



NINES

THE SAAB CLUB NEWSLETTER

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November
1989
no. 186



Las Vegas Convention

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Saab/Ford Talks End

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Direct Ignition Explained

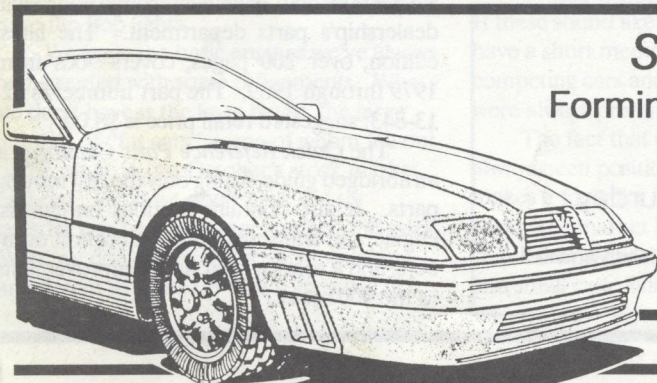
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An Inexpensive Auto Alarm

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Battling Rust on 96s and 900s

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Sonett 3.5
Forming the body
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Changes for 1990

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Anti-lock brakes and Air bags on 900s; Direct Ignition & new turbocharger on 9000 Turbos

Regional Club News

Notice to Club Officers:

Please check your listing below to verify the contact person and phone number(s).

To have your events included in the *Calendar of Events*, please send the information to NINES six to eight weeks prior to the event. Please send a copy of your newsletter to NINES; NINES will be sent to your newsletter editor in exchange.

Calendar of Events

Central Penn SAAB Club

Dec. 17 - Christmas Feast in the Catacombs at Central Hotel, Mount Joy.

Jan. 13 - Hershey Bears Hockey Game, discount tickets to CPSC members. George Basehore, 717/944-2915.

Delaware Valley SAAB Club

Dec. 9 - Sports Car Service Holiday Party 10:00am 'til ? 302/764-SAAB.

Milwaukee SAAB Club

Nov. 27 - General membership meeting.

Jan. ?? - Holiday Party.

Feb. ?? - Ice races. At least two. Pat Greer, 414/964-7463.

New England Sonett Club

Dec. 2 or 9 - Meeting. Topic: Ice racing.

Kudos to Lonnegren

At least two magazines have spent space in praise of Saab's retiring Manager of Corporate Communications, Lennart Lonnegren.

Kevin A. Wilson "blames" pneumonia on Lonnegren in *AutoWeek's* October 9th edition. Wilson (and probably other journalists) ran the fun meter well into the red zone on a Saab-sponsored junket (or two), and Wilson expresses his gratitude.

In the November '89 issue of *Sports Car* (SCCA's official publication), John Zimmermann recalls SAAB Showroom Stock National championships in '78 and '79, and SAAB's victory at the first Longest Day (1980) in an article titled "It's Been Fun!"

Transmissions aid in automotive education

As today's cars become more complex, it is increasingly important for tomorrow's mechanics to be familiar with their repair. Saab-Scania of America recently made an investment in future mechanics by donating 10 SAAB 9000 5-speed transmissions to the automotive vocational program at the Phoenix-based Universal Technical Institute (U.T.I.) where Saab holds service training schools for its dealers' service technicians in Tucson and Phoenix.

Saab's donation symbolizes the Swedish automaker's continuing effort to develop skills of service technicians to meet the ever growing, high-tech needs of the auto repair industry. Universal Technical Institute has graduated some 20,000 students nationwide in response to industry demands.

New Parts Catalog

Tired of waiting for some inexperienced parts guy to search through the microfiche for a simple part for your 900? Or maybe you'd like an exploded diagram of the air conditioning system to make sure you connect all the hoses to the right places. You can find the part numbers and diagrams in Edition 4 of the *Quick Reference Parts Catalogue* for the SAAB 900, now available through your Saab dealership's parts department. The latest edition, over 200 pages, covers 900s from 1979 through 1989. The part number is 02-13-843; suggested retail price is \$8.00.

The *Quick Reference Parts Catalogue* is an abridged guide, listing only the fast moving parts. It also contains sections on chassis, engine and transmission identification numbers, and a year-by-year list of improvements to the 900 series.

Clubs & Contacts

Appalachian SAAB Club

Steve & Aline Phipps
104 Ontario Lane
Oak Ridge, TN 37830
815/482-1500.

SAAB Club of Arizona

Meets: 2nd Saturday
P.O. Box 573
Scottsdale, AZ 85252
Steve Bolander, 602/946-1865.

Central Illiana SAAB Club

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

Central Penn SAAB Club

Meets: 1st Tuesday, Bube's Brewery, Mt Joy, PA. Social hour at 8:30pm, Meeting at 8:00pm.
George Basehore
477 E. Main St.
Middletown, PA 17057
717/944-2915.

Central New York SAAB Club

Eileen Kolynch
102 Armstrong Road
Lansing, NY 14882
807/533-4073.

Delaware Valley SAAB Club

Meets: 2nd Thursday, 7:30pm
Hennessy's Tavern & Restaurant
Chester Pike, Prospect Park, PA.
Jenny Trostel
c/o Sports Car Service
3500 Governor Printz Blvd.
Wilmington, DE 19802
302/764-SAAB days

Great Lakes SAAB Club

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

Milwaukee SAAB Club

Meets: 4th Monday, 7:30pm
Pat Greer
1810 E. Jarvis
Milwaukee, WI 53211
414/964-7563.

Minnesota SAAB Club

Meets: 1st Thur, 8pm, Broadway Pizza, US10 & University Ave., Coon Rapids.
Dean Nelson
612/636-3771.

Montreal SAAB Club

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

New England Sonett Club

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

New Jersey SAAB Club

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

Northern Illinois SAAB Club

24 hour Events Hotline:
312/763-4752.

SAAB Club National Capital Area

Meets: at Bethesda Regional Library, Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring, MD 20904
301/384-6732.

SAAB Clubs of Georgia

Meets: 1st Monday.
P.O. Box 52122
Atlanta, GA 30355-2122

SAAB Owners Club of Canada, Inc.

P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/737-5827.

Southern California SAAB Club

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

Tulsa SAAB Club

Jim Glavas, 918/663-8087.

Vintage SAAB Club of Washington State

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

West Mountain SAAB Club

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

Western Pennsylvania SAAB Club

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

SAAB Club of North America
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Letters to NINES

Rumors and facts

The rumor as you wrote it last month, concerns the 40 percent share of Saab that will or will not result in a combination of Ford/Saab. Is there a Ford in our future or Has Ford got a better idea?

The facts, as in the "early retirement" of Connecticut personnel. It will be a strange place with Len Lonnegren gone. Gee, he was with Saab only a few years short of the time that Milt and I were SAABers. The fact of drooping sales last year and so far this year in the U.S. The fact that over 1,000 Swedes will be gone from the factory force by attrition by 1991.

It was a fact that many of us saw coming sooner or later, with the corporation's aim to "fat" cars for fat cats. A lot of us old timers warned Saab people at meetings, or in my case, my continuing annual letter to Bob Sinclair. Saab originally was scaled at people with lean pockets. People who were engineers, farmers, small business men, graduate students, middle class families. The cars were small, affordable, repairable, simple to operate, and they were bought in multiples, i.e. father and son, wife and husband, etc. Most of the time they were replaced by the newer model.

Who or why the decision was made to aim at the upper yupper class should be turning in his bed/grave. Why, yes we know as we have been told over and over, it's a small company which must make its profit in bigger chunks off the smaller production. So what do we have? The 900 venerable but going higher in price originally and in the replacement parts, and in labor costs. We have the 9000 which reaches for mega bucks, still has bugs to be worked out, and is undistinguishable in recognition from some of the U.S. cars. And by golly it still doesn't have flip flop lights.

We have the basic engines we've always had, granted with some refinements. What we don't have is the loyal buyer, the large number of "fat cats", some of whom fell out of the range in last October's stock market bashout. What we don't have is a six cylinder engine, the repeat market, the sales. What we don't have is innovative thinking and design to come up with something like

the Miata.

What we do have is a large number of yuppie owners with ashtrays full, falling all over themselves to pay over dealer mark up for Miata, or who want to impress the neighbors with a BMW or Audi or Mercedes or such, in this year's colors. What we also have is the SAAB owner with aging models, who is looking for what used to be, the Sensible Intelligent Car. What we also have is aggressive advertising, i.e. Don't buy the wrong car this time! A distinct slam at the car buyer. No one likes to be told they didn't know what they were doing, certainly not an adult.

It is sad to think that because someone didn't wake up and smell the octane, years of fun, safety, reliability, uniqueness, will in some fashion or other disappear, and may not even be a memory when "us old timers" drift off.

So now we have "new blood" at headquarters, we have the old guard drifting off into the Valhalla of SAAB fanatics, we still have the 900 and the 9000 but for how long? Perhaps we should celebrate after all. Old 900s and discarded 9000s don't fade away. They REAPPEAR on the used car market. Buy two, one for now and one for later.

Margrit Adler
Champaign, IL

Quitchebelyachin'

There have been a lot of letters lately saying that Saab has forgotten its roots, moved up-market and up-price, and abandoned the old loyalists. I think this is bunk!

SAABs have always been at or near the top of the price structure in their size and performance class. This is the price we must pay for unique design, limited production, and superior longevity.

If you doubt this, go back and look at the prices we paid in days past: 1958 GT-750, \$2568; 1964 850-GT, \$2822; 1970 99E, \$3440; 1972 Sonett III, \$4179; 1974 99LE, \$5538; '79 900 Turbo, \$12,228. If these sound like low prices to you, you have a short memory. Compare these to competing cars and you will see SAABs were always premium-priced.

The fact that each new model has always been positioned above the preceding makes it look like Saab has moved up, but in reality the market has moved. Instead of simultaneously designing and building large and small cars, Saab builds a new mid-class

car every so often, and relegates the obsolete model to the junior position.

Today, SAABs are still near the top price in their respective class internationally, but if you look at European cars only, as sold in the U.S., you will see that SAAB is the least expensive model in most classes.

Yes, SAABs have gone up in price, but so have all the rest. All the hand-wringing about SAAB prices belong with the Depression stories we've all heard: "When I was growing up, gas cost 14 cents a gallon, and you could build a house, with lot, for under \$4000. No wonder everybody's in debt today."

Those who would have Saab again build cars that can be completely rebuilt, tuned and maintained with no more than a few wrenches and a feeler gauge need a similar reality realignment. Modern emission and mileage requirements necessitate electronic controls if the car is to be tolerable from a driveability standpoint.

Sorry, I miss the old days, too.

Jeff Ninnemann
Racine, WI

Ice racers, please write

I would be interested in hearing from any ice racers in your area. We have a very successful ice racing series here (organized by the Northern Alberta Sports Car Club), running three classes -- rubber, limited studs, and unlimited studs (actually bolts) and a total of about 60 cars. My racing partner and I run the only SAAB in the series, with reasonably good success (usually limited by driver brain fade!).

The car is a 1970 99 shell with a 1976 engine. The engine had about 100,000 miles on it when transplanted into the car three seasons ago. At the time we gave it the luxury of a new timing chain; since then it has been run hard with absolutely no engine problems. We do watch the redline carefully! The only modifications to the car, other than a roll cage and other required safety items, have been an exhaust header and free flow exhaust, and a locked (welded) differential. The car is a bit low on power and high on weight, but usually wins the fender tapping wars.

My road car is an '83 900T, 4-dr, now showing 211,000 km. Unfortunately it has suffered through almost every problem ever reported in NINES, and probably a few unique ones of its own. Good points about the car are exceptionally good paint finish

this year, and a trouble-free turbocharger. The car still only uses about 1/2 litre of oil between changes, which I do at 5000 km intervals. Problems aside, I will not likely replace it with another SAAB. A new (1989) 900 4-dr Turbo costs about \$36,500 here, which is getting a bit high.

A couple of final notes: Old Datsun 240 rims (14 inch) fit on a 99. Also, the 900 wheel trim rings will fit 96 and Sonett rims.
Curt McLeod
8529 - 95 Ave
Fort Saskatchewan, Alberta T8L 2R8

Where is Lee?

To answer Robin Snyder's question in the September newsletter: Lee Layton retired a couple of years ago to New Mexico. The first time I met Lee (1976) he GAVE me a brand new Sonett II exhaust system he had laying up in the attic at the shop. Lee helped me keep my old Sonett II on the road over a ten year period, and once walked me through a 99 head removal over the telephone. I miss his expertise, and owe him any two-stroke knowledge I possess. He promised to write me his new address and phone, but never did. He's probably afraid I'll call him.

Thor Carlson
Newton, NJ

I live near Mahwah and remember driving by Lee Layton's shop, Foreign Motor Repair, and talking with friends who told me that Lee does NOT work on newer SAABs (we had a '77, '79 and '81 at the time). When I got my '71 99, I thought I'd bring it to him, but he changed. His shop was dedicated to lawn mowers. I guess he likes little engines as well as two-strokes.

I have seen some old SAABs around the shop. I heard that his reason for working on old SAABs only was because Saab no longer supplied him with parts. (Ramsey Saab, the nation's largest Saab dealership, is just down the street.)

