



NINES

THE SAAB CLUB NEWSLETTER

\$2.25
January
1990
no. 188

**This is
definitely not your
father's Oldsmobile.**



Mr. Goodwrench
WINS HANDS DOWN

General Motors buys half of Saab

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Competition news:
SAABs take 2nd at Baja 1000
and 3rd at Coachman Stages
Pro Rally - page 18

Advertising clip-art collage
by Mark Mahla, Superior, WI

Regional Club News

1990 Int'l Meet in Luxembourg

The 1990 International SAAB Clubs meeting will take place in the Grand Duchy of Luxembourg on September 8th and 9th.

For details, write to:

Pierre Eilenbecker
35 rue de la Bergerie
L-7441 LINTGEN
LUXEMBOURG

Calendar of Events

Milwaukee SAAB Club

Jan. 19 - Holiday meeting at Miller Brewery.

Jan 21 - Ice Race, Freiss Lake

Feb. 18 - Ice Race, Freiss Lake

Rick Lemerond, 414/634-5735.

Minnesota SAAB Club

Jan. 20? - Ice-Khana, Island Lake, Shoreview, MN. Dean Nelson, 612/363-3661.

SAAB Club National Capital Area

Feb. 17 - Tech session, Don Danneman's shop in Laurel, MD. 8:30am - 1:00pm. Toby Turpin, 301/384-6732.

SAAB Owners Club of Canada

Jan. 18 - Monthly meeting, Hillcrest Branch Public Library, 8:00pm-10:30pm
Chris Teixeira, 416/737-5827.

NICHOLAS PELLEGRINO

FOREIGN MOTOR REPAIR

SALES

SAAB

SERVICE

282 ENFIELD MAIN RD. ITHACA, NY 14850
607/272-8259

SAAB Club of North America

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Letters to NINES

This is a New Generation

Concerning the joint partnership between Saab and GM; I'm very relieved to see that this new relationship appears to be of equal partnership - even if the CEO is of GM vintage.

The good news for Saab traditionalists is that it appears the 900 will continue for some time. If the planned Saab-Fiat merger had gone through, a replacement for the aging 900 was a certainty.

It is also planned that an automotive electronics company will be formed to be run by Saab. Maybe to become a direct competitor to the likes of Bosch. As a physicist/engineer, I think the formation of a specialized automotive electronics concern is potentially the most exciting news of all!

A concerted effort to develop such innovative automotive wizardry as: active suspension, collision avoidance systems, traction control, electronic engine management systems, navigational control, etc., could not only have a profound effect on the economic success of Saab, but a major impact on the entire automotive industry. A strongly supported effort to develop innovative automotive electronics will help make Saabs more fuel-efficient yet more powerful, more enjoyable to drive, and yes, even safer than today's Saabs.

While I am not a big fan of GM engineering, I do herald the news of a joint Saab-GM venture as having great potential. When compared with all the other rumored "partners" with Saab, this may be the only one that leaves Saab intact. Let's hope they

don't screw it up. After all, "this is definitely *not* your father's Oldsmobile"!!

Dr. G. M. Metzger
Gaithersburg, MD

Please say it ain't so

Well, I guess it was bound to happen! A Saab takeover! But why GM? They've made junk for years.

Will Saab now lose control of its products, technology and all the rest? What about the spirit of this group of special and elite people who own and drive Saabs now?

I just bought a new 9000S, and I feel it is one of the best cars in the world. To now know GM is part of the Saab family makes me sick.

I feel like Saab, being a 10, just made a date with GM, a 1, and GM is going, "Boy, look at me!"

I still feel loyal to Saab and always will, but now when I see a Cadillac, Oldsmobile, Buick, Pontiac or Chevrolet, I'll wonder how many of them have heated seats, heated mirrors and Saab engines. The days of Saab being 100 percent pure are dead and gone.

Heartbroken owner,
Steve McGrew
Minot, ND

P.S. Is the SAAB Club next on the list for GM?

They say everyone has their price. \$600-million? Let me think on it. - TW.

Congrats on a continually interesting newsletter. I'm now party to SAAB, Jaguar and Studebaker member mailings, and think yours is the most efficient, useful and entertaining overall (though the Stude folk put out a top product, lavish even; the national Jag Mag is all gloss and glitz with nothing much for the collector-car saps like me who can hardly tell a carburetor from a fuel pump but LIKE the looks of an E-Type...).

J. Michael Barone
St. Paul, MN

(Michael is the host of American Public Radio's weekly "Pipe Dreams" program for fans of pipe organ music.)

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



The battery mount area on my '83 900 consists of some type of material bonded to the metal. Some of this material has started to deteriorate and allowed rust to begin forming. Is there an easy way to replace this material?

Bill Jones
Irving, CA

The bituminous "tar paper" can be scraped off after heating it with a small propane torch or heat gun. It will be a stinky, smokey job though.

There is an excellent coating for rusted areas, sold in Hemmings Motor News, called POR 15. We've used it with great results. Expensive, but worth it.

I drive a 1985 900 3-door with approximately 60,000 miles. I have noticed vapour coming from the front end of the car when I am stopped at a traffic light. Other drivers have pointed to the car as if maybe there was a fire. The source of the vapour seems to be wisps of steam coming from the engine side of the radiator.

I changed the anti-freeze at 55,000 miles, a 70/30 Prestone mix as recommended. Since then I have noticed that the temp. gauge will rise above normal on a moderately warm (80°F) day when in traffic. This did not seem to happen with the old coolant. The thermostat is still original. I check the coolant frequently and it always seems at the proper level.

Could you please advise me if I have a problem?

Robert Dupuis
St. Lambert, Quebec

Assuming the radiator is not leaking at one of the tubes, you were probably seeing moisture on the outside of the radiator being vaporized as hot coolant from the engine enters the cold radiator core. This is a normal phenomenon.

There is water in the spare tire area of my '85 900 4-door. I have already checked the drain holes in the floor, the drain tube

by the gas filler, the air flaps under the bumper, and license plate bolt holes. There don't appear to be any bad welds or any holes (checked with a flashlight in the dark from inside out).

There is no water in the trunk itself, the trunk lid doesn't leak, the taillights are dry. The water appears to enter only when the car is moving.

Roy Summer
Pleasantville, NY

This is a difficult one to attempt by mail. I suggest you look at the antenna, power or manual, and insure it is sealed and/or has a properly installed drain hose. The seals around the taillamp housings tend to leak and a little black sealer along the top edge may remedy a leak there. Usually leaks at speed are attributed to openings in the underbody, so a close examination on a lift may help your search. At worst, you may have to take a ride in the trunk while someone drives the car in a rainstorm.

I own an '86 900S with 36,000 miles. I had the front brake pads replaced with Saab replacement pads at 27,000 miles. These are different from the original in that they are of two different materials. The inner pads have worn to about half to two-thirds of their original thickness, while the outer pads are hardly worn. Is there anything I can do to make the inner and outer pads wear more evenly, and if not, can you just replace the inner pads?

