at 2:00pm.
607/569-2282.
Eileen Kolynich, 607/533-4073.

Central Penn SAAB Club

Oct. 7 - SCCY Morderlock XIX Rally.
Registration 3pm, FCO 6:30pm. York County Shopping Center.
For more info call, 717/755-7630

Milwaukee SAAB Club

Oct. 27-29 - Press-On-Regardless Pro Rally, Escanaba, Mich. Milw SC will be working stages at POR.
Dave Parps, 414/375-2676.

Minnesota SAAB Club

New meeting location, Broadway Pizza, US 10 & University Ave in Blaine.
1st Thursday each month, 8pm.
Dean Nelson, 612/636-3771

New Jersey SAAB Club

Oct. ?? - Mystery Ride tour.
Dave Starbuck, 201/647-7549.

SAAB Club National Capital Area

Nov. 5 - Autocross, NSA lot, Ft Meade, MD
Toby Turpin, 301/384-6732.

Western Pennsylvania SAAB Club

Oct. 21 - Fall Festival Picnic at Wise Family Farm, Butler, PA. Movies, cider, bring a pot-luck Fall desert. Rain or shine, Noon-?
Andy Bittenbinder, 412/364-4780.

National Convention, Las Vegas, October 13-15

One last reminder for the National SAAB Owners Convention to be held at the Imperial Palace Hotel and Casino in Las Vegas, Nevada.

This year's convention starts off as usual with a Friday night Welcome party featuring the newest Saab videos and hors d'oeuvres. Saturday's activities include a Parts Swap meet, displays by vendors, sales (and swap) of goodies from regional clubs, a SAAB Concours (car display) a fun rally tour of Las Vegas, and Technical sessions given by knowledgeable mechanics and specialty firms such as Bosch and Pirelli. Saturday evening is the International Banquet featuring awards for the concours and rally.

Following the Sunday morning buffet will be a question and answer session with Saab officers.

In your spare time, you'll have an opportunity to tour the Imperial Palace's auto museum featuring over 200 cars. A tour of the museum's restoration facility is also scheduled. Sunday afternoon there will be a self-driven geological tour of the desert area outside Las Vegas.

Saab's legendary rally great Erik Carlsson will be there, as will Len Lönnegren, Saab's almost retired head of public relations in the U.S. At least one of the Quantum/SAAB sports cars (featured in the June '89 issue of NINES) will also be on display.

Cost of the convention is \$60 and includes all of the above plus a convention poster and sticker.

For more details, contact:

Paul Florance

126½ Main Street

Seal Beach, CA 90740-6113

Phone 213/493-6707

or Compuserv E-Mail 73520,1742.

Contact Paul also for info on the IMSA Del Mar Grand Prix and Barber/SAAB Pro Series Finale. The races will be held October 20-22 in Del Mar, just north of San Diego, California.

SAAB Club of North America

NINES Editor & Publisher: Tim Winker

2416 London Road, Unit 900

Duluth, MN 55812-2221

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

Fax number: 218/728-6307

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The SAAB Club is not affiliated with Saab-Scania of America, Inc.

Letters to NINES

Drive those old SAABs

I was dismayed after reading your "From the Backside" column in the September issue of NINES. I drive two-strokes and V4s on a daily basis. I don't consider myself cheap, and I take offense to your comment. The reason I choose to drive them as opposed to a newer car is simple -- they are safe, fun, interesting, reliable cars. I can perform all minor and most major repairs on them. I don't have to take them to a Saab master technician that charges \$50 an hour. I've found V4s to be very reliable, durable cars. Saab would not have won so many rallies with these cars if they were not so durable and reliable. I would much rather spend \$3000 for a mint 95/96 than on an older 99/900 or a wonderful VW Beetle. Maybe I should sell my '69 Sonett V4 and buy an Opel GT, or do as others do and destroy my Sonett III and make a 3.5 kit car out of it. I guess we all need to realize 93s, 95s, 96s and 97s are truly special cars.

Mr. Winker, I was disappointed with your comments. I don't understand why you even own a SAAB, much less are newsletter editor of the national club. Maybe it's time for a newsletter devoted to the vintage SAABs, so myself and others no longer have to be offended by your comments.

Paul Becker
Greenfield, WI

I don't disagree, Paul -- the two-strokes and V4s are special cars. My question was why are people running them into the ground? If one was truly interested in keeping an old SAAB on the road, why daily risk its fenders to the possibility of accident, or to that major mechanical breakdown you can't perform?

Many recent 96 owners bought their cars to use as daily transportation because they were very inexpensive, and find it hard to spend several hundred dollars for major work. The SAAB is then left to rot in the back yard as "that unreliable piece of junk," and another one bites the rust.

The old SAABs are safe, fun and interesting, but are they still that reliable?

While there are exceptions -- cars that have been rebuilt from the ground up in particular -- after fifteen years or more of hard use, you expect things to break. Most everyone who has an old SAAB, or any older import car, knows that they can spend several weeks waiting for parts, especially the parts that incapacitate the car when they fail. I don't call that reliability. The criteria for deciding reliability is "Would I be willing to trust this vehicle to a long distance trip?"

I did make an error in the column by using second person instead of third. The comments on pricing were meant to be broader... "Why would someone pay \$3000 for a 96 when they could pick up a nice VW Beetle or Datsun 510 for the same or less." To the average person, the Beetle or 510 are far more collectible than a 96. As a SAAB fan, I would have no qualms about spending \$3,000 for a particularly nice 96, but would hesitate to pay that for another imported economy car of the same period.

Also on pricing: Why would someone pay \$6,000 or more for an original Sonett III when nice ones are selling for under \$4,000 (a completely restored or modified car being the exception). I can understand a higher asking price in the hopes that the seller could get more money, but why price the car so high that it doesn't get any response?

Regarding a vintage SAAB newsletter: As editor, I try to include any two-stroke or V4 articles that are submitted to NINES (some are undecipherable), and I will even hold a 99/900/9000 article for the next issue if a good V4 tip shows up. There are several in this issue, but too often there aren't any.

To those who regularly contribute such articles, our thanks. To those who haven't, why not give it a try? Don't forget, NINES depends on its readers for technical articles.

TW

Grossman Memorial Five minutes of Hate

The Japanese have done it again, or so it seems, with their new generation of high-bucks luxury sedans. The Lexus and Infiniti models, with high performance, meticulously crafted interiors, and a full complement of electronic bells and tooters, are priced at a third less than the competing BMW and Mercedes models. Are they magicians or what?

In Europe, the BMW 530i, Mercedes 300E, SAAB 9000 Turbo and Volvo 760

are comparably priced. In the land of the free and the home of the brave, the BMW and Mercedes list at about a third higher than the SAAB and Volvo. If you assume that the Germans are applying the same gouge factor to the 735/750 BMW and the S class Mercedes, the new Japanese models are priced where the German cars should be. Add to this the Japanese tradition of low-balling their cars on introduction (advertising), limiting the numbers at first and allowing the dealers to find the market price for them by tacking on the DPE (dealer profit enhancement).

Bottom line: German marketing policies have opened the door for the Japanese by carefully ratcheting up the expectations of the American medical, banking and motoring press communities with ever higher performance and prices. They now have the choice of quickly dropping their prices to a reasonable level to nip the Japanese Horde in the bud, thus alienating their entire customer base who will realize they have been had and handing them over to the Japanese, or sticking with (or raising) their bloated prices and allow the Japanese to systematically take over their market, just as they have done to VW, Fiat, MG, Triumph, Opel, etc.

The next obvious question: How can Saab continue in this environment? (Judging from the newspaper accounts of Saab-Ford negotiations, Saab may well be asking the same question.) Since they forgot to call me to ask my advice, I will give it anyway! I think Saab must steadfastly hold to its founding principles of unmatched ruggedness, practicality, economy of operation, and specialized adaptation to (Northern) winter operation. These are the reasons I have continued buying SAABs despite their being priced well above American and Japanese models having comparable equipment and performance. Continued pandering to the sun-belt community, obviously the brain-child of some business school airhead, will not work because specialization necessary for cold weather excellence puts the car at a cost and performance disadvantage. Abandon the specialization for cold weather, and the existing customer base will have no reason to continue with Saab.

With the base 900 continuing to be positioned where the 99 always was -- at the top of the domestic mid-size/middle of the domestic full-size -- I believe that Saab's

market niche will be secure if they adhere to basic principles. It may be distasteful to the marketeers, who believe they should see improving market share and improved penetration in under-representative districts, but the fact is that Saab does not sell soap. They do not sell entry level, mass market automobiles. And they do not sell snob appeal (as much as they would like to). They sell one of only two 5-door hatchbacks in the mid-size to full-size market (Rover/Sterling being the other). They sell a front drive model against BMW, Mercedes and Mazda's rear drive.

I think their cars are wonderful. I think they give more in terms of providing for the adverse conditions of Ohio's "called-paved" roads and potentially nordic winters than any other car made. They have more power than I ever use, but the engine is small, thrifty of fuel, and nearly indestructible. Their handling is much more capable than I require, yet they handle unpaved roads and snow and ice well enough to render all-wheel drive a gimmick. They have the most capable interior in terms of hauling of any un-station wagon or un-van, yet the seats are orthopedically designed and are near

perfect, front and back, and the overall length is firmly in the "compact" territory. (Except for the 9000 CD, which requires a near foot long rear-end graft to keep it in the EPA full-size class of the more desirable and less costly 9000 hatchbacks. See what I mean about pandering?)

Stephen Goldberger
North Canton, OH

Write SCCA!

The Sports Car Club of America is making rule changes that will virtually eliminate the Sonett as a road racing car. The Sonett is currently classed in GT4, a category that now allows, and favors, tube chassis cars all with rear drive layout. Late

model FWD cars would be allowed to run RWD chassis and relocate engines.

Please write to SCCA and ask that the SAAB Sonett be placed back into Production Class (F or E) with the original factory weight (1800 pounds). We currently carry 275 pounds of lead!

The address is:
SCCA, Inc.
9033 East Easter Place
Englewood, CO 80112
Attn: Comp. Board

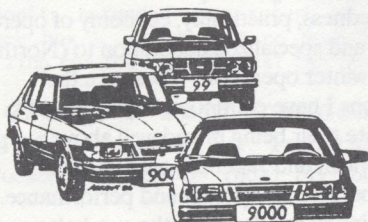
Please write. Each letter makes a difference.

Mike Tucker
Hartsville, SC

412-238-0900

DENNIS SWEENEY

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Buying SAAB parts cars and late-model rebuilders every month.

- Computerized inventory -
Same day shipping on most items.

Used mechanical and electrical parts, interiors, accessories, sheet metal, rebuilt steering racks, wheels, heads, transmissions.

Shifter News!

As we all know, The Factory has a sterling reputation for the quality of its engineering. The Mighty Three is a perfect example of this superior design and engineering ability. Several letters have arrived saying that this engine gets too much space in this column.

Interestingly enough, this column is about another of The Factory's solid engineering successes, the famous column mounted shifter. Be it an old three-speed or a modern four, The Factory's column shifter is The Standard admired and copied by car producers in every land. Though it has been openly copied by several factories it has never been equalled. Instead of attempting to market another copy of this shifter, a major American speed shifter firm is buying a license to produce the famous shifter for American cars. A few years ago the American firms gave up in frustration after trying unsuccessfully to make high performance column shifters and switched over to the obviously inferior floor mounted shifters. The Source says that a deal is almost struck and will be announced as a few minor details are worked out concerning patents and the like.

The American firm involved told our Source that they will supply Olds with a 'Crafty Column' shifter in the next model year. It will have a gold plated shifter and involve a special promotion to celebrate the first ever high-performance column shift on an Olds.

On a related subject, the famous freewheel device is being looked at by the transmission division of a major international automaker. The benefits of the freewheel are well known to owners, but the true reason for the interest is probably that the mother company is reconsidering its commitment to four-stroke.

More news on the 9600 next time. 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:

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

My '83 900T 5-speed is equipped with the factory APC system. I question whether the APC is working. The engine goes into rather severe detonation upon heavy acceleration or full throttle hill climbs. This occurs with 87 or 89 octane; a tankful of 92 octane eliminates the problem.

Russ Fahlberg
Peoria, IL

The APC system depends on two or three knocks to realize a boost reduction. If you insist on using low octane fuel, boost levels will remain low and an occasional knock under hard acceleration will be apparent. The next time the ignition timing is checked, insure the pressure retard is working properly. Since you obviously enjoy the performance of the turbo with APC, stick with good quality fuel of at least 90 octane.