To Casey Raskob and his search for 4x10 speakers: I have had good luck with many of them. I install car stereos and have a good chance to listen to all kinds of combinations, including systems that cost as much as a new car. I have had good experience with Panasonic 4x10s as well as a host of others. Usually 4x10s require a good amount of clean power to drive them, but your system should be fine as is. My advice is to look for a set of 4x10s that will

handle no more than 80 to 100 watts RMS per speaker -- since I would guess your system to be no more than 30 per channel, there is no chance that you would blow them. Try to match the power of the system to the power handling of the speaker for the best sound.

Tim: I too enjoy making my 99 (a '71) everything I can -- quick, fun, reliable, etc. -- and I will not stop driving it. I put all the work into it, and I will enjoy it to the fullest.

Lewis Eig
Ithaca, NY

Basic recommendations

The Woodstock/Kingston area is SAAB country with many old and new models running about. The SAAB connection has grown into a cohesive group of family and friends. We all make the most of our used Swedemobiles.

NINES is highly regarded and useful. I've passed the word to many others

interested. The exchange of info and parts extends the lifecycle of this special breed that is high on lasting value. I have not found any other vehicle to combine so many virtues and remain endearing in spite of a few characteristic flaws.

I have a few basic recommendations:

- 1) MSS exhaust systems for much improved design and durability.
- 2) Bridgestone HP41 tires for great overall value.
- 3) H4 halogen headlights for night safety.
- 4) Rear swaybar (IPD) on hatchback.
- 5) EP75 gearbox lube.
- 6) Remove wheel well trim or pack with grease to prevent rust in a common area.

Is this the last decade of the true SAAB? With a Ford/Mazda/Saab merger will the 900 become a Tempo or 626, and the 9000 a Taurus or 929? Let's hope not, but maybe a \$9,000-10,000, 2-door "90" style would be nice!

Bill Delozier
Phoenicia, NY

Meet the 9600!

It's true! The 9600 project has been given the production go ahead! Its introduction will truly be 'THE Automotive Event' of this decade as The Factory pushes its lovely cars further upmarket.

The mechanical details are as had been outlined here. Briefly, the engine is the state-of-the-art 850 Mighty Three with three carbs, and three turbos complete with three intercoolers and oil-injection as hoped. The best news of all is that in production form, the engine will produce 83 bhp! This compares very favorably with the 80 bhp that we speculated on in a previous column. This 'new' power is a spin off to the LeMans super tuning research.

The body is virtually that of the 1965 prototype, 'Paddan'. It is to be built initially in two- and four-door sedan and two-door wagon versions. Engineering and styling as usual go hand in hand with such careful detailing as new chrome wheel trim rings. The beautiful folding sunroof of the 96 is made standard on the new 9600 with the colour keyed to the new interior colours. All very smart looking. Due to the new body size, the interior goes from 'huge' on the 95/96 to 'incredible' on the new car. The back seat has seatbelts for four passengers! The 9500 wagon will seat up to nine!! This will give you an idea of the vast space included in these cars.

A big surprise was the four wheel disc brakes. It was explained at the press 'lock-up' that these were necessary due to the incredible power output of the Mighty Three Turbo. One wondered out loud about the possibility of this engine and disc brake combination being made available on the 95/96s but no one would venture a comment. Maybe because the day belonged to the new car family. As may the decade.

Next time, some tasty bits overheard. 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

I have a problem with my 1983 900 Turbo that the local talent doesn't seem to understand. During cold weather my SAAB runs fine, but when the weather is warm the following symptoms occur:

- 1) At about 150 miles into a trip on a warm day (90°F) the engine will quit for an instant. It will happen during slight acceleration and it's very startling. After that the symptom will repeat every 2 to 5 minutes.
- 2) When I stop to refuel, I often leave the engine running to cool the turbo while I unscrew the cap and prepare to pump. If the first symptom has occurred, the engine will stop running as soon as the cap is loosened and the tank depressurized.
- 3) After I fill up the tank, the car will negotiate another 75 to 90 miles without incident, then the cycle will restart.

On the advice of various Saab dealers and mechanics, I have replaced the fuel pump, accumulator, relay and filter. These fixes have no effect when the ambient temperature exceeds 85°. The evaporative emissions line to the charcoal cannister has no leaks of consequence. I don't know if the valves in that line are perfect, nor how to check them.

L.C. Newman
Reston, VA

During the 1983 production run, the fuel pump and tank were redesigned to incorporate a chamber or reservoir for the main pump. This cannister is fed by a small pump meant only to insure consistent fuel supply to the main pump. These fuel tanks are not pressurized. Prior to this change, the fuel pump depended on positive pressure in the fuel tank to keep the pump primed. Pressurization is in conjunction with the fuel evaporation control system. Positive pressure of around 3 psi is maintained. Over that, vapors are bled through a pressure valve into the charcoal cannister up front. Have your technician check for positive pressure if you do not have the later feeder pump design.

I trust fuel pump depth and pick-up angles are in accordance with factory specifications. If everything checks out, try

driving with a fuel pressure gauge visible while underway and see if a drop in fuel pressure corresponds to the hesitation or jerk.

How low is the fuel when you stall the engine after loosening the cap? Could the depth be a bit too short? The pump may lose its prime at this point.

This is a difficult problem, but a fuel pressure reading during the episodes you describe would be helpful.

I have recently picked up and '85 900S and am very happy with it except for one problem: The car idles very roughly when the engine is cold and the weather is warm. The car starts fine but after a few seconds the idle drops down to almost zero and often times the car stalls. I have taken it to several Saab dealerships and have been told the problem is a design defect in the cold start mechanism and nothing could be done except to keep the car tuned up. Any ideas?

Also, I'm just starting out as a do-it-yourselfer and would like to know what repair manual you would recommend.

August L. Amurao
Rumson, NJ

The control pressure regulator should be lowering the control fuel pressure to around 18 psi at 50 degrees F. Have your Saab dealer test cold control pressure and insure that it drops down when cold according to the graph in the specifications manual.

If you can't locate the now discontinued factory DIY manual, try the Haynes manual. The club offers them for sale.

I have a 1985 900 normally aspirated 3-door. I also have the factory shop manuals (M81-84). What is the relationship for the set up of the idle speed between the idle adjustment on the throttle valve housing (page 240-31)? And the stop adjustment on the throttle (p. 271-3)? The manual discusses set up for cars with a dashpot (P. 254-2), but my car doesn't have one.

I recently had the idle RPM drop for no apparent reason. I checked the obvious things; vacuum hoses, electric connections,

timing, spark plugs, etc. Everything was fine, no change. I also checked the pulse relation and found that it had dropped from 35-45 to 30-40. This is still in the acceptable range. Other tests with the pulse relation meter check out. The oxygen sensor is okay as are the other settings and components.

Would changing the gap of the spark plug affect idle RPM? I'm not clear on the inter-relationships of the above.

Stewart Bloom
San Francisco, CA

Idle speed will drop slightly with a tighter spark plug gap than the previous ones. Idle speed is controlled by the 10mm air bleed screw. The throttle stop is just that. It is to be adjusted so that the throttle plate does not contact the throttle throat. Be sure to double check the throttle switch adjustment if you change the throttle plate stop.

The subject is a blue 1972 95-V4 wagon, just rakish as hell, thank you. The question is what to do about the ride and handling. The first time I rode in the car I thought, "What a pleasant relief from the stern, Teutonic Beemers (old ones) that I have been driving for years." Yet the ride and the handling were too soft.

I have added Konis up front, and two new (or maybe rebuilt) lever shocks on the rear. Down a straight road the ride is fine, but with a kind of lullaby, sing-song motion. A slight curve produces an annoying sway, and a steeper curve, an unacceptable lean.

Which wheels, which tires, which springs, which sway bars, and which, if not these, shocks?

Paul Cummins
Aptos, CA

The approach I would recommend is to obtain a rear shock conversion kit from a 96/95 supplier among the advertisers in this newsletter. The kit converts from lever shocks to telescopic Konis. If you use Koni adjustables, keep the rears adjusted slightly stiffer than the fronts. Also, older V4 front springs have a tendency to sag and may contribute to your uneasy sway.

SERVICE SUBJECTS



FROM SAAB

Consumer Information 9/89 Passive Seat Belt Track Lubrication

The special passive seat belt track lubricant, Gleitmo 300, is no longer available in the small, single-application 25ml spray cans (P/N 02-01-285). However, Gleitmo 300 is available in larger 300ml spray cans (P/N 30-08-604) which are sufficient for many applications.

Saab recommends that the passive seat belt rails should normally be lubricated with Gleitmo 300 at 30,000 mile intervals, or at 15,000 mile intervals if the belts are activated more than normal.

CAUTION!

Using lubricants other than Gleitmo 300 may attract debris and dirt into the seat belt tracks. If this occurs, the seat belt action may be impaired.

Cleaning Turbo Oil Lines

Despite the introduction of water cooling and the use of higher quality engine oils, it is still important to perform some basic maintenance when replacing a turbo-charger. Always change the engine oil. Always remove and clean the oil feed and return lines. Plugged lines can quickly lead to oil starvation and result in a shop come-back.

New Oil Pans for 900 Automatic Transmissions

Improved oil pans and gaskets have been introduced on 1989 900 models with the Borg-Warner Type 37 automatic transmission. These improvements are designed to help eliminate ATF oil leaks, and consist of:

- Modified front and rear oil pans
- Improved gaskets with thin sheet metal lamination
- Two-piece reinforcing frames for each pan

Longer screws with integral washers
The improved pans and gaskets were introduced into regular production with transmission serial numbers 013-6950 and 014-5129.

900 Air Distribution Vacuum Connections

The diagram below depicts the air distribution vacuum connection points for 900 models 1979-on. All of the vacuum hoses are numbered from the factory and connect to the numbered nipples on the air distribution selector assembly. The diagram also provides numbers for the vacuum servos that correspond to the numbered hoses.

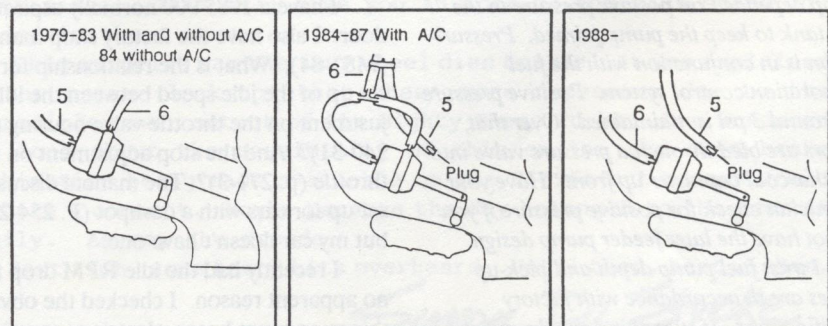
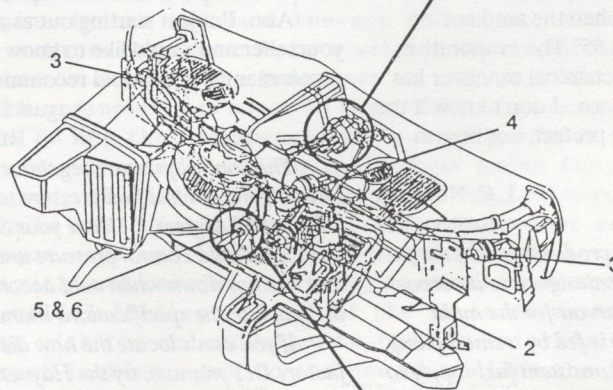
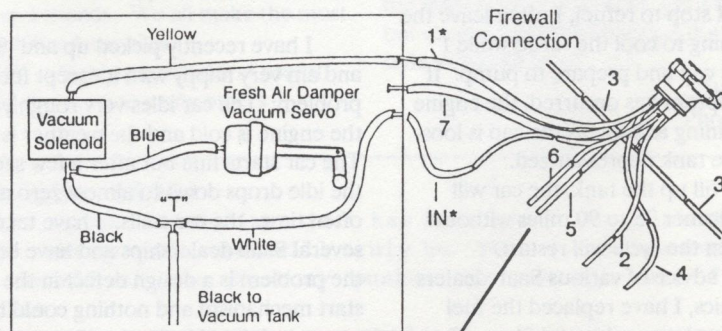
Note the following points:

On 1988-on models, the vacuum

solenoid for the fresh air damper has been moved from its RH inner fender position to the side of the evaporator housing, under the dash kick panel on the RH side which results in the following connections:

Hose number 1 connects directly to the solenoid and the yellow-striped hose is eliminated. The hose marked IN connects to the "T" and the white-striped hose is eliminated. Also, the blue-striped hose and the black hose now connect to the through nipples on the firewall and then to the fresh air damper servo and vacuum tank respectively.

Number 7 hose was only utilized on models with the VIR air conditioning system (1979-1980½).



*See note about vacuum solenoid location change.