Ron Spiker
Garland, TX

Your mechanic used the "mixed" compound pad set in your car. Had you mentioned noise or wear problems? The outer pad in this set is of a harder material (more metallic) for longer wear, but cannot be used on the piston side because of heat transfer. Simply replace the softer inner pads when they wear out and leave the outers.

I own a 1988 9000 Turbo 5-speed with 11,000 miles. The steering squeaks intermit-

tently when turned, especially when the car is first driven in the morning. It seems to come from inside the car. The dealer has lubricated the steering column and says the power steering is fine, but the problem persists.

Also, the idle is erratic, fluctuating between 1,500 and 500 RPM, after the engine is warmed up. The dealer has replaced the oxygen sensor and the throttle position sensor, but the problem persists albeit with somewhat less fluctuation than before. The cooler the weather, the worse the problem.

Adele Klingberg
Sussex, WI

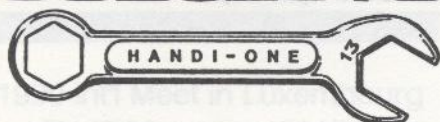
I recently acquired a 1985 900 with California emission controls and 130,000 miles on it. When the car is not completely cooled down, it starts and idles poorly and will not accelerate at all until warmed up for 1-2 minutes, after which it performs normally. My local mechanic checked fuel pressures and found all to be within specifications. He changed the warmup regulator as a possible fix, but there was no improvement.

Alex Kistler
Brewer, ME

In instances where the idle is not constant and all other intake side components are intact and leak free (hoses, manifold fittings, etc.), the problem lies with a "lazy" Automatic Idle Control (AIC) valve not reacting quickly enough. Roughness or stalling when the AC comes on was remedied in '86 with delay relay #95-13-219. Have the AIC valve cleaned and tested, insure proper throttle switch adjustment, clean the throttle bore and plate and test/adjust the basic idle setting.

Squeaks in the steering column may be coming from the horn contact ring. Spray TV tuner cleaner/lube on the contact ring where the brush comes out of the wheel. The other source is the boot at the firewall. Push the boot forward and wipe a little grease on the

SERVICE SUBJECTS



FROM SAAB

Fixed Trailer Hitch Installation

Application: 900 87-on
S.I. 11/89-1192,A-9/PG.78

The fixed trailer hitch, P/N 02 30 391, is now approved for installation on 1987-on 900 models. Previously, only the removable trailer hitch could be used because of the rear bumper configuration on these cars. The following modifications to the rear bumper skin are necessary for a fixed hitch to be installed on 1987 and later 900s.

Steps 1-6 should be performed before the trailer hitch is installed.

1. Remove the bumper.
2. Remove the support bracket in the spare tire well which is anchored to the

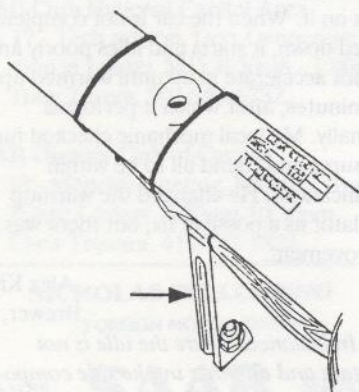


Figure 1. Support bracket.

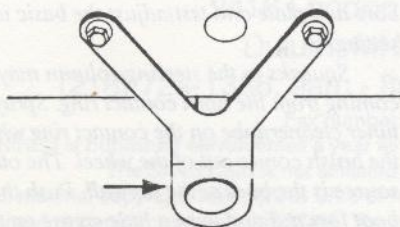


Figure 2. Towing eyelet.

floorpan and the central reinforcing beam (Figure 1).

3. Remove the towing eyelet from the rear body underpanel (Figure 2).
4. Measure and mark 33mm to the left and to the right of the existing centerline on the bumper cover (Figure 3).

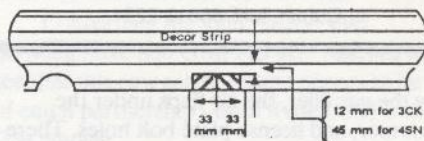
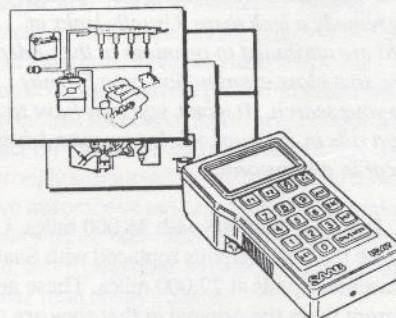


Figure 3. Measure and mark the bumper cover.

5. Measure down from the crease, 12mm for 3-door cars or 45mm for 4-door cars and convertibles, as shown in Figure 3.
6. Cut out the marked area.
7. Mount the trailer hitch on the car as per the instructions in the kit.
8. Remount the bumper and check fit. Trim the bumper cover if necessary.



New Diagnostic Tool: ISAT

Presenting the Intelligent SAAb Tester (ISAT).

ISAT is a multi-functional testing and measuring instrument with built-in versatility which can be used in a very wide range of applications on both current and future electrical and electronic systems.

The ISAT uses a Motorola 68HC11 processor and has two memories for storing data, a working memory for temporary storage and a permanent memory for long term storage of data. Together they have a capacity to store up to 1,000 measured values.

The controlling program is contained in an EPROM mounted on a plug-in printed circuit board, which is located together with

Saab Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, Manager of Technical services, and Robert J. Sinclair, President of Saab-Scania of America, Inc.

the 9-volt battery and display angle adjustment screw behind a cover in the base.

ISAT has been primarily designed for diagnosing faults occurring in electronic systems incorporating self-diagnosis functions, such as Direct Ignition System. These systems identify faults occurring during their operation and store information concerning such faults in the electronic control unit's memory. The ISAT taps directly into the electronic control unit of such systems and displays the faults as a five digit code.

The diagnostic function of ISAT will only work on systems with ECU's that have been prepared to communicate with ISAT. For 1990 ISAT will communicate with the LH fuel system, the DI/APC system, the Electronic Display Unit (EDU) and the Automatic Climate Control (ACC). ISAT's multimeter, measuring and Timing Service Instrument (TSI) functions may be used on any SAAB.

By using the key pad, the ISAT can be used to issue commands to the electronic control units of systems being tested to control selected functions, such as operating switches, activating injectors, etc.

By using suitable pressure sensors, the ISAT can be used as a pressure tester, with a range of 0-200 Bar (0-2900 psi). Attach a temperature sensor and the ISAT becomes a thermometer, with a range of -40°C to +400°C (-40°F to +755°F). It can also be used to measure frequency and pulse length for the APC solenoid and injector duration. The ISAT can be used in place of the TSI (tachometer, dwell meter, resistance for breaker contacts, etc.). Information can be displayed in any of four languages: English, Spanish, French or Italian.