Several questions about my '79 900 GLE 3-door automatic:

- 1) Is it possible to change the timing chain, sprockets and tensioner without pulling the engine?
- 2) The car has started using quite a bit of ATF, approximately a pint per fill up of gas. What are some areas to check for the leak?
- 3) At cold start and warming up the car works fine, but once warmed up the idle seems to increase causing a jerk when Drive or Reverse is engaged.
- 4) The air conditioning is stock Saab, but was added on by the previous owner. The AC comes on when the heater select knob is on Defrost. Is this right?
- 5) I'd like to add cruise control. Any recommendations?

Victor Germann
Evansville, IN

- 1) *Yes, you can change the timing chain in a 900 without removing the power plant. The only real difficulty is loosening the crank pulley unless you have the factory wrench. A cut down socket may have to be improvised.*
- 2) *If the transmission fluid is "spraying", I would suspect the seal at the oil pump and converter is leaking, and the power plant should be removed for this operation.*

3) *High idle can cause a "jerk" into gear. If the idle is low when cold and high when hot, the auxiliary air regulator should be suspect. Clamp its hoses shut and see if the idle slows.*

4) *The early 900 AC does indeed switch on when Defrost is selected.*

5) *Almost any aftermarket cruise control can be used. Check with an ARA accessory shop in the yellow pages.*

My SAAB is a 1986 900S 5-speed. In the recent discussions about the melting wiring harness over the catalytic converter, I saw no mention of whether the factory ever corrected this problem.

Robert DeJonge
Cromwell, CT

Your 1986 SAAB should have the improved insulation pad over the converter area. From our experience, the converter heat is not a hazard unless it overheats due to an overly rich mixture, extended idling, or a persistent misfire which feeds the "reactor" raw fuel.

I own a 1986 Turbo with a 5-speed transmission. With the AC fan on high, and taking a right turn, I hear a sound like sand being poured through plastic and the air flow cuts down. Also there has been a very slight dripping from the vent above my right foot, and black foam rubber has blown out of at least one vent. The dealer just replaced the fan motor and claims the recirculation valve has failed.

Stephan J. Freeman
St. Petersburg, FL

I would venture a guess and say the duct work may be filling up with water from AC condensation. There is also a foam gasket for the blower motor which may have worked its way into the path of the fan.

(Ed note - Have your dealer check to see if Service Campaign 512 (S.I. 04/86-837) has been performed on your 900. It is to correct AC water leaks into the passenger compartment.)

I have a 1981 900 non-turbo, H engine with mechanical point ignition. Is it possible to add a cutout switch to turn off the alternator? Will it make any difference in horsepower or gas saving?

Reinhard Hoffmann
Pierrefonds, Quebec

Anything is possible. Note that later 900s cut off the AC compressor with a microswitch at the throttle plate. With all the attention to fuel economy (CAFE) standards and car companies struggles to meet those requirements, if cutting the alternator out would increase efficiency, I'm sure it would be utilized throughout the industry. I think the performance increase would be negligible.

How can I convert my 1980 900T from a 5-speed transmission to an automatic?

Jim Hegedus
Rowayton, CT

The easiest way to perform this conversion would be to buy a complete salvage '81 or newer automatic Turbo, and park the "donor" and "recipient" door to door and methodically exchange all the necessary components.

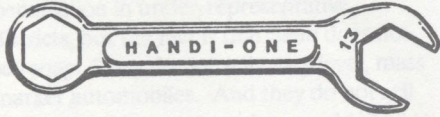
The tail light assemblies on my '82 900 Turbo are grounded to a screw set into the body under the trunk floor. The wiring connects to the left-side tail light assembly in the large multi-connector plug.

About once a year this connector corrodes. With impaired ground, brake light current feeds back through the turn signal circuitry, resulting in dim (or non-existent) brake lights and glowing turn signals. When it happens, I unfasten the harness plug and clean the contacts. Is there a better fix?

David Brick
Santa Cruz, CA

This is a relatively common problem. A permanent cure consists of soldering a long lead from the ground portion in the stamped circuit board at each lamp chassis, and ground these to the center body member where you find the other black ground wires.

SERVICE SUBJECTS



FROM SAAB

Seat cover wear on front seat backrest

S.I. 08/89-1162, A-8/P.116

Application: M87½ - on 900 models with passive safety belts

On 900 models with passive seat belts, the backrest covers for the front seats can be subject to wear from the unfinished edge of the seat frame. This wear occurs at the lower outside edges of the backrest cover (See Figure 1). The seat cover can, even if not worn through, also ride up on the seat frame, exposing the release lever return spring (See Figure 2).

A protective plastic cover is now available to prevent backrest cover wear and help prevent the cover from riding up on the frame. These guards (two per seat) should be installed on both front seats whenever a front seat backrest cover is replaced, or when a customer complains of the seat cover riding up.

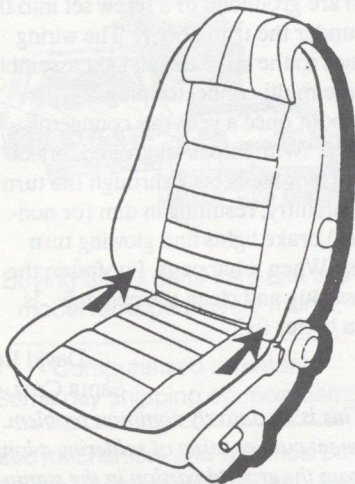


Figure 1. Seat cover wear can occur at the areas indicated.

Parts Required (per seat):

Protective cover LH	40 52 734
Protective cover RH	40 52 742
Retainer clip (2 req.)	79 71 518

Installation Procedure:

NOTE: If the seat cover is being replaced, install the protective covers before the new cover is fitted.

1. If the seatback cover is not being replaced, pull up the cover at the lower outside corner so that the frame is exposed (Figure 1). The zipper across the bottom of the cover may be unzipped to provide greater access.
2. Unhook the bottom end of the spring (Figure 2) keeping light tension on it to prevent the upper end of the spring from becoming detached.

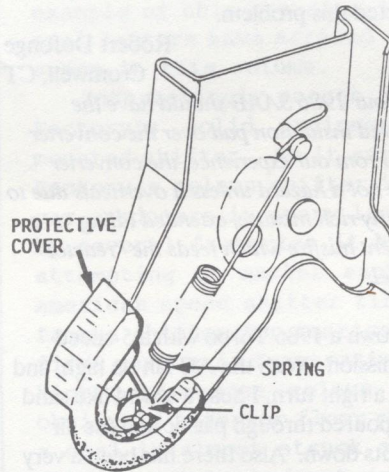


Figure 2. The protective cover installed on the seat frame.

3. Install a protective cover (Figure 2). The "LH" and "RH" markings on the covers refer to the LH and RH sides of either front seat.
4. Hook the spring over the post and position it so that it rests inside of the groove.
5. Install a retainer clip so that it fits in the groove.
6. Carefully pull the backrest cover down over the protective cover.
7. Repeat this procedure for the other side of the seat.

Seat backrest angle adjustment complaint

S.I. 07/89-1166, A-8/P.117

Application: 9000 models 1986 - 88½
900 models with passive belts, 1987 - 88½

On certain 9000 models and on certain 900 models with passive seat belts, the seat backrest angle adjustment may gradually change position, requiring the driver to periodically readjust it to the desired angle. This is usually only noticeable on long trips and is caused by minor vibrations in the seat. A kit, consisting of a foam ring and a plastic ring, is now available to relieve this complaint.

Cars Affected:

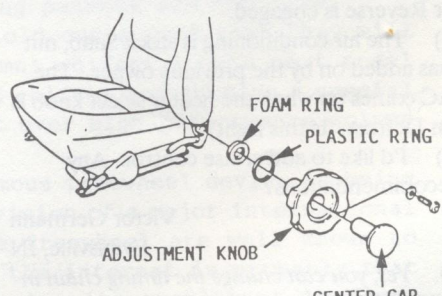
9000 models 1986 thru VIN J1016350
1986 thru VIN J2008912

900 models (with passive seat belts)
1987 thru VIN J3017431

Parts Required:

Friction Kit 40 52 866

Installation Procedure:

1. Remove the backrest adjustment knob by gently prying out the center cap and removing the screw. Also remove the white plastic wear-ring behind the adjustment knob. Do not unhook the seat cover hook that is fastened onto the spindle.
- 
2. Slide the foam ring onto the spindle, then fit the plastic ring over the foam ring (see above).
 3. Replace the wear-ring, backrest adjustment knob, screw and center cap.

SAAB NEWS

Highlights for 1990

Anti-lock brakes, a new turbocharger and the U.S. introduction of Saab's Direct Ignition (DI) top the changes for 1990 SAABs.

The Direct Ignition system supplies spark directly to each cylinder, eliminating the mechanical distributor. It will be available only on 9000 Turbo models.

The 900 series will now have the same anti-lock braking system that has been standard on the 9000. Airbags will also be part of the 900 package.

A new Garrett turbocharger promises better low-end torque for all Turbo models. Details in the November issue of NINES.

Saab announces 2.3 litre engine

In an effort to keep up with its competition from Europe and Japan, Saab has announced a larger engine for 1990 -- a 2.3 litre version of the 16-valve, four-cylinder powerplant. The stroke has been increased from 78mm to 90mm in a new cast iron block, and two balance shafts have been added to reduce vibration.

The new engine, rated at 150 bhp, will be available only in naturally aspirated (non-turbo) 9000s. It will be offered in certain European markets only for 1990, and should make it to the U.S. for 1991. For details on the new engine, see pages 10-11.

Saabs still safest

Saab 900s and 9000s offer better protection in an accident than most other cars. That's according to the latest information released by the Highway Loss Data Institute.

As in the past several years, the Saab 900 was at the top of the "Small cars" category, determined by wheelbase. The 900 4-door had an overall injury rating of 77, while the 2-door 900 tallied an 83. Collision claims were 143 and 178 respectively for the 900.

The 9000 was second overall on the list, and tops on the "Midsize, Sports and Specialty models" grouping. The overall injury rating was 42, with a collision rating of 135. The only model with a lower overall injury number was the Mercedes SDL/SEL series with a 41.

The ratings cover 1986 to 1988 model year cars based on the number of insurance claims filed after accidents. The Overall Injury index is based on injury claims filed, the Collision index rates repair costs. The average in each category is 100. Lower numbers mean fewer injury claims or lower repair costs.



9000 CD joins Swedish Police force

In their distinct blue and white colors, the first fleet of 50 Saab 9000 Turbo CDs to enter Swedish Police service stand ready to report to duty. All cars are standard-production vehicles with police markings.



9000 Rally Headlite	\$195	\$150
9000 Engine Tuning Kit	\$559	\$450
9000 Sport Exhaust 5 dr. 89	\$311	\$250
9000 Sport Exhaust 5 dr. 86-88	\$327	\$260
9000 Handling Package	\$946	\$760
900 Rally Headlite - 87	\$159	\$135
900 Rally Headlite 87 -	\$187	\$145
900 Sport Exhaust 87 -	\$376	\$299
900 Engine Tuning Kit 86	\$559	\$450
Super Inca Wheels - 87	\$209	\$165
Silverstar Wheels - 87	\$209	\$125
Rear Decor Panel 9000 CD	\$245	\$200
Rear Decor Panel 9000 T	\$236	\$195
Whale Tail 900 3dr.	\$556	\$489
Rear Spoiler 99/900 Combi	\$230	\$175
9000 Sheepskins - Tan	\$462.50	\$175
Hood Protection Strip - 900	\$34.40	\$28.50
Locking Gas Cap 79-80 900	\$19.55	\$13.50
Locking Gas Cap V-4 - 69	\$19.55	\$13.50
Locking Gas Cap 96/99 70 - 76	\$19.55	\$13.50
Locking Gas Cap 99/900 76-80	\$19.55	\$13.50
Grille Center 99 75-80	\$90.20	\$67.50
Sonett III Service Manual	\$7.00	\$6.00
V-4 Drivetrain Manual	\$15.50	\$12.50
96 Front Fender - 68	\$138.50	\$100.00
Sonett History Book	\$16.65	\$12.95
96 Tan Sisal Mat Set	\$79.00	\$49.00
Sisal Mats 900 79-83	\$79.00	\$49.00
"Saab Turbo" Nylon Winter Coat	\$123.50	\$60.00
Tri-Color "Saab" Nylon Vest	\$57.20	\$29.00
Headlamp Covers 900, 9000	\$49.50	\$39.95
Moto-Meter Tach 96/99	\$79.95	\$49.00
V-4 Bal. Shaft Brngs. (set)	\$49.95	\$29.50

CATALOG

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

(206) 328-2303

PARTS INFORMATION

1-800-537-9635

PARTS ORDERING

Bayside SAAB

A Division of Bayside Automobile Group
517 East Pike St. • Seattle, WA 98122

"Saab to become Fiat subsidiary"

The above headline is just one of the scenarios that has been flying in the automotive industry the past month. My first introduction to the latest round of speculation came from a phone call: "Ford made a bid to buy Saab today," I was told.