SAAB NEWS

Saab/Ford talks end

Talks of collaboration between Ford Motor Company and Saab-Scania AB have dissolved. In a message to its dealers dated October 24, 1989, Saab-Scania of America shared a short statement which prefaced an interim financial report covering the first eight months of 1989. It mentioned that Saab and Ford had been holding talks aimed at possible co-operative projects, but on October 20th, both companies announced "these discussions did not lead to a conclusion acceptable to both sides and are therefore discontinued."

Saab-Scania has held discussions with other car manufacturers, including Mazda and Fiat in recent years, and will continue to explore possible joint ventures, as the statement concludes: "Saab-Scania will be proceeding with these dialogues in order to study more closely the prospects of collaboration with the aim of strengthening the competitiveness of Saab."

No details of the content of the Saab/Ford talks were given. The statement regarding confirmation of the talks issued on September 4th and the above release are the only official comments by either company. The discussions were believed to be regarding co-development of a new vehicle to replace the SAAB 900 and the Ford Sierra/Tempo, or possibly a new six-cylinder engine to be used by both firms.

Unofficially, an article in the October 16th edition of *Automotive News* claimed that Ford was close to purchasing 50 percent of the Saab car division.

There has also been recent speculation that Fiat and Saab have been holding talks, but neither company has issued a statement to that effect. In the letter to U.S. Saab dealers, president Bob Sinclair states: "Any speculation regarding Fiat is an outgrowth of our past collaboration with the Italian manufacturer during the technical development of the 9000 platform."

Saab-Scania has been working on a new model to replace the 900. Several designs are under consideration, and some prototypes are said to be undergoing tests. The 900 was introduced as a 1979 model, based on the same platform as the SAAB 99.

Rossi to take over as PR head

Steven Rossi has been appointed Public Relations Manger of Saab-Scania of America, Inc., importer and distributor of Saab cars in the United States. He was previously manager of technical planning.

During a transition period, Rossi will be working closely with Saab's retiring Director of Corporate Communications, Len Lonnegren, who has agreed to remain with the company for some time as a consultant. Lonnegren has been with Saab's U.S. sales arm for 26 years, overseeing the advertising and public relations departments.

Once fully versed in the different areas of public relations activities, including media relations and publications as well as motor sports and special events, Rossi will take full charge of Saab public relations.

A resident of Branford, Connecticut, Rossi is a graduate of the Polytechnic Institute of Brooklyn. Long active as an automotive historian, he has been editor of *The Vintage Triumph*, the national magazine for Triumph owners, and is the author of *The Triumph TR 260/6 Companion*. He is also the part-time curretor of Saab-Scania of America's historic SAAB collection, now up to six cars. His personal automotive fleet includes a Ford Model T speedster, a '37 Buick, two '59 Triumph TR3As, a '68 Triumph TR-250, and several motorcycles including a '77 Ducati 900SS, a '78 BMW R-80, an '80 Moto Morini 500 sport, and an '84 Moto Guzzi LeMans.

Rossi joined Saab-Scania in 1978 as a certification engineer, after some time as a product development engineer with Ford Motor Co. In his position as technical planning manager, he worked together with the Saab Car Division in Sweden on long term development and future model programs. He was actively involved in the development of the 900 Turbo Convertible prototype and the 9000 2-door show car [see cover, April, 1989], as well as in the 9000 Long Run endurance record run at Alabama International Speedway in Talladega, where he functioned as both a driver and an organizer.



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
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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
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Sonett History Book	\$16.65	\$12.95
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Sisal Mats 900 79-83	\$79.00	\$49.00
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Safety re-emphasized for Saab's 40th year

In its last two annual reports, the Highway Loss Data Institute (HLDI) reported that the SAAB 900 had the lowest Overall Injury experience, in both two-door and four-door categories for small cars. Additionally, the 900 hatchbacks were rated lowest in small car Severe Injury experience. The SAAB 9000 had the lowest Overall Injury experience in the mid-size sports and specialty model category. The HLDI report proves that SAABs are some of the safest cars on the road today.

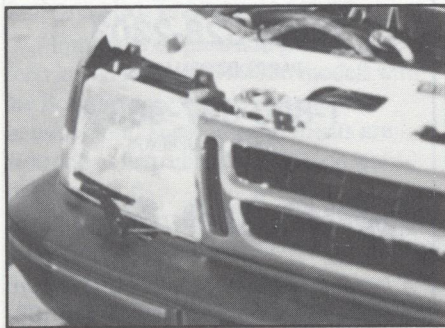
For 1990, Saab's 40th year of automobile production, SAABs will have even more safety features. All 900s and 9000s now come with anti-lock brakes and a driver side air bag as standard equipment. The 900 line also benefits from a larger, 18-gallon fuel tank.

DI and new turbocharger for 9000 Turbos

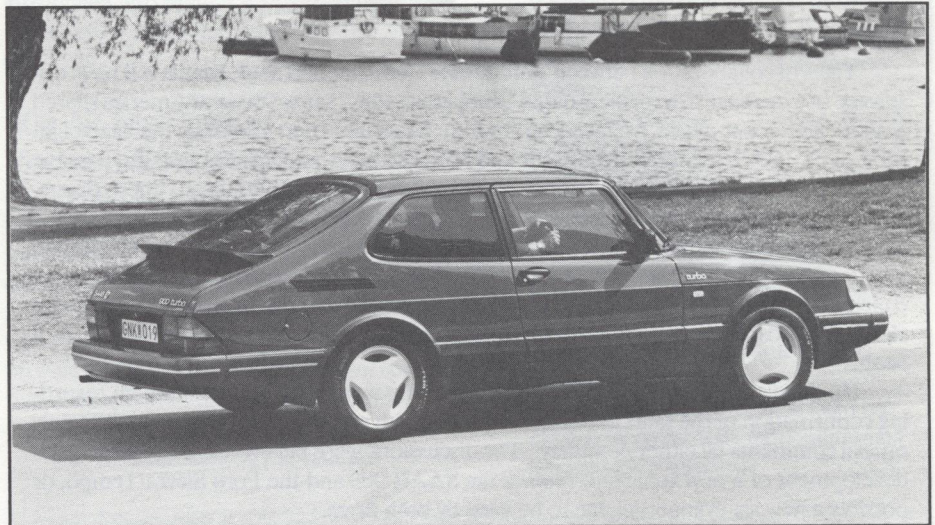
Engine performance and driveability in all weather is improved in the 9000 Turbo engines in both four-door and five-door models through the use of Saab's Direct Ignition system. This ignition system ensures clean-firing, powerful ignition sparks without voltage loss or misfire. The computer-controlled, distributorless ignition system has four small, highly efficient ignition coils -- one attached directly to each spark plug.

Continuing to develop turbocharged, passenger car engine technology, Saab engineers have fitted all 1990 Saab 9000 Turbos with a new, reduced inertia Garrett T25 turbocharger. This unit offers enhanced low speed engine response and overall performance, especially when mated to Saab's four-speed overdrive automatic transaxle. All 9000 Turbos are now rated at 165 HP at 5,500 RPM and 195 lbs.-ft. of torque at 3,000 RPM.

Comfort has been increased with the refinement of the Automatic Climate Control



Headlight wipers on 4-door 9000s.



The 900 SPG gets 175hp and now comes in Talladega Red.

(ACC). Improvements to this second generation climate control system include new temperature sensors, an "OFF" switch and easy-to-recognize international symbols in place of words.

To improve the already high level of safety, the CD and the 9000S four-door get a headlamp wiper/washer system to keep headlamp lenses clear in all weather conditions.

The 9000 Turbo hatchback benefits from the use of the same self-leveling Boge Nivomat rear shock absorbers as the four-door CD. New 195/65VR15 tires are also specified on the hatchback, along with accompanying chassis refinements.

The normally aspirated 9000S four-door sedan and five-door hatchback continue to use the dual-overhead camshaft, 16-valve, 2.0-liter, four cylinder engine rated at 130 HP at 6,000 RPM and 128 lbs.-ft. at 3,750 RPM.

SPG gets more HP

The most powerful SAAB ever offered, the limited-production SPG hatchback gets even more power and improved turbo response for 1990. The SPG receives a new Mitsubishi TE05 turbocharger that offers excellent response, thanks to its recalibrated low-end behavior. This translates to improved throttle response at lower engine speeds along with higher top speed capability. With its new turbocharger, specially calibrated APC unit and engine management system, the SPG delivers 175 HP at 5,500 RPM (10 more HP than in 1989) and 195 lbs.ft. of torque at 3,000 RPM. The SPG

comes with Saab's five-speed manual transmission only.

To handle the extra power, the SPG Turbo also has a uniquely calibrated and lowered suspension for improved handling, and special, high-speed V-rated, low profile tires on unique wheels. Also new is the SPG's four-spoke, leather wrapped steering wheel. In addition to the traditional Saab Black, the 1990 SPG will be available in Talladega Red.

Besides the SPG, the 900 Turbo lineup includes the three-door hatchback, the four-door sedan and the convertible. There are also four normally aspirated models -- three-door and four-door versions of the luxury 900S and the price/value leader 900 base. All 900s have air conditioning, central locking, electronically-tuned cassette stereo radios with anti-theft circuitry and fold-down rear seats as standard equipment. A larger fuel tank in the 900s gives increased cruising range. The 900S also comes with power windows and power mirrors, cruise control, leather seating surfaces, electric tilt/slide glass sunroof, fog lamps and alloy wheels.

No price increase on base 900

Despite all the improvements, prices for 1990 models have not gone up greatly, in fact the base model 900s remain at 1989 prices -- \$16,995 for the three-door and \$17,515 for the four-door. The greatest price increase is on the 900 SPG, 8 percent, up to \$28,995. The highest priced SAABs for 1990 are the 9000 CD Turbo and the 900 Turbo Convertible, both at \$32,995.

New technology includes Direct Ignition

Ever-tightening auto emissions standards and the simultaneous quest for improved fuel economy and performance have stimulated automotive engineers to more technological advances in the last ten years than the car has seen in the past one hundred. However, despite computerization and other engine electronic wizardry, until now, little has been done in the area of the ignition system development.

Engineers have been struggling to create systems that produce sparks powerful enough to fully ignite today's carefully metered fuel/air mixtures while keeping the necessary underhood voltages to safe and manageable levels. The high voltages needed for proper combustion, in turn, have created the potential for voltage leaks at ignition coils, distributors and spark-plug wires. This has caused problems with driveability due to misfire as well as large amounts of unwanted electrical interference. Such interference not only causes poor radio reception, it can also create havoc for other underhood electronic components, such as engine management microprocessors.

Saab has solved these ignition shortfalls with their new patented Direct Ignition system, found on all 1990 9000 Turbos.

A team of engineers, headed by Per Gillbrand, who developed Saab's unique Automatic Performance Control (APC) for turbocharged engines, has created an ignition system that features individual compact ignition coils for each spark plug and no distributor or high-tension ignition wires. All of the high-voltage components are encased in an alloy cartridge that sits atop the cylinder head between the camshaft covers.

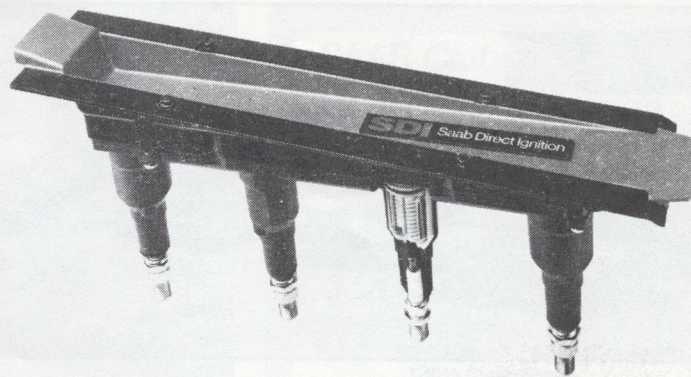
The totally insulated individual coils supply their spark plugs with a powerful 40,000 volts at the moment of ignition, enough to ensure thorough combustion for optimum performance, fuel economy and minimal emissions. The wires connecting the cartridge to the electronic control unit carry only 12 volts, which guarantees no voltage leaks for smooth running and no radio interference. The result of this engineering masterpiece, which is exclusive to Saab in its capacitive form, is a five horsepower advantage.

Continuous optimum ignition timing

A microprocessor controls ignition timing based on engine speed and piston position information it receives from a crankshaft sensor (accurate to within 0.5 degree, plus or minus) as well as engine load information it gets from a manifold pressure sensor and the inception of detonation from a knock sensor. The microprocessor instructs the appropriate coil to fire at the optimum moment. This use of a microprocessor and individual ignition coils actually permits constantly variable ignition timing from cylinder to cylinder, even within the same revolution of the engine.

Optimum combustion

The coils themselves are of a new, small design. They are powerful enough to step up the signal they receive to 40,000 volts to fire the spark plug. The voltage increase is done in two stages, first to 400 volts which is stored in a capacitor. Then, at the instruction of the microprocessor, the voltage is upped to 40,000 volts for ignition.



With Saab's cross-flow, four-valve-per-cylinder, alloy head design, the spark plug is placed centrally in the combustion chamber. The shape of the combustion chamber, combined with the powerful spark, ensures optimum combustion for efficient use of fuel, even in the high pressure environment of a turbocharged engine.