In the future, the ISAT will be able to be connected to a personal computer or printer. Data collected by the ISAT can then be compared with reference values, results can be printed out or data may be transferred for storage. It will also be possible to control the ISAT from a PC.

SAAB NEWS

Saab initiates emergency road service

Buyers of 1990 Saabs get an added bonus, the Saab Roadside Assistance program. Like many auto club emergency programs, towing, jump starting, tire service and other road services are covered - the owner just signs for the bill. The program coincides with Saab's 36-month/36,000-mile warranty.

Also included are: emergency lock-out service, ambulance service reimbursement, theft reward, and discounts on car rental and hotel rooms. If the covered Saab is disabled 100 or more miles from home because of collision or mechanical breakdown, the owner will be reimbursed up to \$1,000 for emergency expenses incurred within three days of the disablement.

The program is provided by the Motoring Division of the United States Auto Club. Details of the Saab Roadside Assistance program are available through Saab dealerships.

2.3 liter engine coming to America

According to an article in the Delaware Valley SAAB Club's *SNAAB GAZETTE*, Saab's new 2.3 liter, 16-valve four-cylinder engine (see October issue) will make its way to U.S. dealers by mid-1990. The 150 horsepower engine with twin balancing shafts and Direct Ignition will be available only in the normally-aspirated 9000S models.

Saab 9000 is safest!

The Saab 9000 is Sweden's safest car. This conclusion was reached by the Folksam Insurance Company, Sweden's largest motor vehicle underwriter, after studying 900,000 road accidents.

Based on its in-use performance, the Saab 9000 received the highest safety rating in Folksam's recently published report, "Safe and Dangerous 1989-1990 Cars." More than 50 new car models were studied and assessed for their ability to protect both driver and passengers from injury during collisions. The results show that the Saab 9000 is at least twice as safe as the average car in its weight class and three times as safe as the average of all four weight classes considered. Folksam awarded Saab's proficiency in providing such a high level of protection by bestowing their "Safe Car" prize on the 9000.

The Folksam study also found that the crashworthiness of the Saab 900 was 25 percent better than average. Both models were studied by 15-20 experts in the insurance company's Research and Development Division.

The Folksam study supports the recent findings of the Highway Loss Data Institute (HLDI) which showed that the Saab 900 and 9000 registered the lowest overall injury experience of any car in their respective size categories. According to HLDI, the Saab 9000 provided a 58 percent lower medical claim frequency for overall injury -- the industry average, while the 900 sedan and hatchback models provided 23 percent and 17 percent fewer overall injury claims respectively. The 900 hatchback also registered 26 percent lower claim frequency than the industry average for severe injury.

Peter Berla passes away

Peter A. Berla, 59, vice president marketing services for Saab-Scania of America, Inc., Orange, Connecticut, and recipient of Marquis' prestigious "Who's Who in Advertising" award, died of cancer on December 13, 1989.

Berla, a 1952 graduate of Cornell University, had been active in both corporate and agency advertising since 1954. Prior to his appointment as vice president for marketing services in 1987, Berla served as the company's advertising and sales promotion manager since joining Saab-Scania of America in 1979.

Previously, he was an account supervisor at Scali, McCabe & Sloves, Inc. in Manhattan, handling the Volvo and BMW accounts. From 1973 to 1975 he was Keenan & McLaughlin Inc. as account supervisor for Alfa Romeo.

The "Peter A. Berla Scholarship Fund, Cornell University" has been established in his honor. Those wishing to make contributions to the scholarship fund should contact Marion O'Shea, Saab-Scania of America, Inc.

BOSCH

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

KYB

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

BILSTEIN

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

OEM PARTS

Saab #	Description	Price
75 40 487	Radiator 900 NoTurbo	\$169.95
75 40 503	Radiator 77-80 99 NT	\$169.95
75 41 071	Radiator 900 Turbo	\$179.95
78 71 403	72-80 Timing chain	\$24.95
83 46 785	72-80 Crank gear 2.0	\$29.95
83 46 793	72-80 Idler gear 2.0	\$33.95
83 46 801	72-80 Cam gear 2.0	\$41.25
83 47 874	72-80 Tensioner 2.0	\$23.95
83 58 509	2.0 All Countershaft	\$215.00
87 22 209	76&on Clutch slave cy	\$71.95
89 21 728	75-80 Outer Cv Joint	\$135.00
89 39 589	LH 75on Brake Caliper	\$169.95
89 39 597	RH 75on Brake Caliper	\$169.95
89 45 735	69-84 Inner CV Joint	\$49.95
89 96 861	75-80 Heater Valve	\$42.95

SPECIALS

69&on 99&900 NonTurbo	New Plate	\$38.95
77- 99&900 Turbo	New Plate	\$49.95
69&on 99&900 NonTbo	New 4spDisc	\$34.95
76-86 99&900 NonTbo	New 5spDisc	\$59.95
77- 99&900 Turbo	New 4sp Disc	\$44.95
77- 99&900 Turbo	New 5sp Disc	\$46.95
69-75 99 All	30-29110 Brg.	\$30.10
76&on 99&900 All	30-29115 Brg.	\$14.99
82-84 W/ APC	Turbocharger	\$439.95
79-85	Rack & Pinion unit (w/PS)	\$169.00
78-80 99,900	Rebuilt Distributor	\$115.00
69-74 96V4 & 99	Master Cyl	\$99.95
75-84 99 & 900	Master Cyl	\$138.25
75-80 99 & 900	Brake Rotor	\$34.95
81-85 900	Brake Rotor	\$36.95
75-85 Fr Repco	MetalMaster Pads	\$21.95
76-85 Rr Repco	MetalMaster Pads	\$19.95
69-76 99(8 cog gear)	Water Pump	\$69.13
77-80 99 & 900 All	Water Pump	\$69.95
79-84 900 & Turbo	Wolf Bra	\$77.50
12/76-84 Sachs	Rear Lift Shock	\$26.95
Most Saab	Plastic Louvers	\$139.95

IMPORT MOTOR PARTS

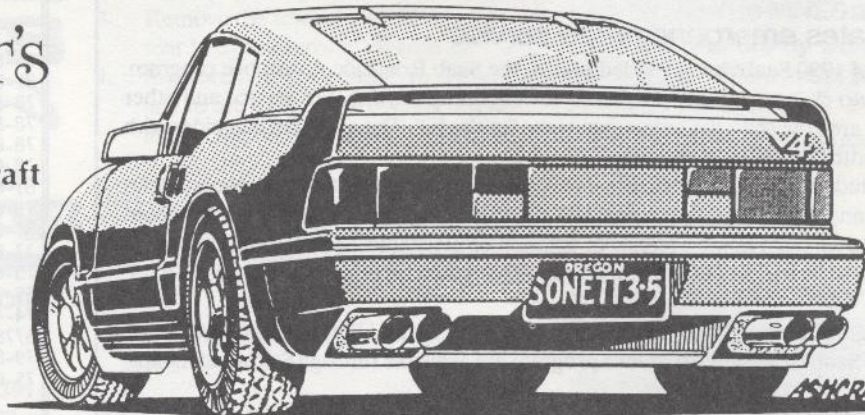
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Designer's Corner

by Jack Ashcraft



Aerodynamics and the Sonett 3.5

There are significant changes to the stern of the 3.5, from the doors aft, including thicker sail panels (area of the top behind the vent windows), addition of a locking fuel filler door, higher wheel house arch that clears the fatter tires and matches the opening of the front fenders, Honda CRX tail lamp assemblies and rear bumper, twin outlet resonators for the dual exhaust pipes, and two (count 'em) rear wings.