I turned on the radio and later watched the financial news on several cable TV channels, but all I could ascertain was that Saab and Ford merely confirmed they were talking about a possible joint venture.

What was it? A V6 engine? A replacement model for the 900? No further details were available.

The rumor mongers have had plenty to say about Saab-Scania this summer. The car division lost 800 million kroner (\$120 million) during the first six months of 1989. The rest of the year doesn't look any better.

The announcement made by Saab-Scania Chief Executive Officer Georg Karnsund early in September was that Ford and Saab had been engaged in some serious talks for several months. A joint statement

by both Ford and Saab reported discussions "are still at an early stage," and that no further comments would be made until a conclusion had been reached.

The news conference was called in response to a September 1 request by the Stockholm Stock Exchange, who wanted to stop market speculation regarding Saab. Saab-Scania officials spent the weekend tallying first-half figures and released the results at the news conference on September 4th.

Officially that is all that has been revealed. Unofficially, some "auto industry analysts" are saying that Ford is interested in buying Saab because it needs a luxury car to compete with BMW and Mercedes, something the Scorpio hasn't been able to do. Others say Ford isn't interested in Saab because its cars have such an "eccentric" image. Then there is the group that says Ford is only interested in Saab's profitable Scania truck division, which ranks number four in worldwide sales. There is even a rumor that Fiat is interested in buying Saab.

Ford Chairman Donald E. Peterson said a few months ago that Ford, "must have an interest and a presence in Europe beyond what we have today. We're giving serious consideration to a series of actions in Europe. It is critically important."

Since then there have been rumors tying Ford to possible takeovers at Porsche and BMW, and Ford has started buying Jaguar stock. Ford already owns Aston Martin, in addition to its own European operations.

Ford is in a very good cash position right now, about \$8 billion worth. The company has purchased several financial institutions over the past year, now making it one of the largest thrift holding companies in the U.S. It also spent quite a bit to modernize its auto production facilities.

That Saab is in a cashflow bind is quite evident. The value of the dollar against the Swedish kroner has not been in Saab's favor, and they claim to be losing \$2,500 on each new Saab sold. Sales in the U.S. have been falling recently, currently about 12 percent below 1988 levels. The U.S. market accounts for about one-third of Saab's total sales.

Very few foreign car companies are showing an increase in U.S. sales in '89;

several are down considerably more than Saab. Saab-Scania's position looks bad because it has recently spent heavily on new manufacturing facilities. A new engine assembly line has been started in Södertälje, and a new 1.5 billion kroner (\$225 million) auto factory is scheduled to open this fall in Malmö.

Saab has announced that three of its component plants in Sweden are for sale. Rear axles, cable harnesses and interior items for both Saab cars and Scania trucks are built at the plants. A spokesman said the sale has been in the works for some time and reflects an industry pattern regarding components. It was not a reaction to this year's losses.

All we really know is that Saab and Ford are talking about something. Everything else is pure speculation. So let's speculate.

A Ford/Saab tieup would mean a replacement for the 900 in the early '90s. It would give Ford incentive to design a contemporary V6 engine. Ford would benefit from Saab's engineering expertise and would gain from merging its truck operation with Scania. Saab would benefit from a much larger dealer network in the U.S. (though judging from the dealer response to the Merkur/Scorpio, that might not be a plus).

A better partner for Saab would be Mazda, possibly the most innovative of the Japanese auto manufacturers. Merging the engineering departments of the two could result in some very exciting cars. Mazda has a strong dealer network in the U.S. and is looking to expand its influence in Europe.

Saab reportedly held talks with Mazda on a joint effort earlier this year, but they were broken off. Mazda is one-fourth owned by Ford, and some speculate that Ford suggested Mazda back off so Ford could make its own deal with Saab.

A takeover by Fiat? Please let that be only a rumor.

Tim Winker

(Thanks to those members who sent newspaper and magazine articles on this subject. This article is summarized from *Automotive News*, *AutoWeek*, the *Los Angeles Times*, the *New York Times*, *USA Today* and *The Wall Street Journal*.)

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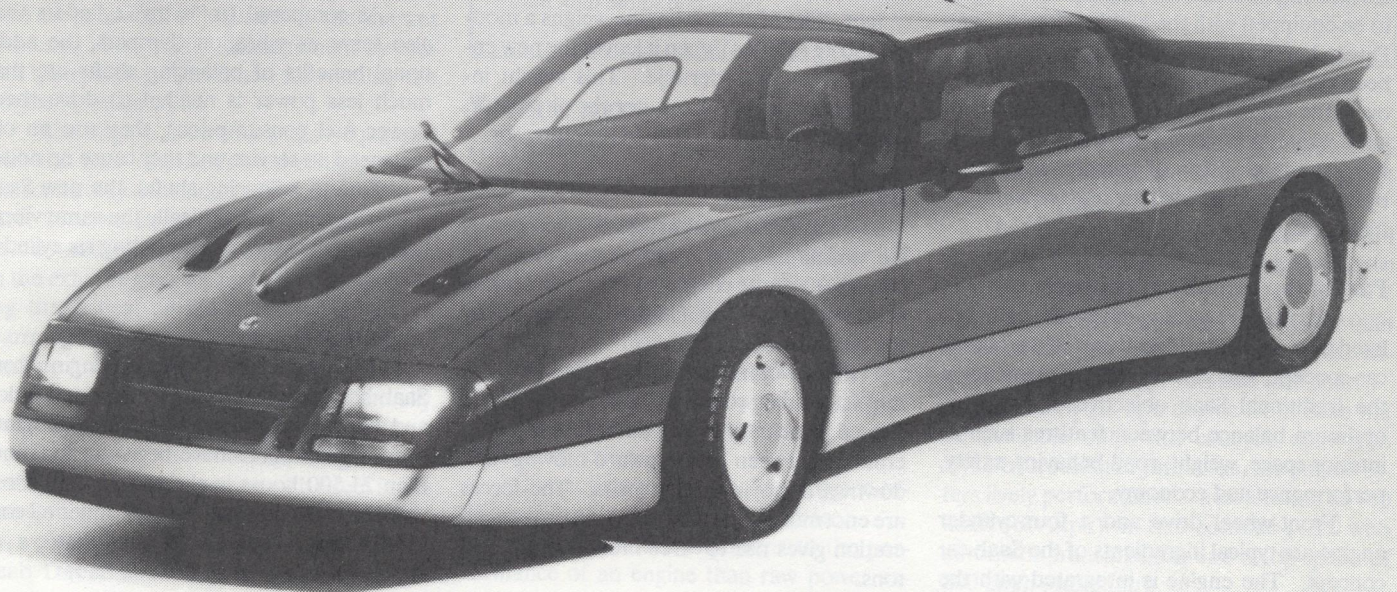
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New Engine from Saab

2.3 Litre, 150 BHP and twin balancing shafts herald a new generation of low-polluting, high-performance engines

An entirely new, low-polluting injection engine is one of the most important items of news on the Saab range of models for 1990. A brand-new generation of more modern and efficient high-performance, four-cylinder engines is the result of five years of intensive development work.

The new Saab engine has a swept volume of 2.3 litres and develops 150 bhp. It is equipped with twin balancing shafts, four valves per cylinder and twin overhead camshafts with hydraulic cam followers. The new 2.3 litre engine is also the first injection engine to be equipped with the highly effective Saab Direct Ignition (DI) system which has so far been reserved for the Turbo engines. Moreover, the engine features Saab's climate-related exhaust emission control system that reduces the emission of harmful substances by up to 80 percent when the engine is started from cold.

Part of the overall car concept

Instead of regarding the engine as an isolated unit, Saab considers it part of the overall car concept, and just one of the elements in the traditional Saab objective of achieving optimum balance between features such as interior space, weight, road behavior, safety, performance and economy.

Front-wheel drive and a four-cylinder engine are typical ingredients of the Saab car concept. The engine is integrated with the gearbox into a lightweight, compact unit which encroaches as little as possible on the interior space. The power unit is mounted low in the car, but without restricting ground clearance. The arrangement has resulted in a short, sloping hood line for best possible aerodynamics and good close-up visibility.

A four-cylinder engine is lighter than an engine of equivalent design and performance but with a larger number of cylinders. Low weight is one of the fundamental demands for good balance, good fuel economy and high overall performance.

Four-cylinders, 2.3 litres and balancing shafts.

The new four-cylinder Saab engine is square -- the cylinder bore and piston stroke are both 90mm -- and its swept volume is 2290

cubic centimeters. The cylinder head represents a further refinement of the well-known Saab light alloy cylinder head with two overhead camshafts and 16 valves - four per cylinder.

The cast iron engine block is totally new. It is modern design, with moderate material thickness but excellent rigidity nevertheless. One of the benefits of cast iron is that it has good vibration damping properties. Due to the state-of-the-art design and modern casting techniques, the metal thicknesses are moderate, which minimizes the engine weight. The new Saab engine weighs a modest 150 kg (330 lbs) when it leaves the new engine factory in Södertälje. This weight includes the engine oil, but not the alternator, power steering pump and AC compressor.

Balancing shafts

All internal combustion engines generate vibrations. These can be classified into two types -- those caused by the reciprocating action of the pistons, and those generated by the combustion process.

In four-cylinder, in-line engines in which the pistons reciprocate in pairs, vibrations are caused principally by the difference in acceleration between the upward-moving and downward-moving piston pairs. The forces are enormous -- the difference in piston acceleration gives rise to "free" forces of up to 2 tons.

In the new Saab engine, these vibrations are eliminated by balancing shafts. These rotate in opposite directions at twice the crankshaft speed and are equipped with counterweights.

A great deal of design work has gone into the locations of the balancing shafts. Although they are mounted at the same distance laterally from the cylinder centers, they are at different heights. The height difference is designed to achieve optimum effectiveness of the shafts at the usual engine loads (road power curve). The mountings of the balancing shafts are integrated into the engine block which has resulted in a compact, lightweight design, devoid of any risk of oil leakage.

The balancing shafts are driven by a maintenance-free chain transmission.

Self-evident in a modern engine

In modern engine technology, balancing shafts are as self-evident in the overall engine design as crankshaft counterweights and the flywheel. The reason that balancing shafts were not used to any great extent in the past is because strict demands on comfort in general, and freedom from vibrations in particular, are a relatively recent development.

As compared to a six-cylinder engine of equivalent performance, a four-cylinder engine with balancing shafts offers:

- lower weight
- more modest space requirements
- equivalent level of vibration
- higher torque
- lower exhaust emissions
- lower running costs, and
- lower manufacturing costs.

As compared to "extra" cylinders that also serve as vibration dampers, the additional benefits of balancing shafts are that much less power is needed to drive them (lower fuel consumption), they use no oil, they need no service and they cause no noise.

Due to balancing shafts, the new Saab 2.3 litre engine has basically the same vibration characteristics as competing six cylinder engines.

Thoroughly proven new engine

The new 2.3 litre injection engine from Saab has taken five years to design, develop and test. A total of more than 300 test engines of four generations have been run for more than 21,500 hours in the test rig and more than 2.3 million miles in cars -- under all conceivable weather and road conditions.

Saab DI system and double overhead camshafts

The new engine is obviously equipped with the unique Saab Direct Ignition (DI) system which has so far been reserved for the turbo engines.

The Saab DI system is capacitive and operates at voltages up to 40,000 volts. It features a separate ignition coil for each spark plug, and has no moving parts. The entire system is enclosed in a metal cartridge. Its principal benefit is the exceptional reliability of its ignition spark, whatever the conditions.

A special Saab innovation in the DI system is the multi-spark feature. The ignition system computer is programmed so that it fires a burst of 40,000-volt sparks every time the engine is started, which effectively burns away any moisture, soot and other deposits on

the spark plug electrodes and insulators. So in addition to its other benefits, the Saab DI system also extends the useful life of the spark plugs.