The use of a microprocessor to initiate the spark further enhances reliability life over other distributorless ignition systems since the spark plugs in Saab's Direct Ignition System each fire only during the compression stroke of the engine.

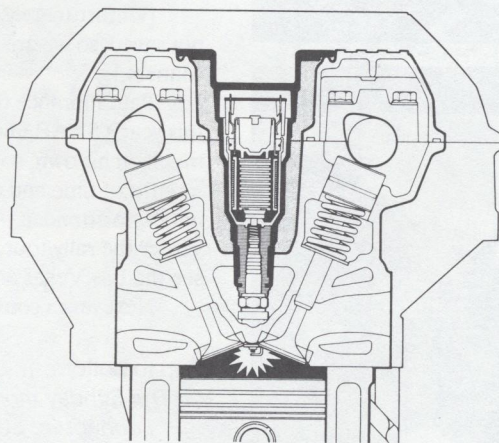
Leakproof

With the ignition coils attached directly to the spark plugs and all of the high voltage components mounted in a special alloy container atop the cylinder head, the chance for voltage leaks is virtually eliminated, as through worn spark plug wires or slight cracks in a distributor cap or insulation. The alloy container and the cylinder head itself serve as more than ample insulation; there is no danger of electric shock for technicians by touching the system's container is so designed that when unbolted for removal, the four ignition coils release their grips on the spark plugs.

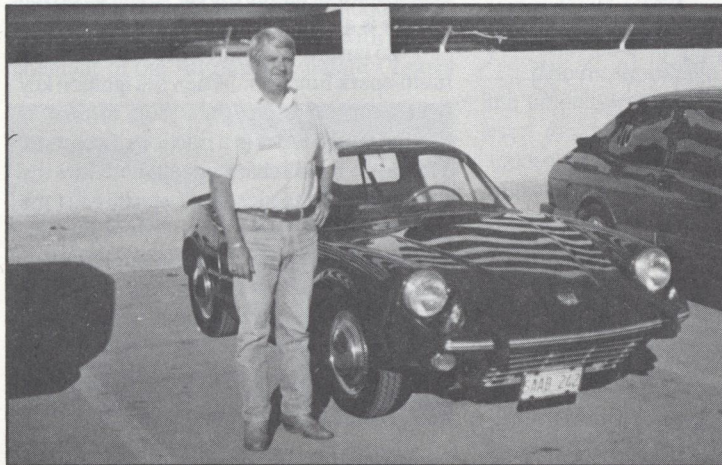
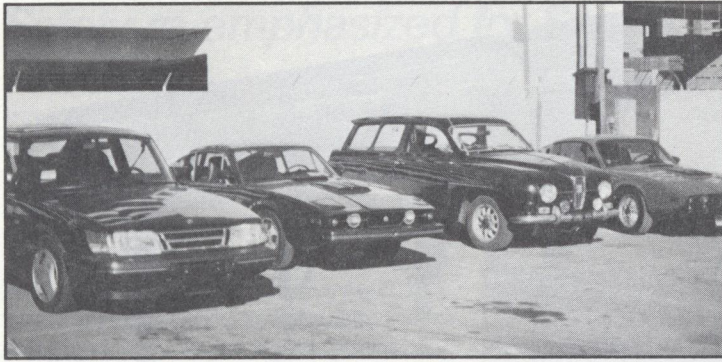
Weatherproof

Since there is no distributor cap, spark-plug wires, or exposed spark-plug cover boots, there is virtually no chance for ignition misfire due to voltage leaks, regardless of conditions. There are fewer reliability concerns as well, since there are no mechanical parts to wear. In addition, thanks to the multiplicity of ignition coils, the failure of a coil does not prevent the car from being driven. There's a "limp home" mode in the microprocessor that allows the car to still be driven if there is an electronic failure in the system.

To ensure easy starts, the Saab DI has a multi-spark function. When the ignition key is first turned, each spark plug, in turn, is fired about 50 times in a fraction of a second. This rapid-fire discharge cleans and dries the spark plug electrodes to air starting. If the engine fails to start, the system is programmed to give all the plugs a simultaneous blast of about 1,000 sparks, after the driver releases and then retries the ignition key. Once the engine has started and is idling at at least 600 RPM, the system operates in its normal, one-spark-per-cycle mode.



SDI Saab Direct Ignition



Las Vegas - 1989 SAAB Clubs National

Conventions. A chance to renew old friendships, a chance to make new friends, a chance to brag about your SAAB. The Las Vegas meet fit the bill perfectly. SAAB owners drove from as far as British Columbia and Maine, from Texas, Connecticut, New Mexico, Arizona, Ohio, Iowa, Utah, California... Over sixty SAABs were driven to the convention, and over 200 SAAB fans descended on the Imperial Palace Hotel.

Unlike the last several conventions where temperature and humidity readings kept attendees within close range of air conditioning, the Las Vegas weather was comfortably warm. Dust and a few Saturday afternoon thundershowers made keeping cars clean difficult, but spirits weren't dampened.

Saab-Scania was well represented by rally ace Erik Carlsson, retiring PR head Len Lonnegren, new PR guy Steve Rossi, and Steve Martin, Saab's western regional after sales manager. Eric Bjorland and Gordon Fogg from Saab-Scania's Western region were also on hand to assist with tech sessions. President Bob Sinclair wanted to attend, but felt his 40th high school reunion a bit more important (and we all agreed).

Tech sessions included talks from Pirelli tires, Bosch and a look at improvements for the 1990 SAABs. Bud Clarke of J&B Imports answered two-stroke and V4 questions, while Jay Arruda did the same for the 900 crowd.

Speaking of Bud and Jay, their Quantum/SAAB sports cars were trucked up from Los Angeles and put on display in the Imperial Palace's car museum. Unfortunately, there were only a small sign to identify the cars. A bit more description would have been nice for the non-SAAB folks visiting the museum.

Bud Clarke's turbocharged Sonett III saw lots of folks leaning over the fenders for a better view. Bud also brought his 9000 Turbo, purchased from Saab-Scania as a wreck and rebuilt from the ground up.

Mark Rheude managed to bring two cars, a '65 Monte Carlo 850 and a dark blue 95-V4 with chromed Sonett mags. Both cars were award winners at the concours.

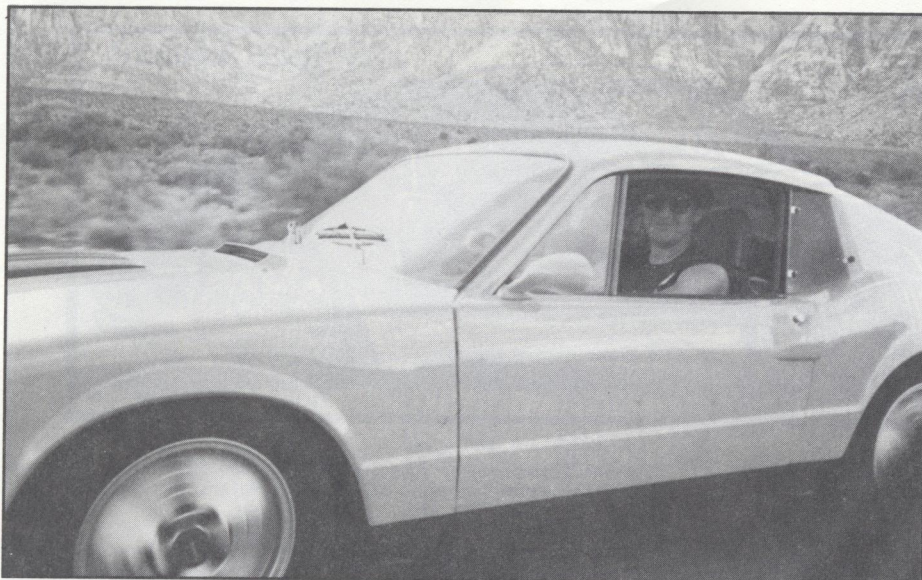
Though first place among the Sonetts went to Al Sutton's '67 Sonett II, Bjorn Collin was awarded the people's choice "Beauty" trophy for his plum-colored Sonett III.

[Unfortunately, the results of the concours and rally were not saved, so we are unable to list the rest of the trophy winners.]

Paul Florance deserves plenty of thanks for organizing this year's SAAB Owners Convention. He did it all pretty much on his own, so he deserves to be commended for the months of time and effort for the enjoyment of those SAAB nuts who attended. Thanks also to Ted Wedel for putting together the rally/tour, and giving conventioners a chance to see the Las Vegas area beyond the glitter of the strip.

Next year's convention: Sturbridge, Massachusetts

- Top to bottom: 1. Just a few of the SAABs that made it.
 2. The Sunday morning Q&A session with (L to R) Len Lonnegren, Steve Rossi, Steve Martin, Erik Carlsson
 3. Steve Butler's 96 on display & stuff to sell.
 4. Al Sutton, Barrington, IL, and his trophy winning Sonett II (chassis #242)



Top: Eric Sand in his bright yellow Sonett III near Red Rocks on the rally.
 Middle: A break in the rally at a scenic overlook.
 Below: The Quantum/SAAB sports cars in the Imperial Palace Auto Museum.



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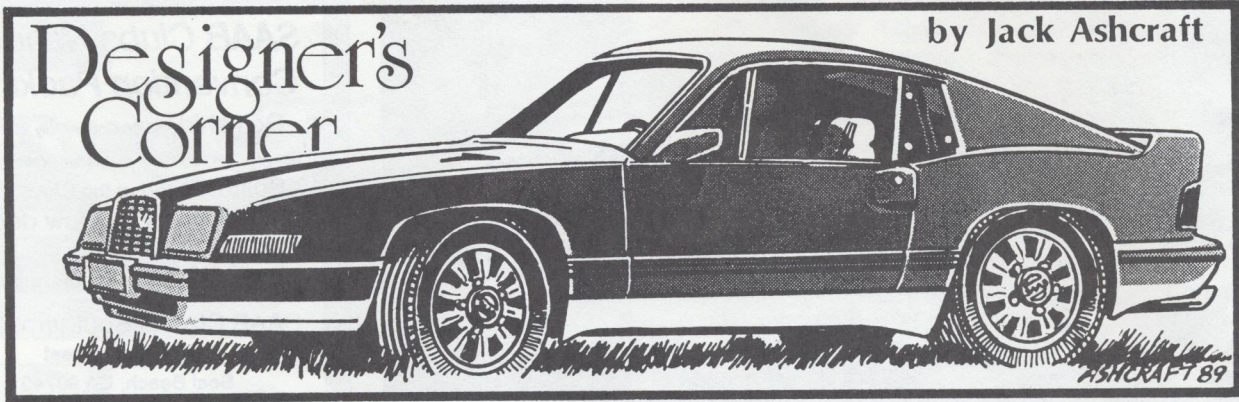
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ROADSPORT



by Jack Ashcraft

I revised the nose of the Sonett 3.5 after some consideration for the basic lines of the original Coggiolo car. The stock Sonett 3 is "crisp"--that is, it has "edges" and clearly defined "corners" rather than a "soft" form such as the new Mazda Miata. So my design for a new front end also has edges and corners.

Knowing that both the front and the rear were to be changed, I was tempted to be rather more extreme with the changes but since the main hull of the vehicle looks pretty good as it is, it was more prudent to enhance the existing car with similar design clues than to deviate wildly from it. So the crisp design theme remains.

Once I had built the hood support framing and the vital engine bay area protected with plastic, I cut the rigid urethane foam and put the cut blocks in place directly on the car. This foam is the stuff that was used in the insulation of houses a few years ago. It's easy to cut and install and does a superb job of insulating a house. However, should you ever be so unfortunate as to have a FIRE, my advice is to FLEE IMMEDIATELY and go UPWIND from the conflagration because burning

urethane foam produces phosgene gas, the bad stuff that caused the untimely demise of so many soldiers in France in World War One. Not nice.

In this application, urethane foam works wonderfully well. It's great for making a car body because it is so easy to work. Figure 1 shows the cut blocks of foam being placed on the car. I secure the first block in place any way I can. I wedge it, or tie it, or bondo it--anything to hold it in place. After that I "nail" the subsequent blocks to the first block, the third to the second, etc, with 1 3/4" box nails which push into the foam easily with my thumb. When the job is done and the excess foam removed from the form, I recycle the nails.