Most spoiler/wings you see on sporty coupes are there solely to impress the yuppies, who haven't a clue about aerodynamics anyhow. Generally of the wrong shape (in section) and located too low, these visual afterthoughts do little but produce more drag. At best, they do nothing at all. If the form of the car is clean and the tail high enough, a correctly shaped wing can produce both a reduction in drag and some downforce. The section must be that of an inverted airfoil:

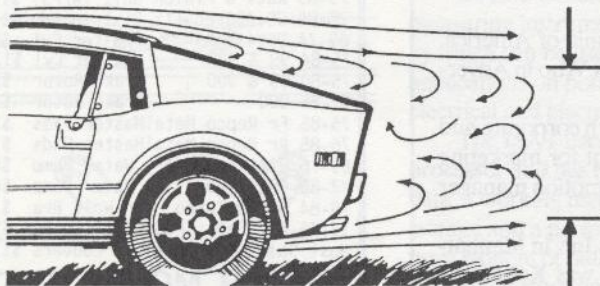


Mounted high enough to be in the airflow, the wing can effect a correcting action on the air near the surface of the vehicle, helping to bend the air down behind the cabin and keeping the so-called boundary layer of air attached to the surface as long as possible, thus reducing form drag on the car and reducing the coefficient of drag (CD).

The 3.5 wing will do one additional thing. It is partly hollow inside and will be used as the exit point for flow-thru ventilation air from the cabin. Air will flow down over the rear window (helping to keep it demisted) exit through a grille just below the glass, travel through ducts to the struts on each end of the wing, through the struts and finally exit through slots at the "fat" part of the inverted airfoil wing. These slots are located at a point of high velocity airflow--similar to the venturi of a carburetor--and will extract air with great efficiency.

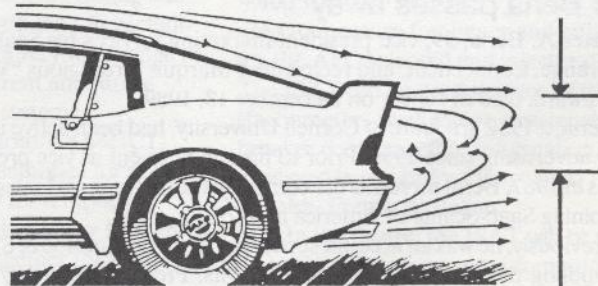
The wings are constructed like an aircraft wing, with urethane foam and fiberglass I-beams giving sufficient strength that no center support is required. Only the top wing is hollow to duct air.

The lower wing is effectively located at the end of a long tunnel, formed by the road and the car's underbelly. Proper placement of the wing at the end of this tunnel, which is further defined by the dual exhaust pipes and the wheels at the sides, can cut CD by a full "point", i.e., from .32 to .31. This is enhanced by the gentle rise of the underbelly of the Sonett from just ahead of the rear wheels to the rearmost part of the body. I expect a measureable improvement in the 3.5's CD with these planned aero aids and will verify it with coast-down testing in comparison with a stock Sonett III.