As on earlier high-performance Saab engines, the new 2.3 litre engine has double overhead camshafts with automatic chain tensioner, four valves per cylinder, maintenance-free hydraulic cam followers, centrally located spark plugs and dome-shaped combustion chambers.

Climate-related exhaust emission control

The new Saab 2.3 litre engine is designed from the outset for unleaded fuel and catalytic emission control. In the initial stages, the engine will be available only in this version, although a version without catalytic converter may be produced if justified by the market demand. The engine management system can then be re-programmed for running the engine on leaded fuel.

The engine is obviously also equipped with the Saab climate-related exhaust emission control system introduced on the Saab 2-litre, 16-valve engine in 1988. This system cuts down the emission of harmful substances in the exhaust gases by up to 80 percent during the critical period when the engine is warming up to its working temperature after starting from cold.

The exhaust emissions are substantially reduced by switching in the oxygen sensor (Lambda probe) at low engine temperature, and by equipping the engine with a fuel injection system with a high microprocessor capacity, a compact exhaust system and the unique Saab Direct Ignition (DI) system. Under Swedish conditions (mean ambient temperature of +35°F and average journey of 4.35 mi after starting from cold), unburned hydrocarbons are reduced by up to 50 percent, carbon monoxide by 25 percent and nitrogen oxides by 20 percent, at the same time reducing the fuel consumption by 2 - 3 percent. This comparison is made with an equivalent engine without climate-related exhaust emission control.

If the engine is also equipped with an electric heater which raises the coolant temperature to 100°F before starting, hydrocarbons can be reduced by 75 percent, carbon monoxide by 80 percent and nitrogen oxides by 2 - 5 percent, at the same time reducing the fuel consumption by 10 - 15 percent.

MID-RANGE PERFORMANCE

Car	Cylinders	Swept volume, litres	60-100 km/h in 4th gear, seconds	80-100 km/h in 5th gear, seconds
Saab 9000 2.3i	4	2.3	9.5	14.7
BMW 535i	6	3.5	9.6	14.2
Ford Sierra	V6	2.9	10.0	14.8
Honda 24V	V6	2.7	10.2	11.6
BMW 735i	6	3.5	10.5	14.9
Mercedes 300 CE	6	3.0	11.3	18.7
Mercedes 260 E	6	2.6	11.9	20.2
Mercedes 230 E	4	2.3	14.7	26.7

The values for the Saab 9000 2.3i in its production version (available only with catalytic converter) have been measured by the manufacturer. Other values have been obtained from *Auto Motor und Sport*.

Torque more important than raw power for relaxed, economical motoring.

The peak torque of the new Saab 2.3 litre injection engine with balancing shafts is 212 Nm (157 ft-lbs) at 3,800 rpm. More importantly, the high torque is on tap within a very wide range of engine speeds. At 2,000 rpm, the new Saab engine already delivers 192 Nm (142 ft-lbs). Beyond this speed, the torque curve is very flat, which makes the engine highly responsive.

Consequently, the new Saab engine offers excellent overtaking performance.

Torque is more important to the performance of an engine than raw power expressed in horsepower. The horsepower rating merely determines the top speed of the car in a given gear. But the torque is decisive to the teamwork between the car, the engine and the driver during overtaking and in other critical situations in normal motoring.

Mid-range performance vital to safety

Growing numbers of motoring experts regard peak engine power and acceleration from rest as features of minor interest. The emphasis has now shifted to mid-range performance. The acceleration times from 60 to 100 km/h (37 to 62 mph) in fourth gear and from 80 to 120 km/h (50 to 75 mph) in top gear are of far greater importance to the practical usefulness and active safety of a car.

In fourth gear, the acceleration time of

the Saab 9000 2.3i from 60 to 100 km/h is 9.5 seconds, and the acceleration distance is 214 meters (702 feet).

In top gear, the car accelerates from 80 to 120 km/h in 14.7 seconds, within a distance of 415 meters (1362 ft).

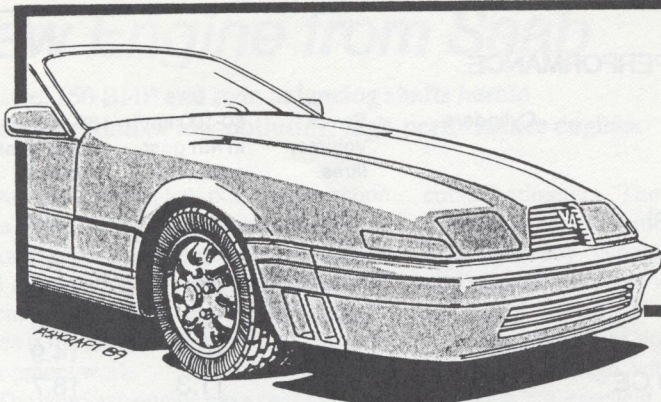
These values are a good deal better than those of competing cars with six-cylinder engines and larger swept volumes (see chart).

The new 2.3 litre engine from Saab will be available only with catalytic converter. Even by traditional yardsticks, the engine offers lively performance -- acceleration to 100 km/h (60 mph) in 10.5 seconds (12.5 with automatic transmission) and a top speed of 200 km/h (125 mph).

A high torque and a flat torque curve make driving more relaxed by cutting out much of the gear-changing work. On a long journey, the need for changing down from fifth gear is almost entirely eliminated. Even in city traffic, a high, uniform torque minimizes the need for gear-changing, which is a boon to driving comfort.

By consistently staying in a higher gear, the driver will obviously achieve better fuel economy. The fuel consumption of the Saab 9000 2.3i, measured in accordance with EEC standards, is 19.3 mpg on the urban cycle (17.0 mpg with automatic transmission), and 33.1 mpg (31.4 mpg with automatic) at a constant 90 km/h (56 mph).

In this respect too, the Saab 9000 2.3i is a notch up on many of its competitors.



Designer's Corner

by Jack Ashcraft

The Sonett 3.5 Progresses...

The drawings here show the front of the car as I laid it up in 'glass. Eliminated is the odd air scoop near the back of the hood. Instead, heater air will go in under the elevated rear lip of the hood at the base of the windshield, a point of high aerodynamic pressure. The same raised area will conceal most of the wiper blades from view.

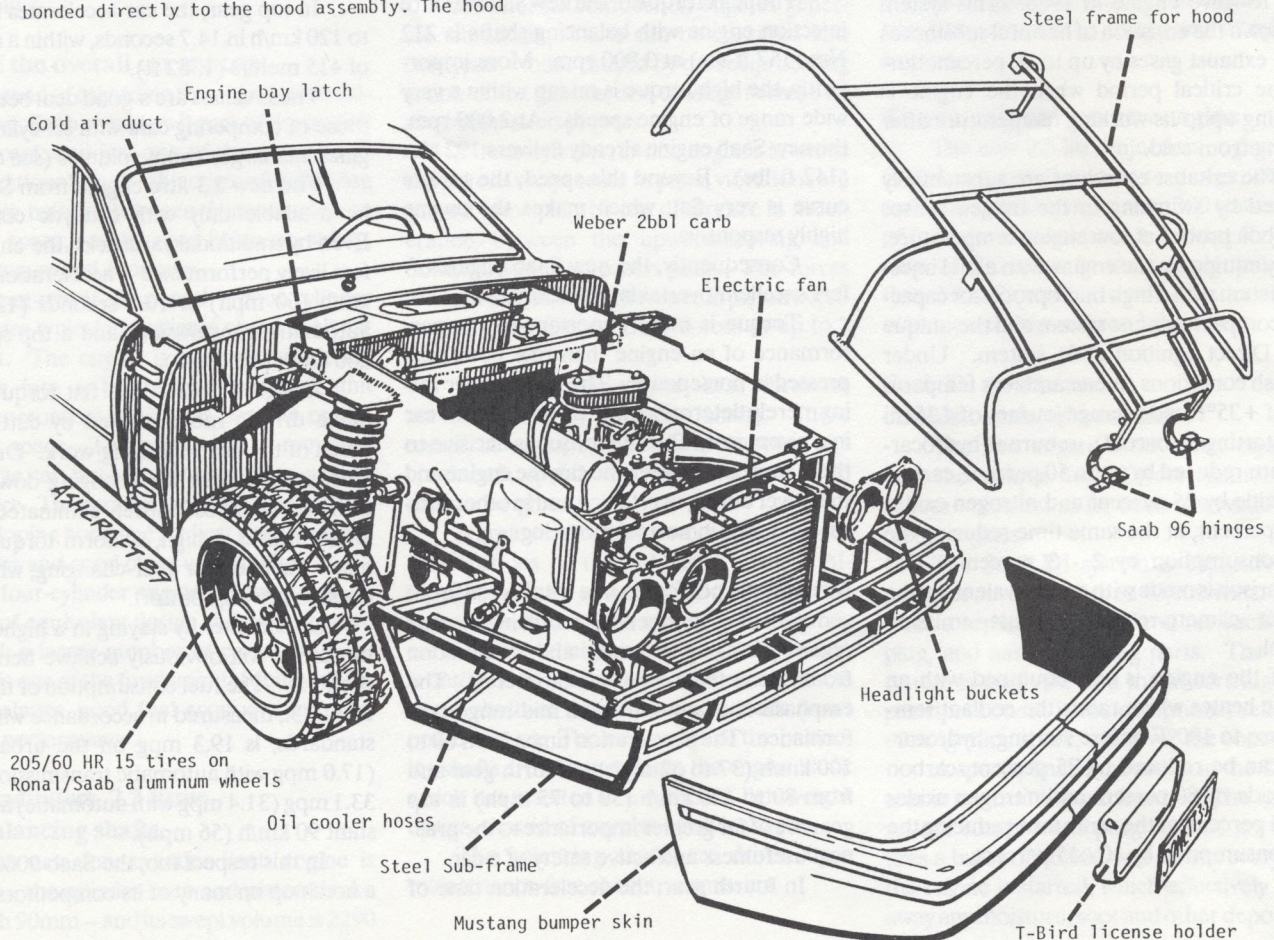
The new fiberglass hood/fenders is supported by a light framework of 1/2" ID steel electrical conduit pipe, hinged at the front with a pair of Saab 96 rear deck hinges. The light frame is bonded directly to the hood assembly. The hood

is latched on both sides and opens an inch or so when the release lever is pulled (coil helper springs), then is supported when fully open by two aluminum tubes. A pair of tapered pins on each side assure alignment of the hood assembly when closed.

NACA ducts on each side of the hood feed cold air to the directional vents on the new instrument panel, independent of the regular heater.

The front bumper ('86 Mustang, narrowed 14"), of ABS or similar plastic, is supported by a sub-frame of 3/4" square mild steel tube, bolted to the sides of the engine bay. This framework also supports headlights, air horns, cooling air ducting and the oil cooler and serves as the car's front bumper.

There is provisional space for a second electric cooling fan ahead of the radiator, should it be



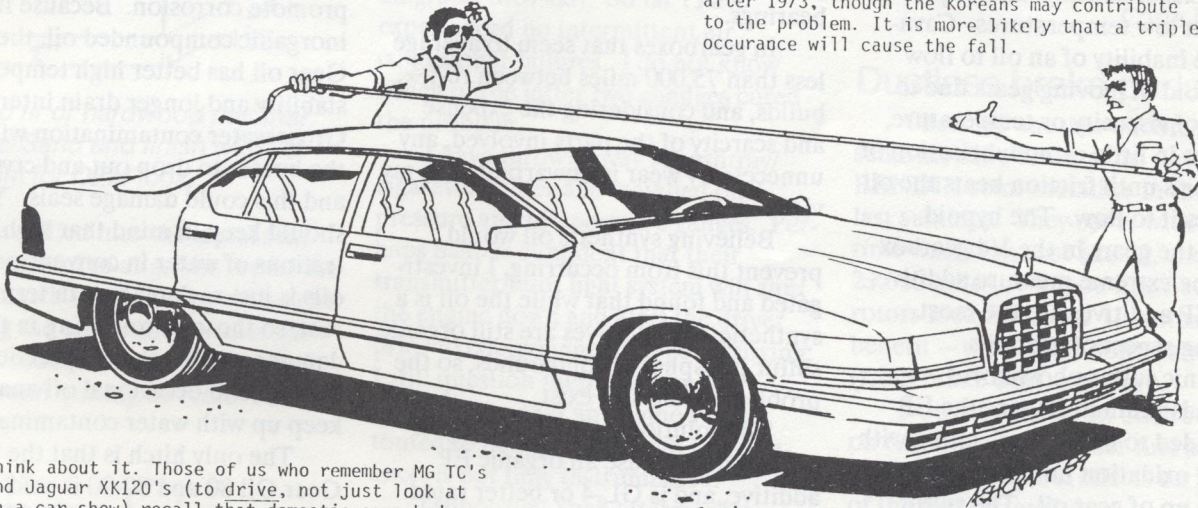
required (which I suspect). The fan(s) are controlled by thermostat but have a manual override switch in case the thermostats self-destruct.