I cut the foam blocks somewhat larger than the final form is to be. I find the centerline of the car and mark it on the foam--windshield to nose--with a felt tip marker. Then I proceed to shape one side of the form (see Figure 2), first with a Stanley sureform file as shown and later with a sanding block with about 140 grit paper. It is the order of the day to GO EASY here because this stuff cuts easy and fast

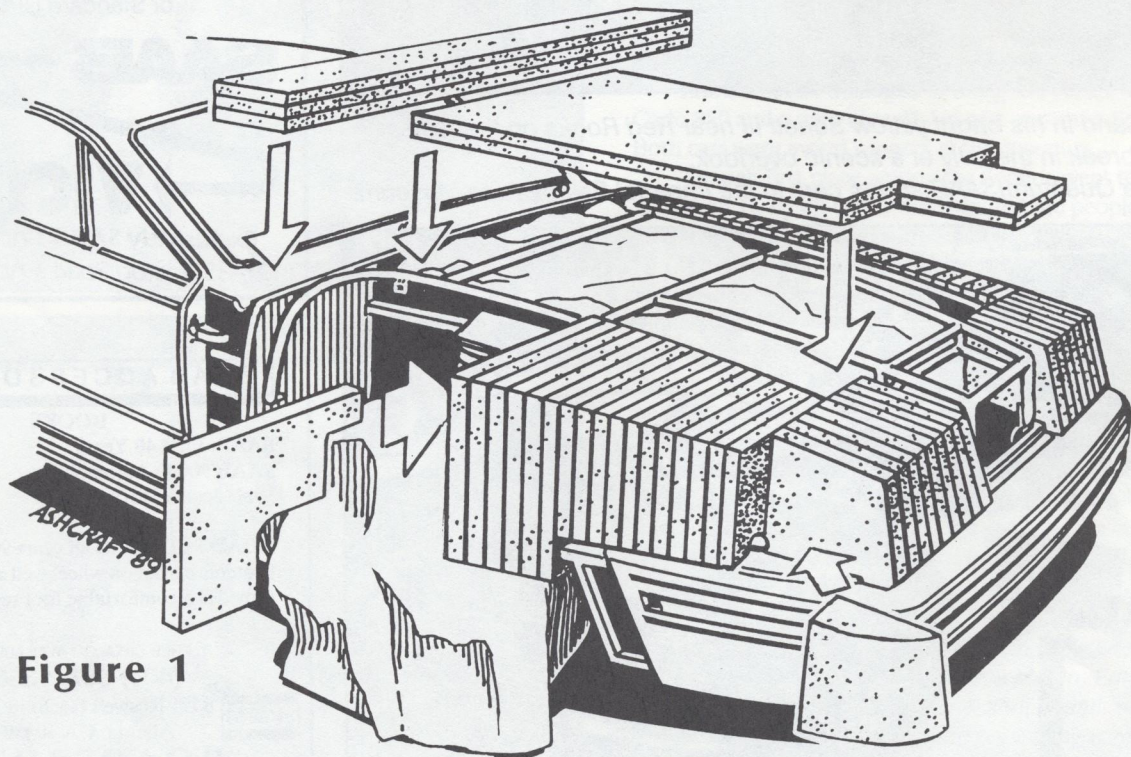


Figure 1

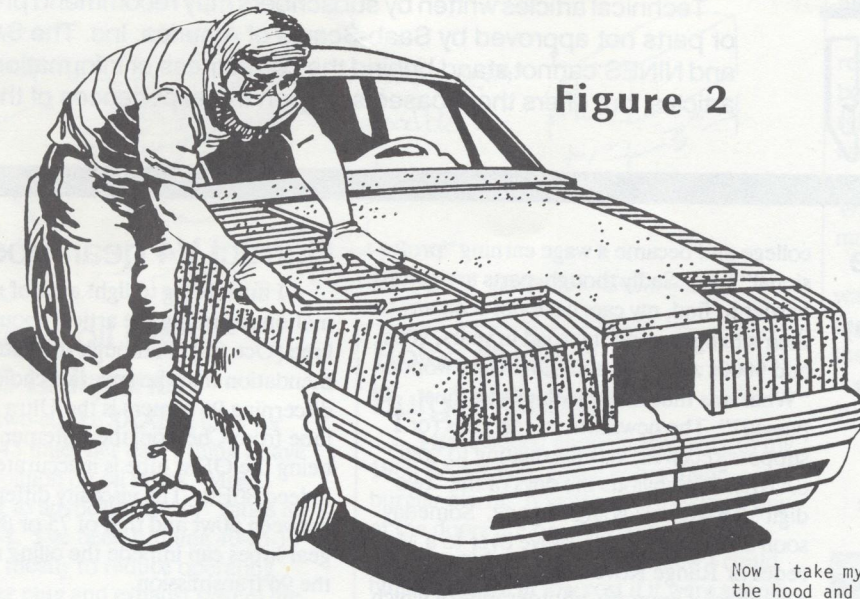


Figure 2

and I don't want to go below my intended final surface. I file some, sand some, and vacuum off the dust. I wear a respirator and good quality surgical gloves because this stuff is not good for the system--it does NOT biodegrade, ever.

When one half of the car is finally cut and shaped to my satisfaction, I carefully vacuum off the surface and measure and mark the section lines, ①, ②, ③, etc, every 10-12". Then I draw the section lines lightly on the surface of the foam, each at a right angle to the center line of the car. Now comes the tedious part. I carefully cut heavy chip-board (or masonite if more than one unit is to be made) templates that sit flat on the floor, just fit the contour of the hood, and reach just to the hood centerline. These templates are the key to making both sides of the car symmetrical. I do not attempt to "EYEBALL IT!" Believe me, the templates are a pain, but fully worth the effort in terms of accuracy and overall time spent on the job. See Figure 3.

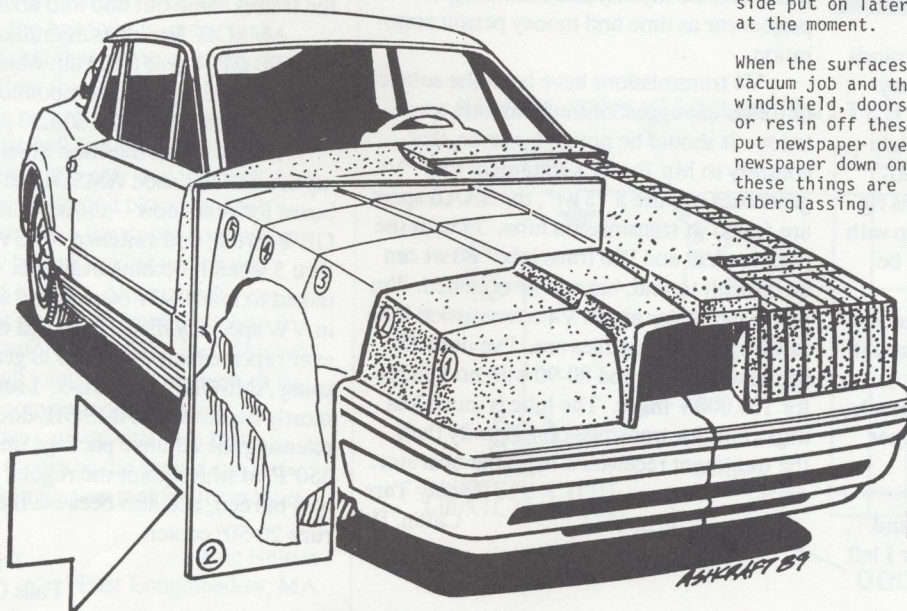


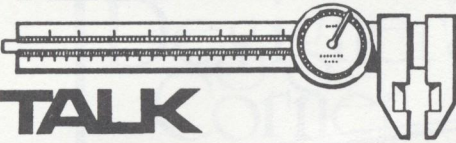
Figure 3

Now I take my time cutting the other half of the hood and use the templates, often. I go very carefully the last 1/2" because it is so easy to cut too far and go below the intended surface. I carve a little, sand a little and then check the surface at each station (①, ②, ③, etc) with the templates.

When everything fits, I walk around the job and THEN eyeball it. Does it LOOK the same on both sides? Any low spots? Now is also the time to consider the fit of the new part to the old. The only place this will take place is at the leading edge of the doors. There will be 4 layers of fiberglass cloth over the entire hood and two extra layers just ahead of the doors and across the cowl at the base of the windshield. Each layer of 8 ounce (per square yard) cloth is .010" thick in the final lay up. So at the area just ahead of the doors there will be six layers x .010" or .060" thick and this is the amount that I cut away on the foam. In other words, the foam surface will be .060" lower than the surface of the door before the cloth is applied. There will be additional layers inside put on later but that is not important at the moment.

When the surfaces are correct, I do a thorough vacuum job and then mask the front bumper, the windshield, doors, etc to keep fiberglass cloth or resin off these parts during the layup. I put newspaper over the tires as shown, and put newspaper down on the shop floor as well. Once these things are done, the job is ready for fiberglassing.

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.

The Old SAAB Experience

I am blessed with the good fortune (and sometimes cursed with the misfortune) of owning two vintage SAABs. One of these saw me through my college years; out of necessity I minored in SAAB Repair Science, specializing in cheap, band-aid repairs. Several things I have learned:

When you own one of these things, be sure to stock spare *everything*s in the trunk along with your 100 pound tool kit and SAAB repair bible. What you don't have will be exactly what is required to get off that 10,000 foot pass in mid-winter.

With the rear door slightly ajar, two people can comfortably sleep in the back of a 95 while waiting for the ski lifts to open.

When everyone else has frozen oil in their crankcases, those two-strokes love to fire up and kick up unbroken snow. They require surprisingly little electrical power; when my V4 battery is dead, I just move it into the two-stroke for a couple more years of flawless service.

My engine and exhaust used to clog up with carbon and both required at least a yearly overhaul. These problems can be eliminated by running AMSOIL synthetic oil (in a mixer engine) at 100:1. I realize that my engine may turn into mush tomorrow, but it's been years and thousands of miles so far without trouble. You may also throw away your hard to find and expensive rear muffler. Just run a straight-through glass pack muffler in about mid-way. My car is really no louder with this rig. Those stock exhaust systems *do* clog up with carbon. Running in this condition *will* be unfortunate for your engine.

If you are poor, down and out, and you as an old SAAB owner are traveling a rough road, remember this: No matter how broken down your heap is, it is still infinitely more reliable than any British Leyland car with its "Prince of Darkness" Lucas electrics. Relax!

My V4 Deluxe is fun, purchased and restored completely and correctly after I left

college and became a wage earning "professional" type. Sadly though, parts are getting harder to find, my cars have not seen any of their siblings out on the road in years, 900s and 9000s zip on by and the drivers wonder, "What was that funny looking car I just passed?" The newsletter rarely runs (or I suppose receives) articles relating to "old" SAABs. It's obvious the days of the "two digit" SAABs are going or gone. Someday soon I will be forced to move over to a Mercedes or Range Rover, the old SAABs only a wonderful memory, photographs of which to be looked at and laughed at by disbelieving children when I say, "This is my old car."

Steve Verkouteren
Swanton, MD

Old SAABs & Gear Lube

I understand both positions of the argument re "old" double digit SAABs, to drive or not to drive. They can be extremely reliable, and any I have driven up to two years ago, I was never afraid to take off on a trip with them of several hundred miles. I simply don't have the time necessary to keep one in good shape, mechanically and appearance wise, and still drive it as daily transport. So my 96 will be in storage; a project car as time and money permit restoration.

V4 transmissions have been the subject of tomes of suggestions/information/speculation. It should be noted, however, that contrary to Mr. Butler's statement that "V4 gearboxes require a 75 wt", the SAAB specs are for 80 wt transmission lube. 75 wt is the preferred 99 and 900 trans lube. 80 wt can be difficult to find, but can be obtained. I'm not as particular about V4 transmission lube as a lot of SAABophiles are. I've used 75 wt, 80 wt, 85-140 and 80-90 with no failures for 100,000+ miles. The lube is much less important for transmission longevity than the treatment received it from the operator.

Monty Tarr
Catlin, IL

Correct V4 gear lube

I must bring to light a bit of misinformation regarding the article about V4 gear lube (Oct. 89). Although the end recommendation that the superior choice for discerning 96 owners is the Ultra 80 gear lube from Chevron, the statement of 75wt being the OEM lube is inaccurate; it is indeed 80EP. The viscosity differences between 80wt and that of 75 or 80-90wt gear lubes can impede the oiling needs of the 96 transmission.

Bruce Alexander
Duluth, MN

Synthetic Lube for V4s

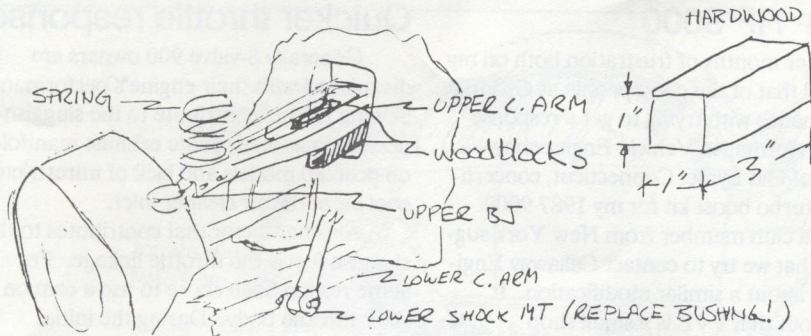
I believe Steve Butler was on the right track with the investigation into synthetics, but may have been led a bit off.

As I understand the problem, the gear damage is not caused by the additives per se, but by the release of the sulfur additives when the lube reaches such temperature that it may begin to break apart. I ran my '73 SAAB 99 on AMSOIL 80W-90 gear oil for about 120,000 miles and never had a problem. After my daughter got the side of my car in front of a moving pickup truck, the tranny came out and into another car.

AMSOIL Inc. does manufacture an 80W-90 GL-4 gear lubricant which does not contain the EP (sulfur compound) additives. Suggested retail is \$15.30 per gallon.