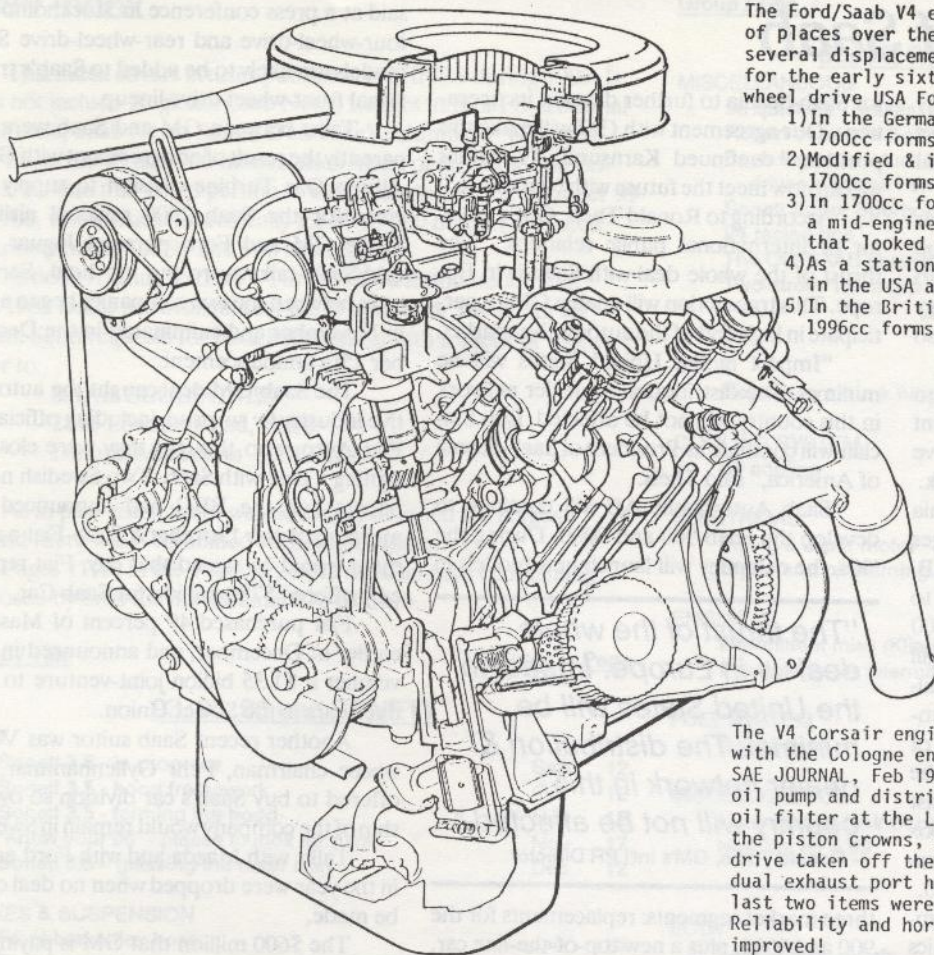
Sonett III

Turbulent Area



Sonett 3.5

Turbulent Area



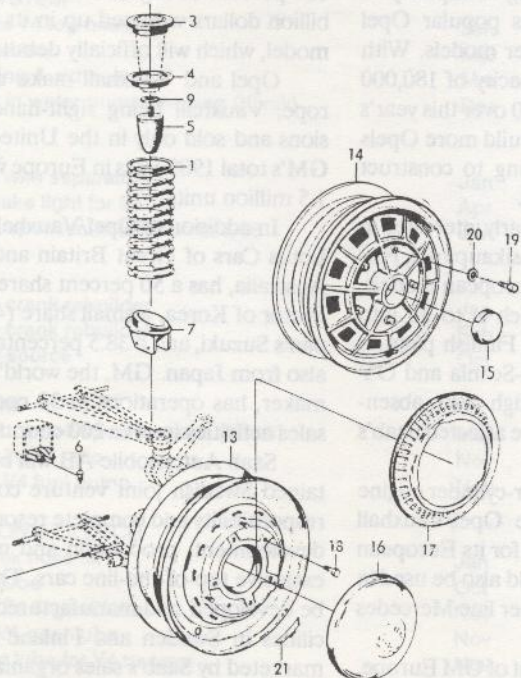
The Ford/Saab V4 engine has been used in a number of places over the years, in several forms and in several displacements. It was designed originally for the early sixties stillborn "CARDINAL", a front wheel drive USA Ford. After that it was used

- 1) In the German Ford Taunus in 1300, 1500 and 1700cc forms,
- 2) Modified & improved for Saab in 1500 and 1700cc forms,
- 3) In 1700cc form in the French Matra Djet 530, a mid-engine limited production sports car that looked like a Gallic Porsche 914,
- 4) As a stationary power plant in 1720cc form in the USA and other countries, and
- 5) In the British Ford Corsair in 1663cc and 1996cc forms.

The Corsair V4

The V4 Corsair engine was unique and shared little with the Cologne engines. The drawing, from the SAE JOURNAL, Feb 1966, shows ball joint rocker arms, oil pump and distributor at the FRONT of the engine, oil filter at the LEFT front, combustion chambers in the piston crowns, different water pump, fan belt drive taken off the crank (not balance) shaft, and dual exhaust port heads. Too bad the first, and the last two items were not incorporated in ALL the V4s. Reliability and horsepower both would have been improved!

Uplifting Your Sonett's Snout



If your Sonett droops in front, or if you want some extra clearance over fat 60 or 70 section tires, you can put in longer front springs from a 96 sedan.

Year	Model	Spring wire diameter	Free length
→ 67	96	.46" (11.7mm)	15.4"
67	Sonett	same	13.3"
68-71	96	.48" (12.0")	15.9"
69-74	Sonett	.48" (12.0")	13.4"
72 →	96	.49" (12.2")	15.9"

Obviously Saab used 96 springs and cut the coils to fit the Sonetts. I have used 96 coils many times in Sonetts to get a particular effect.

If you want to improve HANDLING, for autocross racing or similar use, use the late springs and cut to the ride height you prefer.

If you wish to improve RIDE, go for the earlier springs and use a stiffer shock absorber setting (a method used very successfully by Lotus for years).

In either case, I recommend using the sedan anti-roll bar. You will find part of the hardware for mounting the bar already on the lower A-frame of your Sonett. I also recommend that you install the bar when the engine is OUT of the car--it's a BEAR otherwise. I also strongly recommend you use the factory tool for changing the coil springs, for your own safety.

GM buys half of Saab

"It's a good deal for both parties." So say those in the know concerning Saab-Scania's sale of one-half of its car division to General Motors.

General Motors gets an entire luxury car line for a fraction of what it costs to develop just one model. It also gains factory space to build Opels and Vauxhalls. Saab's technology and new 16-valve 2.3 liter engine should also find their way into GM's European makes.

Saab gets a cash boost, plus access to GM's European Technical Development Centers, including Lotus, and automotive component resources and supplier network.

The arrangement is this: Saab-Scania AB will form a new independent passenger car company called Saab Automobile AB, and will sell fifty percent of that company to General Motors for \$600 million (about 3,800 million Swedish kroner). Both parties will each contribute further capital of \$100 million. The Board of Directors of the new company will consist of ten members, five of whom will be nominated by GM, including the Chairman. Saab Automobile AB will consist of existing passenger car, engine and gearbox facilities owned by Saab-Scania AB. It is expected to begin operations January 1, 1990.

Saab-Scania will also create a new company, Saab-Scania Automotive Electronics AB, in which Saab-Scania will have a majority interest and GM a major holding. The company will be made up of Saab-Scania's current research, development and manufacturing businesses for technically advanced electronic features for automobile applications.

Saab cars will continue to be sold through an independent Saab dealer network. In the United States, Saab cars will be sold only through the existing dealer network of Saab-Scania of America, Inc.

"Soaring costs for R&D and ever-increasing international competition make it difficult for small volume makers to survive on their own, in a longer perspective. I am therefore very satisfied that Saab-Scania has concluded an extensive agreement with GM, a corporation with a leading world-wide position within it business areas," said Georg Karnsund, president and CEO of Saab-Scania. "By investing heavily in our product, production and marketing capacity, Saab-Scania has acquired an image and a strength which makes us an attractive partner.

"Only by launching far-reaching cooperation on an international basis is it possible

for Saab-Scania to further develop its operations. Our agreement with GM will make this possible," continued Karnsund. "Together we can now meet the future with confidence."

According to Ronald Theis, GM's director of international public relations, "The thrust of the whole deal with Saab is in Europe. This transaction will enable GM to participate in high end of the automotive market.

"Impact in the United States will be minimal. The distribution & dealer network in this country will not be affected. Bob Sinclair will continue as President of Saab-Scania of America," said Theis.

Saab Automobile AB will continue to develop the Saab 900 and 9000. During the '90s, the company will launch new models in

"The thrust of the whole deal is in Europe. Impact in the United States will be minimal. The distribution & dealer network in this country will not be affected."

- Ronald Theis, GM's Int'l PR Director

three market segments: replacements for the 900 and 9000, plus a new top-of-the-line car, possibly with six-cylinder power.

General Motors European manufacturing plants have been working to capacity to furnish that market with its popular Opel Vectra and Vauxhall Cavalier models. With Saab's projected factory capacity of 180,000 units per year, roughly 70,000 over this year's sales of Saab cars, GM can build more Opels and Vauxhalls without having to construct new manufacturing facilities.

GM is said to be particularly interested in the Saab-Valmet plant in Uusikaupunki, Finland, for production of its European models, particularly the Calibra which is to go into production this spring. The Finnish plant, a 50/50 joint venture of Saab-Scania and OY Valmet, does not have the high costs, absenteeism and turnover that have affected Saab's factories in Sweden.

Saab's new 2.3 liter, four-cylinder engine could find its way into the Opel/Vauxhall lineup. GM needs a new V6 for its European models, and that engine could also be used in a new Saab to battle the higher line Mercedes and BMW models.

Robert Eaton, president of GM Europe,

said at a press conference in Stockholm that four-wheel-drive and rear-wheel-drive Saab models are likely to be added to Saab's traditional front-wheel-drive lineup.