There are many changes underhood, some mechanical, some electrical, and some new systems have been incorporated. So if the engine bay shown doesn't look like the one in your Sonett, don't be surprised. This one is laid out for ease of maintenance, not because of the dictates of some bean counter who figured it was better to get by with 6" less heater hose. But this will all be a subject in a later article.

The Sonett project has taken a while and will go a while longer yet. But it has been fun to design and then see it develop. And the look on young son Chris' face when I cut the last 3" off the tail end of the body with a sabre saw...well...there are high points in life... Stay tuned!

Bigger is Better, One More Time...

It looks like some folks never learn, and certainly won't take the trouble to learn from other's mistakes. The automobile industry, in their infinite greed, is once again cycling into an era of fatmobiles. About every 16 or 17 years this car building phenomenon seems to occur, sort of like a gestation period for obese four wheeled toads.



Think about it. Those of us who remember MG TC's and Jaguar XK120's (to drive, not just look at in a car show) recall that domestic cars had become bloated chrome-laden barges by the late 1950's. George Romney's little Rambler helped to turn away that glittering horde in the only way that manufacturers really understand---sales. People began to buy smaller cars. Ramblers, Studebakers, VWs, and as soon as they were on the market, Falcons, Corvairs and Valiants.

By the early seventies, the builders had done it to us again. The Falcon had grown into the Torino and the Corvair into the Chevelle. When the oil companies and the Arabs put us in the gas lines in '73, it was the Japanese that played Romney's theme song in the marketplace. Detroit had done it to themselves and have never since recovered from the Japanese onslaught.

Now again corporate greed is moving the auto upmarket as they say in yuppiespeak. Even the Japanese are getting into the act as fast as they can. They loved our demand for self imposed quotas--they just brought in their high ticket cars and left the low cost stuff at home. Why not? It costs Toyota about a hundred bucks in real material to build a Celica Supra over a plain vanilla Corolla but they can get fifteen

grand more for the Supra. Not being stupid, the folks from the far east reasoned that they could do the same trick in the high end as well. Our auto journalists do positive screams of ecstasy over Acura, Infiniti, Lexus and the insanely high priced top end German cars.

So the once nimble and smart little Honda becomes a BIG luxu sedan, the once barely-large-enough Toyota an executive's rolling barge. And have you eased up alongside a big Bimmer lately? What started as a quick 1600cc two door in the late 60s has become a fat hog. And of course with size comes equipment, most of it computer controlled and seemingly the more complex the better. The domestic builders LOVE it--they figure THEY know how to build BIG IRON better than anybody on the planet! Whoopie! Let's do it! We're tired of building little plastic shitboxes anyhow--lets build some REAL CARS for a change! Take a look: Chrysler moving to V6 engines in stead of the 2.2 litre four cylinder in many of their cars, Everybody breaking their necks to increase horsepower, cars generally growing, all the while whining about not being able to meet CAFE averages. It makes you think nobody ever reads anything to do with history.

The next big setback in automobile size, prices and gadgetry is not likely to be another offshore invasion of the type that took place after 1973, though the Koreans may contribute to the problem. It is more likely that a triple occurance will cause the fall.

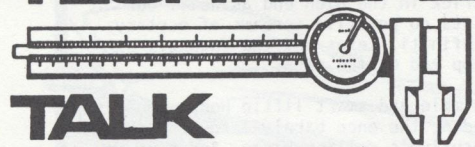
First, look for the Federals to come down on the car makers for compliance with CAFE figures.

Second, another well orchestrated "fuel shortage" is about due. Look, the oil companies haven't had much in the way of windfall profits for a while and the stockholders are raising hell again.

Finally, the steep climb in new car costs will surely cause a buyer backlash soon. Additional costs of insurance and maintenance will move new car prices out of the reach of an ever-growing segment of the population.

Said simply, cars will have to be made smaller, and definitely more simple. Some builder with foresight and a sense of history will take advantage of this cycle of change. Japanese? Domestic? Korean? A car built in Mexico? It's a tough call. Not that it will HAPPEN, but who will be clever or lucky enough to take advantage of it. Someone will. Perhaps someone who knows that unless you study history you are doomed to relive it.

TECHNICAL TALK



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

V4 gear lube

V4 gearboxes require a 75 weight, extreme pressure (EP) type lubricant, per the owners manual. The term "75 weight" is a number set by the Society of Automotive Engineers (SAE) to denote the viscosity of an oil. On the motor oil viscosity chart, the 75 weight gear oil is roughly equivalent to a 20 weight motor oil. SAAB has specified this relatively light weight oil to facilitate easier shifting, and to prevent cavitation at low temperatures. Cavitation is the inability of an oil to flow into the void of moving gears due to extremes of viscosity or temperature, and results in little or no lubrication of critical parts until friction heats the oil and causes it to flow. The hypoid nature of the gears in the V4 gearbox require the extreme pressure additive, and the EP additives are the most interesting aspect of gear oils.

Organic sulfur phosphorus compounds (animal fat) are the EP agents added to mineral oil, along with foam and oxidation inhibitors, this is the make up of gear oil. The sulfur phosphorus compounds are the key to what is known as boundary lubrication, and is what actually comes between moving pieces of metal at their point of contact, thus preventing wear.

What actually happens is this; a fine coating of corrosion or crust is created on the metals immersed in the sulfur phosphorus oil. Known as sacrificial film lubrication, ferrous sulfate is created on iron, and copper sulfate is created on copper or brass. This corrosion is actually the EP lubricant. As the corrosion is worn away through metal to metal contact or fluid erosion, the underlying metal is exposed and more corrosion is created.

How much corrosion is created, and is it critical to the V4 gearbox? Volkswagen and Audi have recognized this as a problem, and specified a GL-4 rated gear oil (another standard to denote an 85-90 weight gear oil without EP additives) in many of their manual gearboxes. I believe these EP additives are responsible for the pitting seen on ring and pinion gears, and that the EP additive contributes to premature wear-out of gears and bearings.

In gearboxes that seem to average less than 75,000 miles between rebuilds, and considering the expense and scarcity of the parts involved, any unnecessary wear is unwarranted in my view.

Believing synthetic oil would prevent this from occurring, I investigated and found that while the oil is a synthetic, the additives are still organic sulfur phosphorus compounds, so the problem would still exist.

The solution is the use of a gear oil that doesn't use an organic EP additive, and is GL-4 or better rated. While there may be others, I personally know of two products that I believe are superior in performance as their use alone does not guarantee some corrosion. I sell Chevron products and can recommend Chevron N.L. (no lead) Gear Compound 150, and Chevron Ultra Gear 80, or 80-90. The Chevron Ultra Gear 80 is the better of the two types of gear oils as it is closer to the recommended 75 weight, being an 80 weight, versus the 90 weight in the Gear Compound 150.

The Timken rating is the heaviest load a test lubricant will sustain without scoring a test block in the Timken Bearing Company test proce-

dures. The higher the number the better; conventional gear oils usually rate a number between 35 and 50. Ultra Gear 80 has a Timken rating of 75, versus a 60 rating for the N.L. Gear Compound 150.

The Chevron Ultra Gear uses an inorganic borate compound as its extreme pressure additive. The boundary lubrication film thickness of this product is three to five times that of other gear oils, and does not promote corrosion. Because it is an inorganic compounded oil, the Ultra Gear oil has better high temperature stability and longer drain intervals. Gross water contamination will cause the borate to drop out and crystallize, and this could damage seals. You should keep in mind that high concentrations of water in conventional gear oils is just as damaging in terms of rust, so those of you living in the damper regions should practice caution and occasional oil analysis to keep up with water contamination.

The only hitch is that the Ultra Gear Oil 80 and 80-90 is sold in five gallon buckets through Chevron distributors. These distributors can be found in the yellow pages of the phone book under Petroleum Lubricants. Cost is approximately \$31.00 for five gallons, or about \$1.55 per quart.

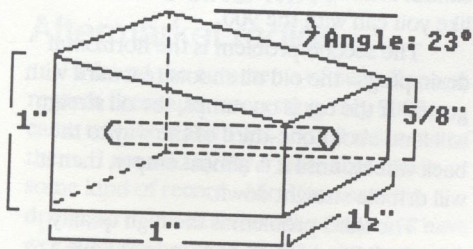
My own experience with this oil used in a slightly whiney 1962 96 three-speed resulted in easier shifting and 20-30 percent less noise than when I was using the 80-90 conventional gear oil. The oil also has a much better smell than the conventional sulfur phosphorus lubricant.

Steve Butler
Phoenix, AZ

Shelf support for 9000

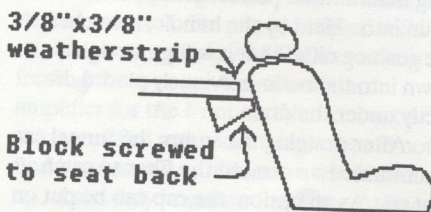
In the interest of pursuing perfection, 9000 hatchback owners may wish to implement the following. Where the rear parcel shelf butts up against the back of the rear seats, there is no shelf support in the middle of the forward edge, only at each side. This can result in 1/4" to 3/8" downward bowing of the parcel shelf.

This is easily rectified by making a small block, with rough dimensions shown below, and screwing it into a



Use good fir or hardwood material for block. Sand and finish with flat black paint for OEM look.

3/32" hole drilled into the metal seat back. Be careful to align the top of the block to match the side support height. Removing the entire shelf makes the whole procedure easier. This support can easily and quickly be removed if



Drawing not to scale

necessary when using the folded down seats for cargo area.

The 1/4" to 3/8" gap between the parcel shelf and the seat back can be filled neatly with 3/8" x 3/8" adhesive backed weather stripping (grey). Even looks O.E.M.

Other items of interest:

Instead of using the brush supplied with the touch-up paint kit, use the small end of a toothpick to put paint in stone chips. This does a much neater, less noticeable job.

In the November, 1988 issue, reference was made to intermittent air conditioner operation on ACC equipped cars. The article gave the ambient air sensor resistance specifications. Mine was outside the specified range and the dealer was convinced to change it. Three weeks later the problem reoccurred. This time the Time Delay Relay in the ACC circuit was changed, along with a diode (#173 on wire 783 SV 0.75 on page 254 of Service Manual Sec. 3:2, wiring diagrams M87-88). So far I have experienced no intermittent air conditioner failures. I do not know which of the latter two changes cured the problem.

I have thrown away my ashtray/cigarette lighter and installed oil pressure and temperature gauges. Perhaps Saab is confident that their transmitter/idiot light system will shut the engine down and alert the driver prior to component damage occurring, I still question their wisdom. It surprises me that an engine/vehicle touted to be high tech, high performance, is not fully instrumented.

I supported Saab aftermarket products and although the gauges and associated components were about 15 percent more expensive through the dealer, they are 100 percent more convenient to install. Saab supplies everything right down to wire ties, Teflon tape, wiring harness, branch clips, spade connectors... the whole bit. The time saved in running around to purchase the right stuff, to say nothing of the cost, is well worth the extra cost associated with OEM equipment in this case. I must admit I have had the opposite experience many times with 99 and 900 Turbo parts.

Ian Duthie
Calgary, Alberta

9000 brake pads

There are now Repco Metal Master brake pads available for 9000s -- D533M (front) and D502M (rear). These pads are produced in Australia by Bendix/Mintex, and are marketed in Europe under the "PBR" name instead of the "Repco" name.

Many shops and private owners are aware of the benefits of the Metal Master pads from using them on 99/900s. They are dustless, squeal-free, and last longer than conventional brake pads.

Also, since 1988 the 900s are using the 9000 brake set-up, so these same numbers will work on the late 900s.

Steve Fields
Marketing manager
S.A.V.E./E.P.I.
Costa Mesa, CA

Dustless brake pads

Chalk up another endorsement for semi-metallic brake pads. I put a set of BENDIX semi-metallics in the '83 900 last summer. They come with a lifetime warranty, cost \$28.00, and after 23,000 miles, still look like new. The rotors look fine, too. Unanticipated benefit -- the wheels don't turn black (from brake dust) anymore.