The owner of the shop which works on my SAABs has used AMSOIL in his gear boxes for years now -- started with 80W-90 GL-2 thru 5, and switched to 75W-90 GL-2 thru 5 when it became available. Have talked to many VW owners and seen articles in VW specialty magazines, and on one has ever reported any problems in gear boxes using AMSOIL rated GL-5. I suspect this is mostly because the AMSOIL doesn't start releasing the additive package until about 350°F, at which point the regular stuff is well burned, and also because the synthetic runs 20-50° cooler.

Dick Johnson
Falls Church, VA



Two-stroke oil ratio and 900 ball joints

As my two-stroke SAAB is used for commuting 45 miles per day, I think I have a different opinion on oil ratios. Most owners I talk to advocate "heavy" ratios as low as 24-to-1. I've been running 40-to-1 for six years, mostly to reduce operating costs -- longer plug and exhaust system life, less oil to buy! For performance reasons -- less carbon build-up (my piston tops are always "aluminum"), reduced tendency for pre-ignition, richer air/fuel ratio for improved efficiency and power, and finally less smoke.

Turning to 900s: I'd like to issue a personal warning on the subject of 900 ball joints [Ed. note -- Applies to 99s also.], not that they are a bad part but because they are very difficult to correctly check. Most SAABs [99s and 900s] with 60,000 miles can be assumed to have at least one worn ball joint. I've seen more than one old 900 "fall down" because of a separated ball joint.

The reason they are hard to check is that when the car's weight is on the lower control arm, the ball joint is under such compression that there is no discernable free play. When the car is jacked up (no weight on the control arm) the spring and shock keep the ball joints under compression. Therefore, the only way to check them is by inserting hardwood blocks or Saab's special tool between the upper control arm and the body before jacking up the car. (See diagram above.) Alternatively, you could remove the shock from the lower control arm before raising the car. This will unload the ball joints and allow them to be checked like conventional ball joints.

Take extra care on cars with high pressure gas shocks as the shocks can put the ball joints in tension making them hard to check.

Eric Nelson
East Longmeadow, MA

Boles Budget Burglar Buster

I have added another accessory to my 1986 SAAB 900. It is a home made burglar alarm. It works by shrieking if any of the doors are opened. I got the idea after my radio was stolen. I knew I could build an alarm at low cost if it were simple. I came up with the circuit diagram shown.

A circular key arms the system and turns on the red "armed" light (both mounted on the left front fender). The armed light itself is enough to scare away any thief because it makes it obvious that the car's alarm is armed. Now, if any door is opened, the relay is closed, which triggers the SCR which turns on the piezo horn. I had to use a resistor in parallel with the piezo horn so it would keep shrieking even if the burglar shut the door upon hearing the alarm. The alarm will stay on until the key turns it off.

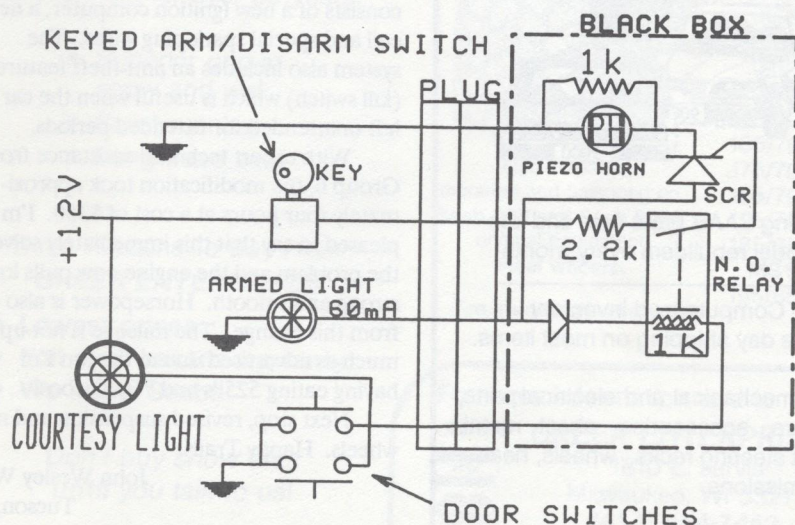
The door switches were built into the car and turn on the courtesy lights when a door is opened. I simply ran a wire to their

positive sides.

I wanted to avoid soldering the SCR, relay, diode, etc., so I used a small "bread-board" as the circuit board. The circuit rides in a cushioned case. I connected the case to the car with a 4-pronged plug so I could easily unplug the case from the car. With these features I could easily repair or modify the circuit.

The alarm gives off a very loud warbling tone and has a volume adjustment. The Armed light uses 60mA and the horn uses 85mA. A 48 amp-hour battery can run the Armed light for over 30 days.

John Boles
1230 Link Ct. #5
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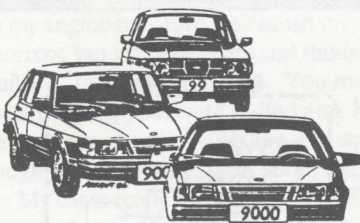
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200+ HP 9000

After months of frustration both on my part and that of the good people at Group 6 Performance with trying to get a response from Performance Vehicle Engineering (PVE) of Old Lyme, Connecticut, concerning the turbo boost kit for my 1987 9000 Turbo, a club member from New York suggested that we try to contact Callaway Engineering about a similar modification. It turned out that PVE is a small shop modifying the APC box per the Callaway method.

Group 6 of Tucson, Arizona, is now a Callaway distributor for the modified turbo boost kit and provided technical assistance in the installation of the new APC kit which took approximately 30 minutes. The new APC cost \$300 plus a refundable \$300 core charge which you receive when you return the original APC. The information provided claims an increase in horsepower of 21 bhp which was determined with the use of a dynamometer, and a 0-to-60 time of 6.8 seconds versus the stock time of 7.6 seconds. The new APC requires the use of Premium Unleaded Gasoline.

In addition to the new APC, I had previously purchased a sport exhaust from Group 6 which was later modified to a racing configuration. Together we estimated that the engine is pumping out approximately 197 horsepower. The modifications are a big help, especially in 3rd gear where you have a lot of room to exercise the boost, however the engine now seemed to run a little rough at higher boost levels.

I discussed the situation with Group 6 and they recommended a high performance ignition system made by Jacobs. The system consists of a new ignition computer, a new coil and special spark plug wires. The system also includes an anti-theft feature (kill switch) which is useful when the car is left unattended for extended periods.

With expert technical assistance from Group 6, the modification took approximately four hours at a cost of \$350. I'm pleased to say that this immediately solved the problem and the engine now pulls long, strong and smooth. Horsepower is also up from this change. The mileage is not up as much as advertised due to the fun I'm having eating 525i's and 760 Turbos!

Next stop, revised suspension and new wheels. Happy Trails.

John Wesley White
Tucson, AZ

Quicker throttle response

Generally 8-valve 900 owners are dissatisfied with their engine's performance. Several factors contribute to the sluggishness, such as inadequate exhaust manifold on post '80 models and lack of unrestricted cool air at the air cleaner inlet.

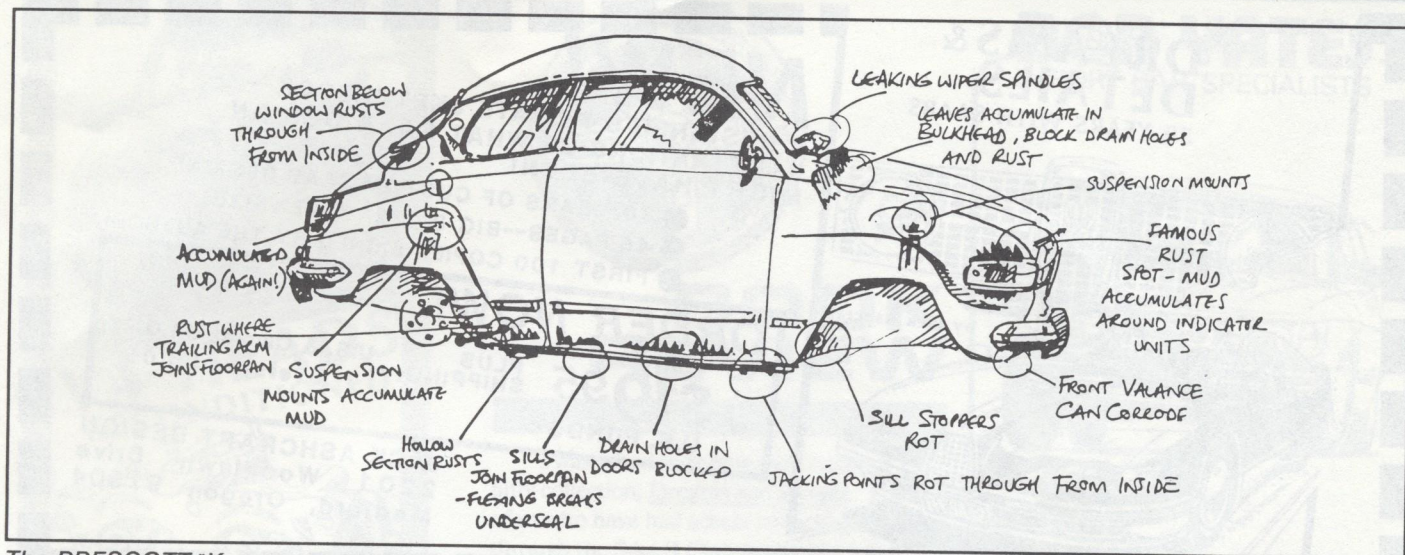
Another factor that contributes to the sluggish feel is the throttle linkage. For some reason Saab chose to use a cam on their throttle body. During the initial movement of the gas pedal, the throttle plate opens slower than at the end of the gas pedal depression. This produces a rather slow initial response of the engine to the driver's demands for more power. The slow response can be easily corrected.

Disconnect the throttle cable from the cam on the throttle body, and undo the cam nut. Next, drill a hole approximately 15mm below the original factory throttle shaft hole. This reduces the cam's radius by approximately 30 percent. Reinstall the cam on the throttle shaft using the new hole. Use spacer washers to clear the spring and the locating tang, or modify the cam to accept the tang in the new location. Adjust the throttle cable for recommended clearance.

This modification alone will not generate any torque or horsepower increases, however, it will provide more torque and power to the driver for any given gas pedal depression and thus a feeling of responsiveness and apparent power. One has to be careful not to go overboard and quicken the throttle response too much. An overly responsive throttle creates a jerky power delivery from the engine and unpleasant driveability.

Following this experiment on our 1984 900S with very satisfying results, the throttle cam was modified in similar fashion on our '85 Turbo. The modification resulted again in increased responsiveness and additionally in reduction of perceived "turbo lag". The above modification will probably reduce the fuel economy of the car in city driving for obvious reasons. To get back any lost MPG, add TUFOIL to the engine crankcase. Several club members have had excellent results with this oil additive. Add us to this group. The engines are smoother, start and rev easier, have slightly more power and an increased fuel economy of up to 5 percent.

Jacek Filutowski
Gig Harbor, WA



The PRESCOTT "Know your 96" ready reference guide to buying a used 96 (from the SAAB DRIVER, SAAB Owners Club of Great Britain)

Practical approach to 900 corrosion control

In the continuing fight against rust, I am always looking for ways to keep the beast on the road. Over the past year I have discovered several rust control measures.

After 36,000 miles, I started digging around and prying under things. The first thing I did was pull off all the plastic fender well molding and, as expected, they were full of dirt and grit. Be careful, time and sun tend to make these molding brittle so a hair dryer may be required to soften them prior to removal. Saab originally coated them with a type of light grease. I cleaned the residue out with solvent and refilled them with wheel bearing grease. This does make a mess for a time, but just keep wiping the excess off. In the process of removing the moldings, I also removed the mud flaps. While the rear ones were installed by the dealer upon delivery, the fronts were installed at the factory prior to undercoating. I coated the untreated area with a plastic roofing tar and reinstalled the mud flaps.

Saab's design is outstanding in respect to its lack of dirt catching nooks and crannies, but at least one has been overlooked. The spot weld joint between the outer front fender well and the inner uni-body, though sealed at the top of our '86 900, is open to water along most of its length. Though it appears that water would drain out the bottom, there are enough tight spots and spot welds to trap water and salt. A friend's 1982 900 Turbo (now known as the Rust Bucket) began to rust severely at this location and it cost him a considerable

amount to get it repaired. After hearing this, I first washed both joints out at a local car wash, then let them dry for a couple of days. As a temporary measure I sprayed them full of 10-30 motor oil. Next spring, when I get time, I plan on removing all of the equipment from the outer fender wells and seal the joint properly.

Of course, the importance of keeping

the door drain holes open goes without saying and I plan to keep an eye on the area between the lower door seals and the door.

I'd like to try electrical corrosion protection. It is used on ships, underground pipelines and in heavy industry. In theory it should work, but I don't think my wife will let me experiment on HER car.