Talks between GM and Saab were apparently the result of an agreement with GM's Allison Gas Turbine division to supply engines for the Saab 2000 regional airliner. While GM and Ford pursued Jaguar, the GM/Saab talks were put on hold. Serious talks between the two companies began again in November and culminated in the December 15th announcement.

The Saab/GM deal caught the automotive industry by surprise, including officials of Fiat Auto, who thought they were close to signing a deal with Saab. Two Swedish newspapers and the BBC had announced the morning of the 15th that a Saab-Fiat agreement would be signed that day. Fiat reportedly offered \$780 million for Saab Car.

Fiat purchased 49 percent of Maserati earlier in December, and announced in November a \$1.35 billion joint-venture to produce cars in the Soviet Union.

Another recent Saab suitor was Volvo, whose chairman, Pehr Gyllenhammar, had offered to buy Saab's car division so ownership of the company would remain in Sweden.

Talks with Mazda and with Ford earlier in the year were dropped when no deal could be made.

The \$600 million that GM is paying for half of Saab Automobile is inexpensive compared to the \$2.5 billion Ford recently paid for 100 percent of Jaguar. GM also has several billion dollars wrapped up in its new Saturn model, which will officially debut this fall.

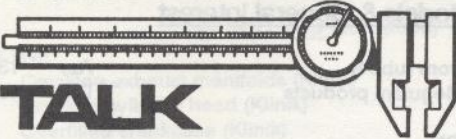
Opel and Vauxhall make up GM Europe, Vauxhall being right-hand-drive versions and sold only in the United Kingdom. GM's total 1989 sales in Europe will be about 1.5 million units.

In addition to Opel/Vauxhall, GM owns Lotus Cars of Great Britain and Holden in Australia, has a 50 percent share of Daewoo Motor of Korea, a small share (4.8%) of Japan's Suzuki, and a 38.5 percentage of Isuzu, also from Japan. GM, the world's largest car maker, has operations in 38 countries, with sales activities in over 200 countries.

Saab Automobile AB will be a self-contained Swedish joint venture company with responsibility and complete resources for the development, production and marketing of exclusive top-of-the-line cars. These cars will be developed and manufactured in Saab facilities in Sweden and Finland and will be marketed by Saab's sales organization.

Group / Title	Month	Page	Group / Title	Month	Page
900 (continued)			All Models & General Interest		
MISCELLANEOUS			BODY		
Monday car (Ask Bob)	Jan	5	Removing stains from rubber	Apr	13
A few corrections...	Jan	16	A clean car is... - Meguiars products	Dec	16
5-door projects	Jan	17			
Driving impression - '89 900 base model	Feb	26	BRAKES & SUSPENSION		
Running changes, 1989 models	May	7	Tires - Pirelli P6	Jan	16
AC malfunction (Klinik)	Jun	5	Wheel locks (Klinik)	Mar	19
Cruise control fix (Klinik)	Jun	5	Radial tire repairs (S.I.)	May	6
Adding cruise control (Klinik)	Oct	5	Tires - Michelin, Pirelli, Goodyear	May	9
Noise and leak from AC (Klinik)	Oct	5	Better brake bleeder	Jun	9
New Quick Reference Parts catalog	Nov	2	Be careful when selecting alloy wheels	Jul	18
900 Service Manuals	Dec	6	Alternate brake pads & AC bearing	Sep	8
			Help on tires and wheels	Sep	10
			Tires - Pirelli P6 and Michelin MXV	Oct	17
			Tires (Observations on tech topics)	Nov	18
			Tires - Falken (Proud of SAABs)	Dec	16
9000			COOLING SYSTEM		
BODY			ELECTRICAL		
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Hatch water deflector	Feb	7	Adding a rear fog light	Apr	14
Airflow styling kits from Saab	Jul	10	Compact disc player skipping	May	7
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			Aftermarket radios	Oct	17
			Alarm - Boles budget burglar buster	Nov	15
BRAKES & SUSPENSION			ENGINE		
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Brake pads with silver lining	Jul	17	Social responsibility when changing oil	May	12
Repcor Metal Master brake pads	Oct	15	New 2.3 liter engine	Oct	10
COOLING SYSTEM			FUEL SYSTEM		
ELECTRICAL			TRANSMISSION & CLUTCH		
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Catalytic convert - Monolith 1	Dec	16	Figuring horsepower	Jun	11
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TRANSMISSION & CLUTCH			Dick Grossman - 1920-1989		
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Gear lever vibration (Klinik)	Jun	5	Fluid, lubricants and supplies (S.I.)	Sep	6
MISCELLANEOUS			Questions for Saab execs		
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Value retention program	Mar	16	Book Review: Jack Ashcraft's <i>Dreams and Details</i>	Nov	19
Running changes, 1989 models	May	7	1950-1990, 40 years on the road	Dec	8
Driving impression - 1989 9000CD	May	16	Electrically powered SAABs	Dec	9
As the 9000 ages	Dec	17	New production facility opens in Malmö	Dec	22

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.

16-valve stalling mystery solved

I have a very good friend with a 1985 900 16-valve Turbo that was experiencing intermittent stalling and subsequent difficult restarting. Our troubleshooting efforts were focused at the basics of spark and fuel. With as much of my expertise as I could muster, I lead him through a complete check of his ignition system and his fuel system. (You must understand, he was in Washington, D.C. and a competent military aircraft engineer and I was in Lititz, PA and working around my regular customer load.)

Our investigations of the fuel system found no problems, i.e. there was the odor of fuel and the plugs were getting wet when the engine was cranked but didn't start. This lead us to check the ignition system closely.

The car would run for about ten minutes, then stall in the one phase of its illness. At this point, the ignition system would have 12-volt power, but no ignition pulsing from the Hall effect transducer. I had previously replaced the ignition amplifier, maybe a year ago, and doubted that that component had failed again. Anyway the negative side of the coil would get strong 12-volts when the engine was cranked, but would not pulse, signifying the amplifier was working but the signal was not being pulsed. This seemed to point to the Hall effect transducer in the distributor. Now in my experience, when this component gives up, that's it. When the car stops, the only way to go again is to rebuild the distributor. I've seen my share of '82 to '84s do this, but not any 16-valve cars. At this point my friend opted to trade up to a 1987 9000S and trade this trouble child in to me rather than put any more into it.

On close personal examination of the distributor, I found a lot of small curled metal shavings in the distributor housing. Upon disassembly I found that one centrifugal advance spring had become unattached and had been torn apart and scattered throughout the interior of the distributor. The parts of the spring were get-

ting stuck between the magnets of the Hall transducer and shorting its output. This led to the randomness of the problem and unfortunately leads to the installation of the new distributor. Since this episode I've encountered one more 1985 Turbo with the same problem. So check your 16-valve distributors for foreign materials, especially metals under the seal, on routine maintenance.