Does anyone know Saab's feelings on fuel injection cleaner fuel additives? Any harmful effects on the rest of the fuel system?

Thor Carlson
Newton, NJ

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Aux Air Valve function

If you are experiencing low idle speed during cold running times, your auxiliary air valve may have failed. Here is a description of the valve from the SAAB service manual:

"The function of the *auxiliary air valve* together with the *warm-up regulator*, is to compensate for losses due to friction and condensation in the inlet manifold and combustion chamber on cold starting, so that the required idling speed will be obtained.

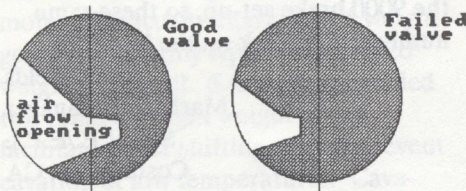
The valve is located in a passage which by-passes the throttle valve. The air flowing through the auxiliary air valve has also flowed through the air flow sensor, so a fuel

quantity is obtained which corresponds to the air flow.

The valve is actuated by a bi-metal strip which opens the valve completely when the engine is cold. When the engine is started, current flows through a coil and heats up the bi-metal strip, gradually closing the valve. When a hot engine is to be started, the engine temperature acts on the bi-metal strip and the valve remains closed."

To check your air valve, wait until the engine is cold, remove the hoses and look through the valve. If the aperture is too small (see diagrams), your valve has failed.

Don Andrews
Andrews, Inc.
Princeton, MN



View down through auxiliary air valve while engine is cold.

APC "miss", 4x10 speakers, and 9000 oil change

Mr Raskob's "miss" at about 3200 rpm on full throttle is either the APC doing its job (if his miss is only a slight hesitation) or the overboost pressure switch doing its job if he is experiencing a jolting miss. Since he uses "good premium" fuel, I suggest it may be the latter. The quickest and easiest way to check is to switch to the lowest octane fuel you can find. If the problem goes away, but there is either slight pinging or a slight "shuddering" as the APC drops boost, then it is in the pressure switch for sure. It may either be bad, coming on before its assigned pressure, or it may be saving the engine as it was designed to do.

In a similar vein, I once had a sticking APC solenoid valve, due to the accumulation of oil vapors (about 85,000 miles). With the modulating valve stuck in the unmodulating position, the waste-gate was totally shut. What a beast! On full throttle, when the boost came up the car would literally leap as it never did before, accompanied by tremendous rattling and knocking in the engine as the boost gauge buried itself in the red zone. Then the overpressure fuel cutoff would come on as if you hit something the size of a Toyota. This all happened so fast that I wasn't sure what had happened. Of course, the jolting would free up the solenoid so that it wouldn't happen again right away. And it would *never* happen for a mechanic. I diagnosed this fault by applying pure logic to the excellent description of the APC system found in the "engine" service manual.

As for the question about 4"x10" speakers: I always thought the Philips units in my '82 were pretty good. If you want more, the Crutchfield catalog lists lots of them. Call 800-336-5566 and they will send you a catalog. Their prices are midway between *list* and *New York mail order*, their service is excellent, their representatives are intelligent, knowledgeable, and English is their first language.

After two miserable attempts at changing the oil on my 9000, I have developed tools and procedures to make this do-it-yourself job easier. The fundamental requirement is either ramps, jack stands, or a long narrow pit. You simply cannot reach under to remove the oil filter like you can with the 900.

The second problem is the horizontal drain plug -- the old oil shoots rearward with gusto. If the car is on ramps, the oil stream will land about one-third of the way to the back wheels until it is almost empty, then it will dribble straight down.

The third problem is the high quality SAAB oil filter, which does indeed have a very effective anti-drain valve. When it is loosened, it spurts.

My new tool for "clean floor" changes was fashioned from a half-gallon plastic ammonia bottle. Its prime advantages were size (slightly larger in diameter than an oil filter, but small enough to fit where the filter is), shape (round), and the handle (it has one). I cut away the bottom half of the bottle, leaving the top portion to form a funnel with a handle. A bit of coarse screen crammed into the mouth to catch the drain plug makes this a perfect urinal for the oil to drain into. Held by the handle, it catches the gushing oil so that it will go straight down into the basin previously placed directly under the drain.

After draining the sump, the funnel can be crammed up around the filter to catch that oil. As an option, the cap can be put on as the funnel will hold all of the oil that comes out of the filter. The filter can be removed and dropped into the funnel, although the filter gets pretty slippery from the oil all over it.

Half fill the new oil filter with oil prior to installation. None will run out as the filter is angled to fit onto the oil pump, and exactly four quarts into the engine will bring the oil level right to the "MAX" line on the dip stick.

Stephen Goldberger
North Canton, OH

andrews

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Ford V4 parts source

I needed some balance shaft bearings for my 1974 Sonett III. At the Saab dealer they were \$39 each. Knowing this engine is really a Ford industrial unit, I tracked down Triangle Ford Engines (6501 County Drive, Disputanta, Virginia 23842). I was able to buy the bearings and the balance shaft transmission cover seal for less than half the Saab dealer's price. They'll UPS the order to you the next day if possible. Their phone number is 1-800-468-3336 or 804/733-3020.

Mark Kerr
Birmingham, AL

Tires: P6 and MXV Aftermarket radios

I found the comments of Sean Kane as regards tires quite interesting. My 9000 came with P6's and I got 50,000 miles out of them. I am told by my friends that this is some kind of record. Mr. Kane says he drives hard, but does he drive hard and have weeks in the summer of 100+ degree weather which is a bitch on them? I have replaced these with Michelin MXVs and am also pleased with them.

My car was European delivery, so it came without a radio but with SAAB speakers and antenna. I installed first a Kenwood tape system -- no equalizer, but independent amp for the rear. That head unit self-destructed within the warranty and was replaced by Kenwood with the newer and next better unit. Recently, a burglar decided he liked that unit better than I did, so I went shopping. I have now installed an Alpine compact disc player coupled with an Alpine pre-amp only AM/FM cassette unit feeding through an Alpine outboard amplifier for the front and the Kenwood rear amplifier which the burglar could not find because it was hidden on the firewall.

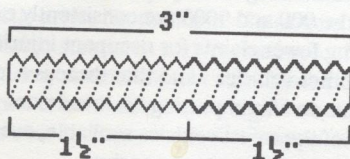
I am duly impressed with the Alpine system. It exceeds in performance the OEM systems I have heard, and definitely outdoes the Kenwood. The compact disc player is a godsend because we suffer so great an amount of multi-path distortion due to all the vertical real estate here in Dallas. Besides, you can select what you want to hear.

David Luther Woodward
Dallas, TX

V4 racing tips

All professional engine builders use honing plates to insure the engine block is bore true when reboring. Most blocks distort 0.001" to 0.004" when the heads are installed. In order to have the bore distort to a cylindrical shape, a honing plate allows the machinist to bore or hone while head torque is on the block. To use simply install the plate with a head gasket and torque to the spec of the cylinder head. You can make your own honing plate using a head gasket as a template. The plate should be made of very flat steel, one-inch thick, ground to 0.0005" flatness.

Wheel studs and nuts avoid the problem of having a steel wheel pull off around a wheel bolt. Start with hardened bar stock, machinable steel, 0.555" diameter, 3" long thread, 1 1/2" 9/16 SAE Fine, 1 1/2" SAE Coarse (the SAAB wheel bolt is 9/16" Coarse) or use Grade-5 3 1/2" bolts. Mount



9/16" Fine 9/16" Coarse

Cut off coarse end to fit. Be sure nothing protrudes on rear. On front, a 9/16" Coarse lock nut can be used.

studs with lock nut on front. Spot weld and grind flush in rear drums. Loctite (red) will work if everything is very clean and stud mount is used. Use motor home 9/16" Fine thread nuts (1-1/16" wrench size), also known as Winston Cup wheel nuts. Check the studs to be sure they are not working out whenever the wheel is removed.

WARNING: Double check the steel specifications on the stud to be sure the raw material can withstand high stress loads.

5/16" chrome moly rod bolts for the Ford/SAAB V4 are the same bolts as for Ford's standard 289/302. They can be purchased from your local speed shop, a hot rod catalog, or from Motor Sports Service in Jamestown, New York. **NOTE:** These are not the same as the 3/8" rod bolts used on the Boss 302 engine.

Mike Tucker
Hartsville, SC



V4 HEADS RECONDITIONED

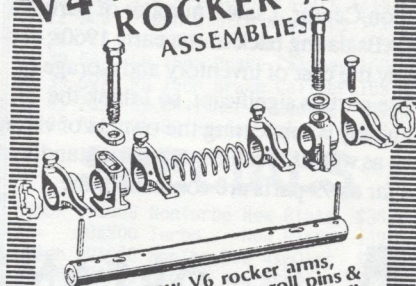


Includes new hard exhaust valves & seats, new intake valves, valve springs & keepers, and new valve guides if required, on 2 Saab V4 heads. Heads OK for unleaded gas.

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Questions for Saab execs, Saab's future in the auto industry

I very much enjoyed the June open house which Saab-Scania hosted at the Parts Distribution Center in Meriden, Connecticut. The fellowship and the display of SAABs from near and far were first class. One of the highlights of the day was the panel discussion hosted by Bob Sinclair and the Saab-Scania staff. Several of the topics discussed were of broad enough interest to SAAB owners across the country to warrant a little more discussion in NINES.

As usual the question was raised regarding the availability of parts for older SAABs. Ed Kaplanian (Saab-Scania Parts and Accessories Manager) responded that the current policy of Saab-Scania in the United States is to keep all of the current inventory for pre-99 models in the warehouse and available until supplies are exhausted. This doesn't address parts which have already been sold out and are no longer made, but the policy definitely supports vintage SAAB enthusiasts, as a "strictly business" approach would dictate scrapping parts beyond a certain age or with low sales volume. In my tour of the Distribution Center, I saw a number of parts for SAABs dating back to the early 1960s; certainly the cost of inventory and storage of those parts is significant, so I think the company is supporting the owners of vintage cars as well as it can from a parts standpoint. As far as 99 parts are concerned, the

response was "As long as you (99 owners) keep buying them, we'll keep stocking them!"

As we are all painfully aware, the automotive insurance industry maintains a practice of imposing surcharges in addition to "normal" insurance rates for cars they deem to be especially expensive to repair. Both the SAAB 900 and 9000 are rated more expensive than average to repair. A member told the panel that he was shopping for a new car and had found that the cost of insuring a new SAAB was significantly more than that for other cars he had looked at. Bob responded that he is aware that this cost is a concern for SAAB owners, and that efforts are being made by Saab-Scania USA to reduce the cost of parts required to repair accident damage, which is one of the factors driving insurance costs.

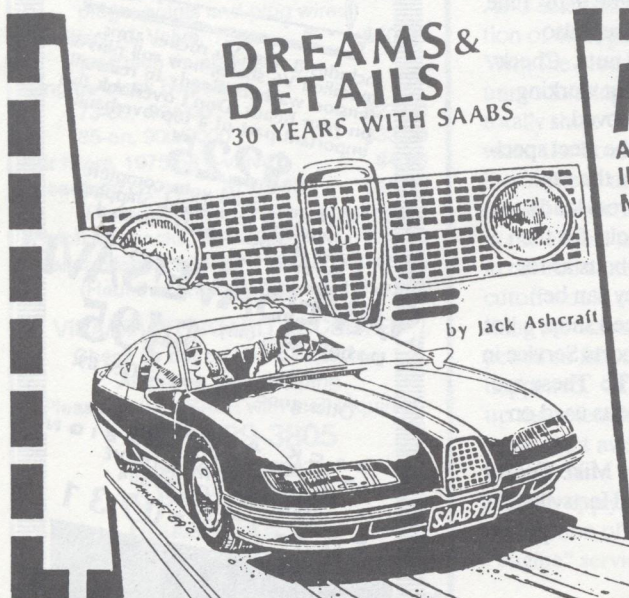
Bob further noted that the same data that has shown that SAABs are more expensive than average to repair also shows that both the 900 and 9000 are consistently experiencing fewer claims for occupant injuries than other vehicles - and that there is a lot of value to him in putting his loved ones in some of the safest vehicles available, even if the insurance is more expensive.