Warren J. Merritt

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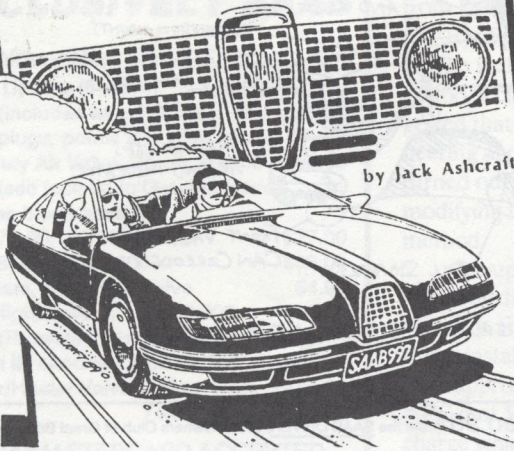
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A few observations on various recent tech topics

Brake Pads - Why so many people are just now finding out about semi-metallic pads is confusing to me. My '78 99 Turbo came with semi-metallic pads from the factory. This seems to be a big secret as the parts people and mechanics seem to think that only the outer fronts are semi-metallics. [Ed. note - They are on recent 900s.] A quick look at the working surface of the pads will tell you the truth. Semi-metallics do usually make less dust and less noise, but this is not universally true. The only real problem with them is that most do no work well on the first application, or when otherwise cold, but their hot performance more than compensates.

Tires - If someone again does a tire survey, I hope they separate performance oriented drivers from the commuters or the extreme economy minded. This way perhaps comments on handling and wear will be meaningful to both groups. I have driven my car over 180,000 miles and have had six different makes or models of tires. I have autocrossed, commuted, run ice trials and generally acted silly. From my experiences, I know that many of the comments made about tires in this journal come from people who simply do not know high performance tires and high demand driving. I am not saying that these people should not have a say, they should, but some people care more about transient response than ride comfort; more about lateral acceleration than tread life; and more about working at large slip angles than purchase price. All

groups should be represented, and hopefully separately, so the results have meaning.

Transmission lube - Anyone who thinks that SAABs come from the factory with 10W-30 in their gearboxes need to have their noses relined. My own experience shows that EP75 cuts bearing wear about in half compared to 10W-30. The gear oil's unique aroma makes transmission leaks very easy to spot as such. At least in my transmission, the EP75 allows as easy shifting in below zero temperatures as 10W-30, maybe easier.

Does anyone know why Saab went to 10W-30 for refilling rather than Automatic Transmission Fluid (ATF)? ATF would likely have superior friction reducing qualities to motor oil and is readily available.

Gasoline Octane - Why anyone would fork over the bucks to buy a SAAB Turbo, then whine that it needs premium gas to perform properly is beyond my comprehension. If you'll pay \$6,000 extra for a Turbo over a base 900 just to go faster, can't you spend 15¢ more per gallon at the gas pump? Same goes for synthetic oil, frequent oil changes and performance tires. A good detergent gasoline and an occasional dose of Techron will to wonders for any injected car.

Jeff Ninnemann
Racine, WI

[Ed. note - I have to agree with your comments about gasoline. It can actually be cheaper to use a good high octane detergent gas than to risk clogged injectors.

If you drive 15,000 miles a year and get 20 mpg, the cost of using premium unleaded at 10¢ a gallon extra is \$75 a year. The Saab dealer's flat rate on cleaning injectors is

between a half-hour and an hour (multiply by their hourly rate), and the price of one new injector is \$33.10.

In addition you shouldn't have to worry about deposit buildup in the combustion chambers, and your Turbo will perform as it was meant to. If you use 87 octane fuel, the engine under load will start to detonate and the APC system will immediately compensate, lowering the effectiveness of the turbo boost. With 92 octane, detonation occurs later, if at all, and allows the turbo boost to build up as it is supposed to do. - TW]

Leaking V4 fuel pump

If buying a BAP/GEON fuel pump for a V4 you should be aware of a manufacturing problem they have. The pump will leak about three to four weeks after installation and it will appear that the input hose is the culprit.

Before installing the new fuel pump take the center screw off that exposes the plastic filter inside. Looking at the cover removed, there is a timer at the input side of the nipple. This needs to be filed down so it will not bottom out on the matting part. Also, the matting surface that contacts the plastic filter (also the gasket) needs to be filed.

Remember to rotate the angle of attack while getting this surface to clean up. It's very easy filing as it is a die casting. Before installing, wash or blow off the filings. Unfortunately, Saab no longer offers this part.

Howard Davies
Thornville, OH



V4 HEADS RECONDITIONED

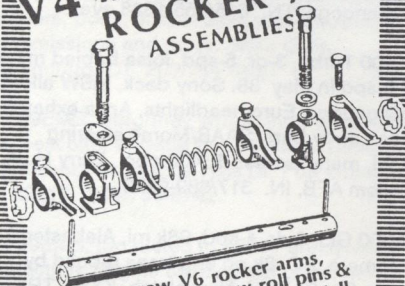


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BOOK REVIEW

I was asked to review Jack Ashcraft's nifty collection, Dreams and Details. Those of us who have had access to Jack's work through the SAAB Club newsletter will not be disappointed in this, his latest project.

I found Dreams and Details evoking many feelings -- nostalgia for the good old days of SAABing, sadness in that there are so many ideas here which would have been marketable by Saab, a little anger that it could have been, still could be if the market had not been diverted by factors which Jack discusses in his book.

Jack's ideas for customizing, retooling various body parts, beefing up existing compartments, and in general updating the V4, Sonett, are refreshing, reasonable and eminently possible.

I found the section on creating a pick-up truck, a sleeper, and a really get-up-and-go model out of V4s captivating. The section on upgrading and bringing the Sonett into the '90s, a real "I want one" feeling.

Jack's analysis on what he feels needs doing to bring Saab back into the market place coincide with my feelings and those of many of the other SAAB fanatics I know.

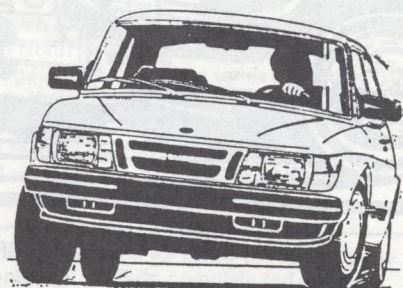
It is my feeling that if these modifications and style ideas had been thought about, Saab could definitely give the Miata a run for the dollar.

This book, Dreams and Details, I feel is a valued addition for all the collectibles we SAABers are so fond of, for its knowledge and loving research. There are those of us who will buy it and browse through it, and bore our friends by making them look at this page and the next. One more reason to have the book is that it will make a very nice "coffee table" addition, probably crowding out Architectural Digest.

Rewarding reading! Frustrating dreaming!

Margrit Adler

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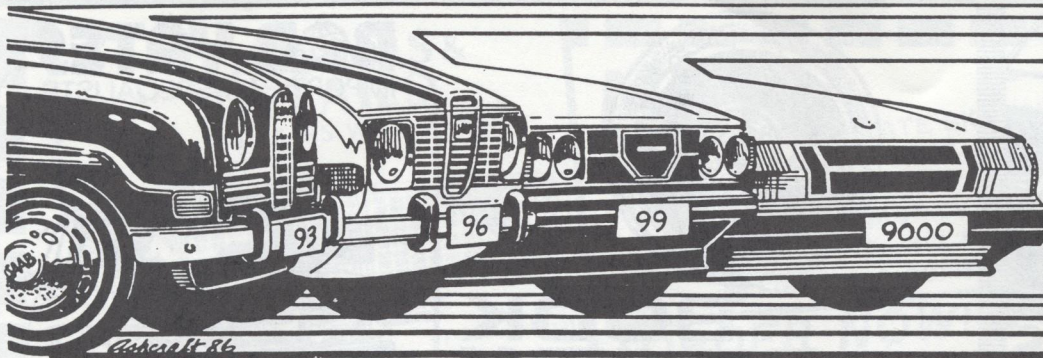
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Sonetts For Sale

'73 Sonett III, 38k mi, AC, rebuilt transmission, new clutch, new orange paint job, everything original. Extra parts & receipts for everything. \$5400 firm. Rob Youree, PO Box 2267, 715 Stadium Dr, San Antonio, TX 78212. 513/737-4550.

'73 Sonett III, perfect body, new red-orange paint, all new interior, factory new 96 trans, new tires and brakes, sunroof, aux. hdlamps. \$3600. Chris Paddon, 340 Moore St., Santa Cruz, CA 95060. 408/426-6753.*

'71 Sonett III, new brake & clutch hydraulics, new shocks, clutch, pressure plate. \$1600.
 '70 Sonett III, \$1800.
 John Fox, PO Box 2926, Olympic Valley, CA 95730.

93s, 95s and 96s For Sale

'73 96, dark blue, body solid, engine and tranny strong. Also: '72 96 parts car, engine good. \$1800 takes all. Frank Young, Rt. 513, Califon, NJ 07830. 201/832-9550.

'71 95, needs rear oil seal, engine runs; bad calipers, new rebuild kits. Factory new front fenders and one rear fender. 'Two '71 96s, one for parts, other very solid but needs upper engine work. All three for \$1,000. Dan Burke, Trenton, NJ. 609/771-3710, lv msg.

Two complete '68 96-V4 Deluxe sedans. One good body, fair condition, no rust, neither run. Project car. Moving, must sell. \$800 obo. Alan Brugger, 7036 Rogue R. Dr, Shady Cove, OR 97539. 503/878-2177.*

'66 96 two-stroke, oil injected three-carb engine. Runs good, good clutch, transmission and body, many spare parts. \$1,000. Harlan LaVine, Fayetteville, NY. 315/425-7671 days, 315/637-3632 eve & wknds.

2-Stroke & V4 Parts For Sale

2bbl Weber & manifold for V4. Trailer hitch for 99/900 5-door. Will swap, see my ad for Parts Wanted. Robin Snyder, San Francisco, CA. 415/752-7170 after 6pm PST.

96 Wiper motor, square, \$10. 96 rear lenses, \$18.50/pr. Sonett/99 RR taillight assy, no lens, \$10. Early 99 LF T/S assy w/lens, \$15. Bosch EFI computers for 1.7L 99, \$100. Misc 900 Service Manual sections and parts microfiche for 99/900/9000. Monty Tarr, Route One Box 385, Catlin, IL 61817. 217/443-7402 days, 217/427-5203 eves.

Hub caps for 95s/96s, '68 to '72, Free. You pay shipping. John Fox, PO Box 2926, Olympic Valley, CA 95730.

99s & 900s For Sale

'86 900 Turbo, 3-door, 77k mi, Silver, \$10,900 obo. Roger Urban, Cleveland, OH. 216/777-0150.

'84 900, 4-dr, 5-spd, 73k mi, Tan, Sony radio/tape, AC, runs great. \$4700. Peter DeRoo, Toms River, NJ. 201/929-1394.

'82 900 Turbo, 5-spd, 140k mi, Silver w/Blue interior. Excellent condition, new transmission, clutch, tires. Meticulously maintained, maintenance log. \$3500. Mike DeCata, Pittsfield, MA. 413/698-2892.

'80 900 Turbo, 3-dr, 150k mi, Maroon. One owner. Needs turbo seals & some bodywork (hood, ft qtr). \$2200 obo. Two new Inca wheels, \$100 ea. Jim Fortune, Chattanooga, TN. 615/855-1338 eves.

'80 900 Turbo, 3-dr, 5-spd, lotsa babied miles, '87 5-spd in May '88. Sony deck, MSW alloys, VDO gauges, Euro headlights, Ansa exhaust, Addco sway bars, SAAB/Momo steering wheel, many extras! \$3400 obo. Larry Hunt, Grissom AFB, IN. 317/689-9473.

'79 900 GLI, 3-dr, 4-spd, 98k mi, Alabaster/Cashmere, AC. 8k on eng/trans rebuild by Sports Car Service. New clutch, KYBs, TRX tires/rims. Solid! \$3,100 obo. Todd Allen, Millington, NJ. 212/210-5574 days.

'78 99 Turbo, 102k mi, Maroon, solid Calif. car. New: paint, headliner, wheel bearings, ball joints, tie rod ends. Rebuilt: turbo, steering rack, brakes. \$5500. Roger Cunningham, Warners, NY. 315/635-5789.

'78 99 Turbo, 90k mi, Silver w/Burgundy interior, good running condition. \$1900. Ed Morrell, Randolph, NJ. 201/361-6439.

'78 99L, 2-dr, 4-spd, 150k mi. Original owner, complete records, Saab maintained, running condition, little rust. \$500 obo. Jerry Klein, 231 Maryland St, Westfield, NJ 07090. 201/789-2548 days til 8pm.

Pro Rally 99, ex-Swedish Motors car, priced to sell. Many hi-performance 99 parts also. David McHugh, Fairfield, CT. 203/334-4344.

'74 99 EFI Combi Coupe, 4-spd, 123k mi, Sepia Metallic/Cinammon. Professionally restored, rigorously maintained (post '75 brakes). Immaculate strong running rarity. Photos available. \$2,000 obo. Todd Allen, Millington, NJ. 212/210-5574 days.

'70 99 with '73 engine & transmission. \$450 obo. Mike Mansuetti, 803/571-0571 eves.