Soft or loose clutch pedal

In late model 99s and all 900s, I've noticed a distinct difference in the cause of particular clutch pedal feels. With a soft clutch pedal feel, usually all the way to the floor, the cause is either the clutch slave cylinder or fluid loss. With a loose clutch pedal the cause is either the clutch master cylinder or the pedal pivot.

For the soft pedal, check for external leaks in the line or in the slave cylinder itself. Replace the line or rebuild the slave cylinder as necessary. Remember to check the other clutch components and replace as necessary when apart to do the clutch slave.

For the loose pedal, check at the pedal pivot for excessive elongation of the master cylinder push rod hole. If so, either weld and redrill the hold in the pedal, or get a good used or new pedal and replace the master cylinder push rod. If the pedal pivot is not worn and you still have excessive pedal travel without clutch action, the cause is likely the master cylinder seal binding in the bore and not returning, which requires rebuilding or replacing the clutch master cylinder. A helpful hint is to bleed the cylinder as best you can before you put it in the car and if available, use light air pressure in the top of the reservoir to force any trapped air through and out of the system.

Timothy Brown
Parrformance, Inc.
Lititz, PA

P.S. Thank you very much to the Southern California SAAB Club and Paul Florance for a great convention. Everyone from Parrformance had a wonderful, memorable time.

Window cleaning advice

Some months (or years) ago, Mr. Brown of Parrformance openly asked for window cleaning advice. Recent circumstances have provided me with a couple of hints to offer:

A) In an introductory SCUBA lesson, it was stated that most masks come from the factory with a film of condensed rubber or silicone fumes on the glass. Much the same kind of film may form on the inside of new car windows from the plastics used in the interior. It was stated that toothpaste takes it right off without scratching the glass. I have not yet tried this.

B) Thanks to an over-exuberant painter and an open garage door, I found myself with Olympic Semi-Transparent Stain on my windshield. A liberal dose of glass cleaner and alcohol reduced the many spots to a uniform film which made the wipers chatter and reduced visibility in the rain to that of 18th century London.

I found a chrome cleaner which worked fine to remove it. Note, however, that many chrome cleaners have wax or silicone in them and this would probably cause the same problems I was trying to eliminate. The one I used was called, "Whiz", by Malco Products of Barberton, Ohio 44203 (Barberton is small enough that the the above address should suffice). It was also the cheapest on the shelf, but that was not why I tried it. The term "protects" was absent from the list of attributes. It has a distinct ammonia and soap smell, but no waxy or silicone smell, and contains a fine abrasive powder.

Stephen Goldberger
North Canton, OH

Rear brakes - 9000

The Service Manual has you remove the hydraulic body first, and then tells you to back off the piston by turning the adjusting nut. Instead, back off the piston a bit first. This allows you to apply as much leverage as necessary to get the screw plug off the adjusting nut, and backing the piston off first

allows the hydraulic body to lift off the carrier with ease, no hammer or pet gorilla needed. Once off, the piston can be "wound" fully home easily.

On page 500-2 of the Service Manual, the PRIMARY brake circuit is identified as the front right and rear left. On page 520-1, the front right and rear left are called out as being the SECONDARY circuit. The descriptions of the master cylinder on page 500-4 & 5 imply that the front right and rear left are the secondary circuit. Which is the primary and which is the secondary, and does it really matter which is bled first?

Tony Gounalis
Endicott, NY

Simple engine stand

I wrote in last year asking about plans for an alternative to the factory engine stand. I've come up with a pretty good hybrid. It is comprised of the Saab "B" engine bracket (P/N 83-92-169), a generic V-8 engine stand on wheels (not the 3-legged variety) and a custom "axle" made by a friend. The whole set up is very safe and sturdy and has enhanced my confidence that the rebuild for my '75 99 4-door will be a quality one.

It's pretty versatile, too. After my cylinders were honed and machine work on the cylinder head was completed, a friend and I took the whole works to the car wash for a pressure wash. The bracket, block and cylinder head all tucked away neatly in my hatchback.

Here's a request for a future article: Recommendations for setting up the home shop for restoring 99s. This would be very helpful for members who are wanting to do it themselves but need some direction as for how to start. Some emntion of basic metalworking tools, compressors, layout of work area, lighting, ventilation, inventory of parts, etc. I've had a tough time figuring out

how to do things right and many of us could enjoy our aging cars more if some expert restorers could share some trade secrets. (I'd love to see more tech articles about engine rebuilding by the likes of Jack Lawrence of Motor Sport Service.)

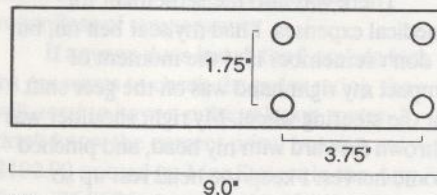
William Caporal
Dayton, OH

A local Saab repair shop has a home-made engine stand for the inline-four. It bolts to the holes for the driver's side engine mount like the factory engine holder, but doesn't have the brace to the rear of the engine (by the flywheel). If you're good at welding, you could make your own engine holder.

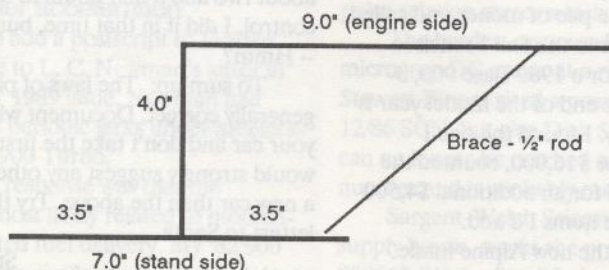
It is made from 1/4" steel stock, 2 1/2" wide. The engine side is 9" long, with a 4" arm and a 7" piece to bolt the holder to the engine stand. Drill four holes as pictured to mount the holder to the engine (double check the measurements on your engine block). The offset is important for proper balance. Drill holes in the stand side as necessary to mount the holder to the stand's axle. The brace is a 1/2" rod welded to the engine side and the stand side to cut down on flexing.

You could modify this plan to include an axle, which would eliminate bolting to the axle that is part of the engine stand. It would also be possible to add the brace to the rear of the block, like the factory holder.

There are plans for building your own engine stand in The Racer's Guide to Fabricating Shop Equipment by John Block (Steve Smith Autosports #S145, \$9.95). It, and many books on auto restoration, are available from Classic Motorbooks. To receive their catalog, call 1-800-826-6600.



View of engine side



Top view

andrews

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Locking Gas Cap 96/99 70 - 76	\$19.55	\$13.50
Locking Gas Cap 99/900 76-80	\$19.55	\$13.50
Grille Center 99 75-80	\$90.20	\$67.50
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I had just returned from the Las Vegas convention. I had gone to the tech sessions and many questions I had about tuning my '85 900 were answered. There was much to be done.

Then I met this guy who was testing the laws of physics. His question of the day was: Could two cars occupy the same space simultaneously? The answer was "No!"