I'd like to point out that the cost of collision repair, and the occupant protection capability of a vehicle are interrelated functions of the vehicle design and that to some extent a compromise must be made between the two. An example of this compromise can be seen in the front-end structure of the SAAB 900 which consists of

a large number of individual components all of which are welded together (including the fenders) to form a very strong structure. Many cars are designed with numerous bolt-on components, such as the fenders, around the central structure of the car.

In a low-speed collision, the 900 structure is more difficult and expensive to repair as the damaged panels must be cut away and new ones welded in place and finished, rather than simply bolting on new parts. In a serious collision, however, every part of the 900 works as part of the energy absorbing structure, while in the other design some of the bolt-on parts are going along for the ride, dictating a central structure either heavier or less strong than that of the SAAB. The bottom line question to be answered by a prospective owner: Is it more important the vehicle be designed for maximum occupant protection or for low repair cost?

The insurance industry's Highway Loss Data Institute annually publishes a report ranking the performance of current vehicles in real accidents in the categories of injury frequency (normalized to the number of vehicles registered) and the average repair claim cost. In the latest HLDI report, published in October, 1988 the SAAB 900 (1985-87 models) had fewer injury claims than any other small or mid-sized car available, with the 3-door and 4-door having 80% and 73% as many claims for injury as the average vehicle population, while the average repair costs for the 900 were 153% and 113% respectively, of those for all



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vehicles.

The SAAB 9000 was reported as having 51% as many injury claims as the average vehicle population, while costing 150% as much as average to repair. Only the Mercedes-Benz S-class sedan (42%), the BMW 7-series (50%), and two GM full-sized station wagons (44% and 48%) had fewer injury claims among all cars and vans sold from 1985-1987. (For HLDI's ratings of 1986-88 models, see page 7. - TW)

I agree with Bob Sinclair on this subject -- I'd rather pay a little more (and I do own 2 SAABs!) for insurance than to save a (relatively) few dollars and take a greater risk of being injured if (when?) an accident occurs. If you find a Chevy Caprice wagon to be a viable alternative to a SAAB, be my guest!

There have been a number of comments in NINES and elsewhere lately that Saab needs to offer a V-6 engine in order to remain competitive in the US. This question was again brought up at the open house panel discussion in Meriden. Bob Sinclair acknowledged that V-6 configured cars are being evaluated in Sweden, but he went on to say that he felt it would be wrong for Saab to replace "the best four-cylinder engine in the world" with a V-6 engine, which would have to be sourced from another manufacturer (such as Ford, *a la* the V4 in the 96) because of the tremendous cost of developing an entirely new engine.

I have to agree with Bob; I think it's unfortunate that the car buying public, and most of the press, have been somehow deluded into thinking that the value and performance potential of an engine can be determined by counting the sparkplugs. Certainly there are a couple of problem areas which need to be addressed in the current 2.0 liter four-cylinder package, but there are also a number of distinct advantages to that engine. For the cost and time required to bring a new engine on line, it's probable that major strides can be made in improving the current one. My recent experience with a number of vehicles indicates that Saab needs to make improvements in both the 900 and 9000 in low-speed torque (referred to as "launch feel") and in vehicle idle smoothness. These appear to be the only areas in which the Saab four-cylinder doesn't perform as well as contemporary V6 engines.

In the performance area, a number of technologies have emerged to improve the low speed output of small engines including

variable valve/camshaft timing (especially suitable to twin-cam engines), staged or variable induction systems, advanced turbo-charger materials, variable turbocharger geometry, and turbocharger/supercharger hybrids. Idle speed control, combustion stability/smoothness, and vibration control can be addressed by Engine Control Unit software algorithms, variable valve timing, variable induction systems, rotating balance shafts, and advanced engine mounting techniques such as computer-controlled variable orifice hydraulic engine mounts and torque struts. These are the type of leading-edge solutions we have come to expect from Saab rather than the "more cubic inches/more cylinders approach".

Saab's success has not arisen from following the automotive mainstream in the past, and given the small size of the company and the cost of the auto business it is doubtful they can survive in the future without maintaining a unique and unusual approach to their products. The time will shortly arrive (in the form of stringent new emission standards and increasing fuel economy standards) when the Saab power-plant will hold a distinct competitive advantage over its 6 and 8 cylinder competition.

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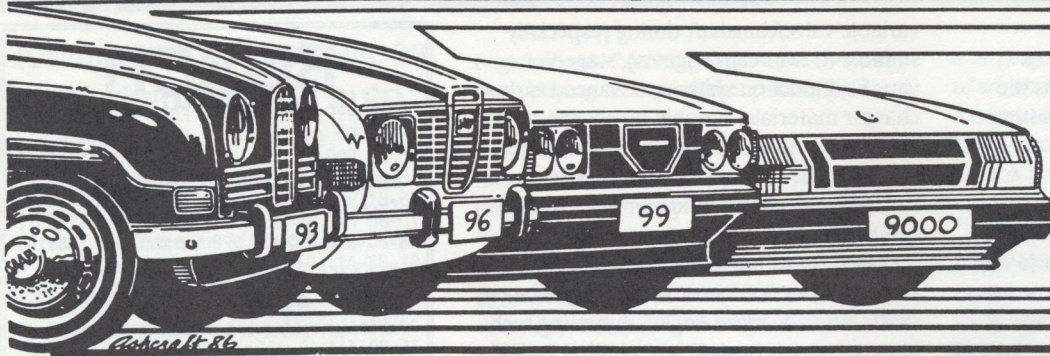
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93s, 95s and 96s For Sale

'72 95 wagon, good body and mechanics,
rebuilt trans, new brakes, shocks, etc. \$2500.
David Purvis, 811 E Dennett,
Fresno, CA 93728. 209/237-7051.

'72 96, Weber 30 ICTH carb, green w/brown
interior, 5 Sonett wheels. Engine, body and
interior very good to excellent. No rust.
\$950 obo. Dick Evans, Raleigh, NC.
919/544-5555 days, 919/787-7337 eve.

5 6"x15" alloys w/5-bolt pattern for Sonett or 96, excellent condition, \$300. 4 early style optional Sonett alloys, \$300. Sonett transmission, \$325. Rear fiberglass complete, \$250. Lenses, seats, etc also available, very reasonable. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589

Parting out complete '66 sedan, body solid. 8 complete triple carb engines; many V4 & 3-cyl carbs/dist/alts, \$25. Perfect 73 tan ft seats, \$50. exc red/grey 69 ft seat, \$20. 5 late Sonett wheels, \$250. Sonett carbs, \$350. Eric Nelson, 108 Pleasant St, East Longmeadow, MA 01028. 413/525-1916.

Good Sonett trans, \$200. Type II bonnet, \$500. '72 V4 1.7 engine from a 97, \$200 obo. David Purvis, 811 E Dennett, Fresno, CA 93728. 209/237-7051.

SAAB factory service manual "95/96 & Sport"-1965, P/N 787902. Chilton's Repair guide 2S & V4 models from 1960. Jim Stouffer Sr, Chambersburg, PA. 717/264-9509 lv msg.

3 cyl, 2-stroke power unit from 96: engine, trans, starter, generator, radiator, water pump, spare Solex carb, runs good. Best offer. Mark Kerr, 9345E Westbury Woods Dr, Charlotte, NC 28226. 704/541-6173.

99s, 900s & 9000s For Sale

'89 9000CD Turbo, 5k mi, perfect condition, leather, loaded, grey, airbag, 7-yr warranty, private owner, best reasonable offer, must sell. Wayne Lilley, Stow, MA. 508/897-6135 eves.*

'87 900 Turbo SPG, 31k mi, garage kept, maintained to SAAB specs. Fog lights, power sunroof, leather interior, Clarion 80w AM/FM cass w/equalizer. Must sell, \$15,950. John Gleason, Scranton, PA. 717/457-2673.

'85 900 16-v Turbo 3dr, 5spd, 34k well maintained miles, Euro hdlights, rose quartz w/red int, factory mats, Auto Armor rustproofing & paint protector, very clean. \$11,500 obo. Allan Bergman, W Des Moines, IA. 515/224-1128.

'84 900 Turbo 3dr, 5spd, 100k mi, very good condition, one owner, silver, velour interior, cruise, fogs, extras available. Asking \$6000. Don Martorelli, 22 S Louis, Mt Prospect, IL 60056. 312/394-4667 eves.

'83 900S, 89k mi, excellent interior, sunroof, Blaupunkt stereo, very solid car, very good body, engine; bad automatic transmission. \$3000 obo. All offers considered. Mark Kerr, 9345E Westbury Woods Dr, Charlotte, NC 28226. 704/541-6173.

Sadly parting with '77 99GL 2dr, one owner, runs great, well maintained, interior like new, a little rust, 130k mi. \$1250. Diann Gindesperger, RFD 1, 136 Burnt Swamp Rd, E Kingston, NH 03827. 603/394-7018.

'80 99GLi Coupe, 35k mi, AC, one owner, Southern car (NC Reg.), mint condition, garaged, dealer serviced. Moved, must sell. Extra set new 165x15 radials. Joshua Jablons, 59 Village Park Rd, Cedar Grove, NJ 07009. 201/239-1100, 212/777-4562.

'78 99 Turbo 3dr, 70k mi, orig owner, Zero rust, silver w/red interior, sunroof, no AC, many new spare parts. \$6000 obo. Creighton Demarest, Lake Dr, Darien, CT 06820. 203/324-7639.

'78 99 Turbo, burgundy metallic, excellent body & interior, repainted INCAs w/175/70 MXLs. May 89 valve job, timing chain & water pump. Too much additional to list. \$3495. Roger Kelsey, Nashua, NH. 603/882-3098.

'78 99 Turbo, 84 silver w/black, new stereo, many \$ thousands in recent parts & repairs. Minor suspension damage, great shape otherwise. \$1500 obo. Must go before winter. Walter Meyle, Walden, NY. 914/564-5962.

'77 99GL 2dr, 190k mi, orig owner, complete records, clean dependable car, Blaupunkt AM/FM/tape, deluxe mats, trailer hitch, new tires/alignment, exhaust, brakes, headliner. \$1500. Mike Heisey, 528 Meadoway Park, Worthington, OH 43085. 614/846-0412.

'77 99GL 3dr, 4spd, 120k mi, Antelope Brown, tan interior. Complete and in running cond, some rust, EMS mags, all records. \$500. John Kay, 1018 Forest Dr, Elgin, IL 60123. 312/632-2519 days, 312/742-7457 eve.

99, 900 & 9000 Parts & Accessories

Parting out SAABs: 89 900S 16V, 87 900T 16V, 86 900 SPG, 86 900 base, 85 900T 16V, 84 900, 82 900T, 79 900. Drivetrains, interiors, body, suspension, wheels, rebuilt transmissions & more. Michael Caro, Wallingford, CT. 203/284-8989.

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 Ave, 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.

Parting out: 74 99EMS, 75 99EMS, 78 99T, 79 900T 5dr, 79 900T 3dr. Kim Hopp, RD #1 Box 335A, Oley, PA 19547. 215/987-6509.

9000 sunroof air deflector, 9000 roof rack, complete 9000 service manuals, Bosch driving lights. Cassette box for 900 console, two Thule upright bike carriers, two upside down Thule bike carriers. Lowell Hestand, Doylestown, PA. 215/345-4751.

'77 99GL, running parts car, bad cyl, \$150. Also '76 EMS parts, soccerball mags, new LF fender. John Weir, 23 Birch Dr, Chatham, IL 62629. 217/483-3692 eves.

'75 99EMS, too rusted to pass PA inspection, engine & drive train great, new muffler and five mag wheels. Haul it away, \$500. James Henneke, West Chester, PA 215/696-5243.

Parting out '75 99LE 4dr, blue w/blue int, Auto, PS, AC. Send SASE with needs to John Kay, 1018 Forest Dr, Elgin, IL 60123.

MSW 15x6 900 wheels, silver baskets, \$400/set. 2x '84 900T wheels, VG cond, \$100 ea. Factory Euro H4 headlights, fits 79-86 900s, \$175. 900 fixed T-hitch w/SAAB elec conn, \$50. Cargo safety net (cage), \$30. Cargo mat, \$25. 900 shop manuals, \$50. All +shpg. Don Martorelli, 22 S Louis, Mt Prospect, IL 60056. 312/394-4667 eves.

99 parts: 4 INCA alloys, \$280. Burgundy int. from '78 99T, complete, \$250. Turbo steering wheel, \$30. Tach, \$35. Lenses, glass, etc, very reasonable. Michael D'Aleo, 65 Hollow Horn Rd, Erwinna, PA 18920. 215/294-9589.