9000s For Sale

'87 9000 Turbo, 28k mi, Black w/Tan leather, original owner. 75k mi transferable warranty, roof rack, excellent condition. Must sell, owner moving to Switzerland. \$18,000. Don Yost, Suite 100, 3901 Hartzdale Dr, Camp Hill, PA 17011. 717/975-0509 8am-5pm.

99, 900 and 9000

Parts & Accessories

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: '89 900S 16v, '87 900 16v Turbo, '86 900 SPG, '86 900 base, '85 900 16v Turbo, '84 900, '82 900 Turbo, '79 900. Drivetrains, interiors, body, suspension, wheels, rebuilt transmissions and more. Mike Caro, Wallingford, CT. 203/284-8989.

'77 99EMS, Burgundy w/Red interior, all must go, best offer or trade for 900 parts. David Prestwood, 74 Brandy Hills Dr, Port Orange, FL 32019. 904/756-8742.

'75 99EMS, too rusted to pass Pennsylvania inspection. Engine & drivetrain great, new muffler, & 5 mag wheels. Haul it away, \$500. J. Henneke, West Chester, PA. 215/696-5243.

Free to good home: '74 2.0L 99 engine block (one scored bore) and crank, 40k mi. Good head w/valves & cam, EFI inlet manifold complete, 80k mi. Misc oddments. You have to pick up. Ian Grant, Schenectady, NY. 518/377-5128 eves.

Saab factory intercooler kit, fits 82-84 turbos, \$350. '75 electric fan, \$25. Rear headrests for 900 3-dr, Tan, \$25/pr. +shpg. Bill Grace, 22082 Esplendor, Mission Viejo, CA 92691. 714/458-9149.

900 Turbo APC boost box (P/N 02-43-105) with Saab warranty, \$300 +shpg. Service manuals for 900 fuel injection, exhaust (turbo) and electrical, \$15 ea. John Alfieri, 48 Yellowstone Dr, West Henrietta, NY 14586. 716/334-6498.

Parting out: 3 99s and 8 900s, 1976 thru 1985 (two 16v Turbo 3drs). New OE sunroof deflectors for 99, 900 & 9000, \$39.50. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/928-6351 eves & wknds

4 EMS mags w/lugs, fit 99/900 to '81, \$35 ea. 4 Super Inca mags w/Pirelli P6s, less than 5k mi, fits up to '88, \$650 for all. Rear louvers for 99/900 HB, black aluminum, \$150. Air outlet covers 99/900 HB, P/N 02-71-155, \$25/pr. A. Bergman, W Des Moines, IA. 515/224-1128

Four steel wheels & hubcaps from '79 900 w/ used 165x15 Gislaved Frost studded snows. One season left on tread. \$200 obo. Frank Rossi, 412 Simsbury Rd, Bloomfield, CT 06002. 203/242-1294.

4 Gislaved snows on pre-'87 900 rims, used two winters, \$200 +shpg. 16 alloy wheel lug nuts, \$1 ea. Richard Colby, 725 High Ridge Rd, Stamford, CT 06905. 203/325-6072.

Wanted, All Models

Piston rings and piston pin bearings for '66 Monte Carlo 850 engine with 1.0mm oversize "A" pistons. H. Van Nostrand, 9 Patricia Dr, Commack, NY 11725. 516/462-5456.

English SAAB Club badge collector wants to add North American SAAB Club window badges (decals/stickers) to his collection. Will trade three "SAAB OWNERS CLUB G.B." for two of yours. Club secretaries only please. Ian Studley, 44 Paynton Rd, St Leonards on sea, East Sussex, TN37-7DY ENGLAND.

Rusty but running 99 Turbo wanted for parts. Wanted for '77 5-dr: complete red or black interior, Turbo spoilers front & rear, European headlights, Turbo engine/trans (Will H-engine fit? Will buy if you know.) See V4 parts for sale for possible swap. Robin Snyder, San Francisco, CA. 415/752-7170. after 6pm PST.

Saab Do-It-Yourself Manual for 1979-85 900 8-valve, P/N 06-62-163. Larry Tractenberg, 70 Stonicker Dr, Lawrenceville, NJ 08648. 609/883-5208.

Headrest or headrest cover, Lt brown, for 79 99GL. Tim Winker, Duluth, MN. 218/724-1336.

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Wilson and rain put mark on Barber Saab finale

Rob Wilson of Brentford, England, won the Barber Saab Pro Series finale at Del Mar Fairgrounds with the assistance of the last thing expected in Southern California -- rain. It was Wilson's third win of the year and clinched second place in the season points chase.

Polesitter Robbie Buhl, the already crowned 1989 champion hoping to cap his phenomenal year with a seventh straight victory, went too quickly into turn one while leading on lap three. He had to lock the brakes and slide into the escape area. Undamaged, he rejoined the field in eighth place and might have been able to work his way back to the lead were it not for what happened on the very next lap.

What was just a slight drizzle at the start of the race became a sudden rain-shower as the pack behind Wilson reached the crucial turn one braking point. The escape road became a nine-car jumbled parking lot as cars went skidding hither and yon, including Justin Bell, as they tried to brake for the hard right-hander. Nobody was hurt, but the 22-car field was reduced to 13 and leader Wilson took the field around for 6 yellow flag laps.

On the restart at lap 10, sun out and track dry, the order was Wilson, Bob Dotson, Shane Lewis, Dave Welch, and Matt Blevins -- survivors, some by the skin of their teeth, of the turn one melee. Buhl was in seventh and true to form, put on the drive of the day. He started picking off one car every lap and had moved to fifth by lap 12, then leapt into third the very next lap. Buhl got by Dotson three laps from the end for second place and made a charge for Wilson, but by then it was too late. The fast and wily Wilson had stretched out a big lead over the rest of the pack. At the checkered flag after 17 laps, it was Wilson, Buhl, Dotson, Welch (in his first-ever Barber Saab race) and Blevins.

On his way to the championship, Robbie Buhl won 7 of the 12 races in the series. His worst finish in '89 was a 5th place. Wilson was first three times, while Justin Bell and Bernard Santal had one victory apiece. Buhl won a record \$78,000 in prize money, plus the \$100,000 Career Enhancement money awarded to the season champ by Saab-Scania.

The 1990 Barber Saab Pro Series begins its fifth year next February in Miami.



'89 Barber Saab Champ, Robbie Buhl

1989 Barber Saab Pro Series

Final top ten in points

1.	Robbie Buhl/Grosse Pointe, Mich.	188
2.	Rob Wilson/Brentford, England	143
3.	Justin Bell/Pagham, England	132
4.	Bernard Santal/Versoix, Switz.	58
5.	Brian Till/Houston, TX	53
6.	Jim Pace/Jackson, MS	47
7.	Bob Dotson/Waynesville, NC	43
8.	Ian Ashley/Cambridge, England	42
9.	Nick Kunewalder/Encinitas, CA	35
10.	Jeff Boyce/Mississauga, Ontario	34

Lawrence's Sonett finishes 4th at Runoffs

The SAAB Sonett can still run with the best in the Sports Car Club of America's GT4 class, as Jack Lawrence proved at the recent Valvoline SCCA National Runoffs at Road Atlanta. Lawrence qualified his Motor Sport Service Sonett III in 6th position and had worked his way up to third, but was passed on the final lap leaving the Sonett to finish in 4th place.

Liversidge Presses On

Despite rolling his SAAB 99, Sandy Liversidge kept going to finish 14th at the Press On Regardless Pro Rally in Upper Michigan. Liversidge and co-driver Steve Walkington were in 7th place at the meal halt, less than a minute behind their two closest competitors, both driving turbo-charged 4WD Japanese muscle cars.

The SAAB went on its roof on the next stage, but the only real damage was a bent rear axle. Two stages later they lost over six minutes when Jim Warren's 4WD Pontiac got stuck sideways, blocking the road.

P.O.R. was also the sight of the Runoffs for the SCCA Divisional Champs. Liversidge, the New England champion, finished 3rd in that competition.

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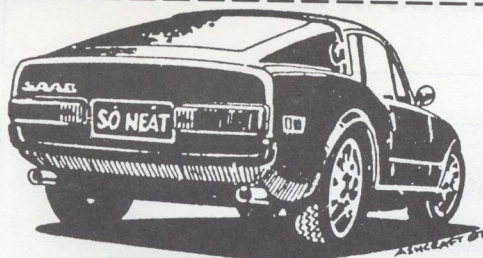
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FROM THE BACKSIDE

This column was originally going to be full of the latest on the Saab/Ford rumors (it was pretty much finished, just needed a little polishing) when word came that the talks had ended. Instead, I'll fill it with various things that have been on my mind, but don't deserve a full column:

October 4th was the 20th anniversary of my first car purchase -- a white 1960 SAAB 93F. The 750cc engine had been replaced with an 850, and the brakes went out within a week of ownership. It was on the road only about half the time during the year and a half I owned it. The engine overheated and spun a rod bearing on a 90° day in 1970, and I learned about rebuilding a stroker. I opted for the 750GT crank, a few dollars more but supposed to rev better. After it was finally running again, the engine mysteriously quit one day, and I broke the transmission downshifting to get the engine restarted while the car was still rolling.

My 93 finally met its demise on a 20-below day in February. As usual, it started on the first pop, but when a bus stopped suddenly in front of me on an icy street, I discovered the difference in traction between large bus tires and skinny SAAB tires. The damage wasn't too bad, a bent hood, broken alternator and generator, but

I didn't have the time or money to fix it. I sold the SAAB for \$100.

A few months ago, the guy who bought it in '71 called me looking for two-stroke body parts. He still had the 93 and a couple of others, and he was trying to build one decent one. He didn't remember me, and I neglected to get his address or phone number figuring he would sign up for the club. Maybe I'll track him down someday and see if he's interested in selling.

After looking at some beautiful, well kept 96s and 95s, I'm prepared to take back some of what I said a couple of months ago about driving older cars on a daily basis. (Maybe I'm too used to the "rust battle" as part of maintenance.) There were a couple of V4s with over 300,000 miles used as everyday transportation. It is, however, obvious that the owners are willing to spend time and money keeping their cars nice.

Thanks to Don Young of Palo Alto, California, and Allan and Chris Morris of Louisville, Kentucky. The four of us ran the rally/tour at this year's convention in Don's 9000 Turbo. Allan kept an eye on the map, Chris counted 7-11 stores (one of the gimmick questions), while I attempted to keep us on time. We finished second in the experienced class.

Lots happening at SAAB Club HQ: We are in the process of putting up a new building -- combination garage/office space -- hopefully ready for occupancy by December 1st. This means there is a move in the works. The mailing address will remain the same, but the telephone number will be changing. The new location is about 20 miles northeast of Duluth.

The search for a 900 Turbo has ended. Andrews, Inc. found a damaged '85 16-valve

car with about 52,000 miles, and they are rebuilding it to my specifications. They have been taking photos to document the process and you'll be able to read about it in a future issue.

Another computer is also in the plans as the Commodore 128 is dreadfully slow at handling the ever expanding mailing list. The current machine used for laying out the newsletter, a "286" IBM-compatible, has been giving me grief lately, blinking out or freezing up on a regular basis. We may move to a "386" to speed up PageMaker.

The Official SAAB Club Winter Beater Project Car (T.O.S.C.W.B.P.C) is back on the road. It had been "mothballed" due to severe body cancer, awaiting dissection for its good parts. It was pressed back into service when the NINE-T9 started having fuel system troubles. A new battery and muffler got it running acceptably, but it still needs CV boots and a heater valve cable. The WB will again be retired when the above mentioned 900 Turbo arrives.

Actually the WB isn't all that bad, but dust rolls in through all the holes in the body when driving down dirt roads. Since I'm moving to the end of a dirt road, it's either patch the holes or find a good body to transplant the mechanical bits into. The WB has fewer than 10,000 miles since the engine, brakes, radiator, etc., were rebuilt, so it's difficult to justify selling it.

What has become of "Traction Control" on SAABs? A test system designed by ATE and demonstrated on SAAB 900s and 9000s was written up in *AutoWeek* and some European magazines quite some time ago. Several manufacturers, including Cadillac, are offering traction control systems on 1990 models.

Tim Winker

NINES

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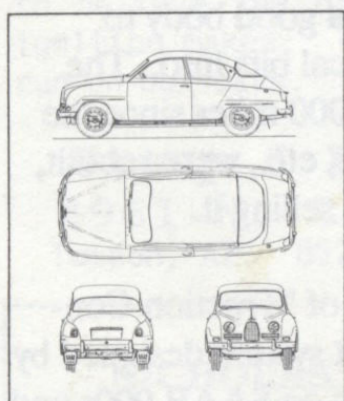
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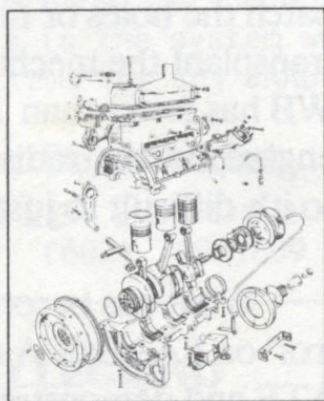
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- A. - Short nose 96 (1961-64), four views
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- C. - Exploded view, three cylinder engine
- D. - SAAB Airplane logo



96, 4 views
(95 is similar)



3-cylinder engine



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