Headliner material for 99/900. Off white nylon with foam backing, same as original. 54" wide, 3½ yds fixes average 900. Special - \$15.25/yard +\$5.00 shpg. Trollhatten Performance Cars, 107 W Hubbard, Chicago, IL 60610. 312/822-9339.

99 wheels: 4 soccerball alloys, clean, \$35 ea +shpg. Lugs, \$30/set of 16 (set only). Assted 99 steel wheels, cheap. Kenny Steinberg, 210 Grant St, Pittsburgh, PA 15219. 412/391-8000 days, 412/687-7587 aft 8:30pm.

Radiator for 83 900T, exc, \$40. Two 165x15 Gislaved Frost snows, 7/32", on 99 wheels, \$40 +UPS. Gary Thomas, 607/277-0501.

900 tow hitch, fits 87-on, DeLan 2500lb capacity, removable tow bar, perf cond. \$75 incl shpg. Wayne Knapp, 74 Warren Rd, Sudbury, MA 01776. 508/443-2628.

For sale or trade: Louvres for 9000 hatchback, radiator for 96 like new. Will trade for 900 hatchback louvers or other 900 accessories. Dietrich Gehring, PO Box 740, Altamont, NY 12009. 518/765-2919.

4 steel wheels and hubcaps from 79 900 w/used 165SR15 Gislaved Frost studded snows, one season left on tread. \$200 obo. Frank Rossi, 412 Simsbury Rd, Bloomfield, CT 06002. 203/242-1294.

4 SAAB 24-slot alloy wheels w/center caps, excellent condition. \$425 +shpg. D. Whitely, 13205 16th Ave N, Plymouth, MN 55441. 612/473-8109 H, 612/553-1112 W.

Continued next page

Off-roading in Las Vegas

Planning to go to the SAAB owners Convention in Las Vegas? Here's your chance to see an Off-Road SAAB in action.

SAAB Club member Arne Gunnarsson writes: "The Gold Coast 300 off-road race happens to coincide with the convention in Las Vegas. All cars parade through contingency row at the Gold Coast Casino on Friday -- quite a spectacle."

The cars actually start in Jean, Nevada, about 30 miles south of Las Vegas, beginning at 7:00am Saturday, October 14. The Gold Coast 300 is sanctioned by the High Desert Racing Association, and is part of the HDRA/SCORE championship series.

Gunnarsson drives a 1968 SAAB 96-V4 in Class 6 (sedans). His co-driver is John Johnson III. Known as "Team 96", they are currently second in Class 6 points behind the Jeep of Evan Evans. Other cars in the class include a Chevy Camaro, a Chevy El Camino and a '55 Chevy.

SAAB SWAP Continued

2 1980 turbo engines, \$250 ea. '80 auto trans, \$100. 79 5dr & '80 3dr Turbo parts cars. 4 new +.40 1.85 pistons, \$75.
2 1.85 engines, \$50. 73/74 4spd trans, \$150. TRX alloys, \$25 ea. EMS alloys, \$40 ea.
Eric Nelson, 108 Pleasant St, E Longmeadow, MA 01028. 413/525-1916.

4 Pirelli snow tires, used one season. Asking \$50 ea. David Blaska, W9299 Oakland Rd, Cambridge, WI 53523. 608/252-6443 wkdys, 608/423-4219 otherwise.*

Wanted, All Models

Help Wanted: Mechanic with 2-stroke/V4 experience, welding & bodywork skills. Excellent pay. Contact Ariel at Nordic Motors, Arlington, MA. 617/861-7451.

Cable type wiper motor from later Sonett III or late model 99. Prefer good motor, but any condition acceptable. Mark Kerr, 9345E Westbury Woods Dr, Charlotte, NC 28226. 704/541-6173.

2 center hub covers for old style Sonett alloy wheels. Warren Merritt, 127 E Highland Dr, McMurray, PA 15317. 412/941-3268 after 5:30pm EST.

'72-'73 tan rear seat back for '96, & '71 blue seat back for '96. Michael Fremer, Midland Park, NJ. 201/670-6319.

Factory Service Manual wanted for '84 900S. Dave Wagner, 2651-D Barracks Rd, Charlottesville, VA 22901. 804/979-1507.

Liversidge leads NE Div O'Neil takes Prod. title

Sandy Liversidge drove his 10-year-old SAAB 99 to a seventh place finish at the Ojibwe PRO Rally, but his placing in class meant more to the driver (and SAAB Club member) from Kennebunk, Maine.

Liversidge's SAAB, sponsored by NRG Barriers, runs in the Group A category, a modified stock class which limits the amount of preparation allowed. That means the 8-valve engine is basically stock, and is not turbocharged. He finished second in Group A at Ojibwe, extending his second place points lead over the factory sponsored turbocharged, four-wheel drive Subaru of Chad DiMarco and Eric Hauge. The Subaru went off the road and into a tree stump at Ojibwe, damaging the suspension. The factory sponsored 4WD Mazda 323 GTX Turbo of Rod Millen and Tony Sircombe holds a substantial lead in Group A points for 1989. SAAB Club member Boyd Smith co-drove (navigated) for Liversidge in Minnesota.

In addition to the two-day Ojibwe National PRO Rally, teams had the option of competing in two Divisional rallies, Taconite Trails and Paul Bunyan's Ride, which ran concurrently with Ojibwe, one rally each day. Liversidge currently leads the New England Division in points, ahead of the 4WD Mazda 323 Turbo of Steve Potter. Potter slid off the road on the Taconite Trails event while Liversidge placed third. The following night, Liversidge was again third, just 23 seconds ahead of Potter.

With two Divisional rallies left, Liversidge holds an 18-point lead in New England Division. He will be running the events in a borrowed 99, as he recently rolled his Ola Stromberg built SAAB on a Canadian rally.

To finish second in Group A nationally, Liversidge must place third or better on the last two events, Press On Regardless in Escanaba, Michigan, the weekend of October 27-29, and the Mazda Coachman Stages in Washington state November 10-12.

SAAB Club member Tim O'Neil was first in Production Class at the Ojibwe rally, wrapping up the 1989 P-class title in the process. O'Neil has a perfect record in the class, six wins out of six starts. O'Neil's car is a VW GTI.

Barber/SAAB to Buhl

Robbie Buhl won his fifth Barber/SAAB Pro Series race in a row at Sears Point Raceway in California recently, his sixth win for the year, and wrapped up the 1989 championship in the process. There are two Barber/SAAB races remaining this season, Tampa, Florida on October 1, and Del Mar, California on October 22.

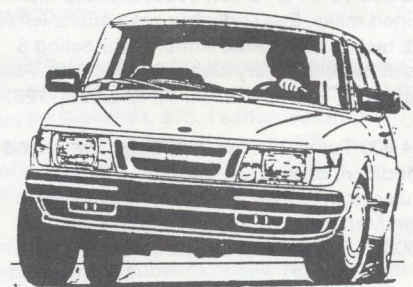
Buhl will be awarded \$100,000 by Saab-Scania of America as a "career enhancement" bonus, to use for his future racing endeavors.

SAABs win on Tour

SAABs were the chosen mounts of teams that won two of the three classes at the mid-August SCCA Midsummer's Nightmare National Touring Rally in Indiana. Dave Parps and Tim Craft took the Unequipped class and sixth place overall in a 99, while Bob Radford and John Ruther were first in the Seat-Of-The Pants class, tenth overall, aboard John's 900 SPG.

Second in SOP, 17th overall, were Marc Vernon and Bill Kubik in a 900 GLE. Kim Demotte and Wayne Schmieder were 12th overall in another 900, but it was only good for ninth place in the Equipped class.

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First Year \$23.00
 Renewal \$20.00

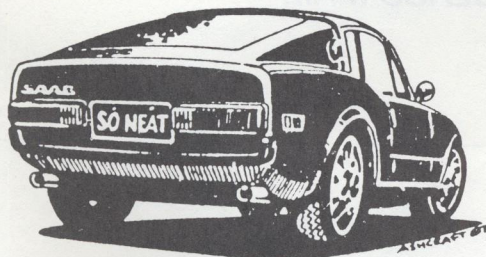
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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FROM THE BACKSIDE

Is Saab missing an important market by their absence from rallying? Saab's rally activities from the '50s thru 1980 are well documented. The company decided to get out when the World Rally Cup rules were relaxed to allow cars that bore little resemblance to street vehicles, such as the limited production Opel 400s and Audi Quattros. One of Saab's selling points was that they were competing in cars pretty close to what you could buy at your local SAAB dealership.

At the recent Ojibwe Pro Rally in Grand Rapids, Minnesota, it struck me that there was a large number of rally folk who owned SAABs. There was only one SAAB in the competition, the 99 of Sandy Liversidge, but there were plenty of other competitors with close ties to the marque.

Liversidge's co-driver for Ojibwe was Boyd Smith of Swedish Underground, an independent SAAB repair shop in Pennsylvania. Tim O'Neil, who has pretty well wrapped up the Production Class title for '89 driving a VW GTI, got his rallying start in a SAAB, and runs a SAAB repair shop in New Hampshire. Liversidge also is an independent SAAB mechanic in Maine. During the early '80s, Erik Zenz was quite

competitive in the Production category aboard a 99; he is now one of the top drivers in the series piloting a Mazda 323 GTX. Former editor of the SAAB Club Newsletter, Jeff Delahorne, has been co-driving in the Mazda 323 GTX of Steve Potter.

Other SAAB Club members continue to compete in SAABs: Rich Kushner of Swedish Motors in Pennsylvania still rallies a 99; Tom French of French's Foreign Car in Texas runs a PRO Rally Sonett in Divisional events; Satch Carlson in Alaska also has a Rally Sonett, the "Piggy of Plastique", though it hasn't been run in several years. Prepared SAABs are still seen on rallies across the country, particularly in New England, Washington, Michigan, Ohio -- wherever rallying is popular.

By quitting rallying, Saab has deserted their most supportive market. Of the group of people who put on and work rallies such as the Ojibwe and Press-On-Regardless, nearly half own or have owned SAABs. HALF! 50%! I don't know of any other manufacturer that has penetrated a strong automotive market that deeply.

Saab continues to believe they can't be competitive in World Cup Rallying against the all-wheel-drive Lancias, Mazdas, Mitsubishis and Toyotas. Yet Ford, Volkswagen, BMW, Opel and other two-wheel-drive cars are running in the top five, and winning occasionally.

There are factory-backed rally teams in the U.S. as well: Mazda, Audi, Subaru, VW, Ford (with a rear-wheel-drive truck!), Dodge. The Mazda 323 GTX (turbocharged, 4WD) is the current popular rally car due to low initial cost, but several front-wheel-drive cars continue to run up front, such as Doug Shepherd's Dodge Daytona, the VW GTIs of Tim O'Neil and Guy Light... and Sandy Liversidge's 10-year-old SAAB 99. Imagine a new Group-A SAAB

or Open class 900 at the hands of Liversidge or O'Neil.

How about a comparison? A stock Dodge Daytona Shelby like that driven by Doug Shepherd weighs 3050 pounds and the turbocharged 2.2 liter engine puts out 174 bhp (1990 specs). A 900 Turbo (1988 specs) weighs 2900 pounds and the engine is rated at 160 bhp. Torque and handling are also factors in any competition, but we can see that the basic cars are comparable. In fact the SAAB should have an advantage due to its more rugged construction.

There are some drivers, such as Rod Millen, whose talent and experience will put them up front no matter what they drive, but looking strictly at the cars, a SAAB should be able to run in the top five, and even win. After all, Tim O'Neil finished first overall at the PRO Rally in Georgia this year in a Production class VW!

Since rallying is not shown much on TV or covered in the magazines in the U.S., it is played out for those who seek out rallies to work or to watch. It only follows that SAAB should have a team for this heavily partisan crowd to cheer on.

Saab should also offer contingency money for SCCA Road Rallies. Those car companies who have offered a few hundred dollars for each National Road Rally have sold several cars each year to teams who run the series. When Chrysler offered prize money, half the field was Chrysler products. Same with Toyota, Ford and Datsun. It's a helluva lot cheaper than the six-figure \$ for the Barber/SAAB series and would produce more car sales per dollar spent.

Just as Ferrari fans closely follow Formula One, and Jaguar and Porsche are watched in Group-C and IMSA, to many SAAB owners, SAAB and rallying will always be synonymous.

Tim Winker

NINES

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