His 1976 Buick tank with armour plated bumpers struck the SAAB's front left headlight. The SAAB did everything it was supposed to do -- collapse and keep the impact away from the driver. The engine compartment was a mess, but the doors worked fine. As I got out I realized I would be in the market for a new 900.

An irony is that it happened the day after I had replaced the thermostitch and coolant in the radiator. The first thing I saw when I got out of the car was the expensive Saab coolant running down the road. UGH! There is no justice. I still had not recovered from the earthquake. But, as it was his fault (the accident, not the quake) -- he said so to the police and his insurance company -- I was into buying mode.

His insurance company, Allstate, saw Base 900 and offered low Blue Book to total the car. My company, State Farm, being more astute, offered high book plus extras. I argued with both for more money by showing receipts for everything I had done to the car; cruise control, SAAB-GUARD alarm, radio, speakers, 2,000 mile oil changes, etc. Both moved the \$'s up. I ended by taking my company's offer.

There was also the settlement for medical expenses. I had my seat belt on, but I don't remember if at the moment of impact my right hand was on the gear shift or the steering wheel. My right shoulder was thrown forward with my head, and pinched some nerves. I keep the head rest up so there was no whiplash. I'm really glad I was in a SAAB, although the tank looked better.

I took my little pile of money and called every SAAB dealer in the San Francisco Bay area looking for a 1989 Base 900, 3-door, 5-speed. The end of the model year is a good time to buy. I found the one I wanted - RED - for \$16,000, counted the pile of money, and for an additional \$4,500 got the car and the items I'd add.

I've installed the new Alpine made alarm, cruise control and rear spoiler. The '89 16-valve engine is wonderful. In driving

it over the same roads and hills (this is San Francisco) I'm now one gear higher than I was in the 8-valve. The air mass sensor is great. The cold start problems are gone. The extra low-end torque is very noticeable. The 16-valve is a smooth engine. And this one has a radio and rear speakers, too.

An '89, even for list price, is a great buy; the '90 with ABS brakes and an air bag for the same price may be one of the last true values for the dollar.

The only complaint, albeit minor, and if someone at Saab reads this I'd like to know: Why did Saab change the positions of the AC, RECIRC, HAZARD and REAR DEFROST switches? The AC is on the far left where it can't be seen unless you drive with the seat full forward or are other than average height. It also does not have a corresponding light in the instrument cluster. The most prominent switches (from far right) are the HAZARD (okay, easy to reach); the REAR DEFROST - silly, there is a very (as in TOO) bright display light in the instrument cluster that you can't possibly ignore; the RECIRCULATION switch, not much used as far as I can tell; and finally the AC on the left. When I was installing the cruise control I rearranged them, a very easy thing to do.

Speaking of installing aftermarket SAAB kits, they are relatively easy with some skill and patience. Just follow the well illustrated instructions. Read them over three or four times to familiarize yourself, and when you get inside the car most things become evident. The big problem is that the instructions on the cruise control don't tell you which cars already have part of the system wiring or fittings installed. The parts guy was not sure, neither was the service manager. The first time I installed one, on my '85, I went nuts trying to fit some wires into the fuse box when they were already there. I now have a big box of leftover cruise control parts.

The dealer said it takes her mechanics about two and a half hours to install a cruise control. I did it in that time, but wasted a lot -- Hmm?

To sum up: The laws of physics are generally correct. Document what you do to your car and don't take the first offer. I would strongly suggest any other way to get a new car than the above. Try the lottery, or letters to Santa.

Stewart Bloom
San Francisco, CA

Comments on Klinik answers:

Pre-Oilers

While the information about clean oil and proper warm-up/cool-down periods is entirely correct, the fact that some turbos have accumulated 200,000 miles does not detract from the value of pre-oilers. There are more of them that haven't made 50,000.

Garrett has found that turbochargers on cars give very limited service in general when compared to those on aircraft. The primary reason is the constant throttle excursions in an automotive application, plus the fact that even the best intentioned driver sometimes is running late for work and fails to adequately warm the car up. That is the reason they went to a water-cooled center housing.

It is also true that approximately 80 to 90 percent of all the wear on an engine happens in the first 30 seconds after starting. Gentle warm-ups can minimize, but not prevent the effects of running without oil, which is what the engine does when first started. For this reason, pre-oilers make sense for *any* car, whether turbocharged or not. Especially in areas that see cold weather, pre-oiling can greatly decrease the rate at which engines wear, and can easily triple the life of an engine.

As an aside, one of the critical areas for turbocharger oiling is the coking of the oil that takes place not in the turbo itself, but in the oil line where it attaches to the turbo. The last 2 or 3 inches of that line tends to clog and is often the cause for turbo failure. If not caught when the turbo is replaced, it can also cause the new turbo to fail very quickly. This line should be checked and cleaned, especially when working on the turbocharger. Pre-oilers, because they are also post-oilers in most cases, will help prevent clogging.

Frank Freeman
Group 6 Performance
Tucson, AZ

Jerking under acceleration

I'd like to add a postscript to Doktor Nio's response to L. C. Newman's letter in the November 1989 issue. Newman had complained of periodic jerks under acceleration in his '83 900 Turbo.

Dr. Nio's response was that the problem was most likely related to momentarily interrupted fuel delivery. My '82 900 Turbo suffered a similar problem which had another cause entirely.

My car's jerkiness also occurred when hot, more often than Newman's car, and did so with greater frequency at altitude. (We drive across the Sierra Nevadas, about 10,000 feet, several times a year.) The problem first appeared at about 20,000 miles and grew progressively worse until 60,000 miles (May of 1989) when the idle began to deteriorate. My ear finally began hearing crisp clicks underhood when the idle would jerk -- just like the sound made in the ignition system when high-tension current jumps to ground.

I replaced the spark plug and coil wires, and the problem has not recurred. Clearly the passage of time and underhood heat had taken their toll on the rubber insulation.

David Brick
Santa Cruz, CA

Cold idle problem

I think Doktor Nio's answer to August Amurao's problem (November '89) is incomplete. It's obvious that "several" SAAB dealers would check cold control pressure as a matter of course for a cold rough idle complaint. I had the same trouble with my '85 900S. The tip off here is cold engine/warm weather difficulty.

Probably the dealer(s) was not aware of SAAB Service Info bulletin 7/85-769. This bulletin recommends the installation of kit P/N 88-18-015. This modification locks the Lambda pulse ratio at 60 percent until the engine reaches an operating temperature where it will run smoothly at a leaner ratio. I ordered my kit from Andrews and my SAAB starts and runs flawlessly regardless of temperature.

If anyone does install the Lambda lock kit (or wants to check the pulse ratio), they will need to have a pulse relation meter. I don't know the current price, but the \$102.00 quoted by Mac Steiger in the Aug./Sept. '86 SCN was more than I wanted to spend. Using his schematic, I constructed a pulse relation meter which works perfectly.

The hardest part was locating a 0-100 microamp DC meter at a reasonable price. Stewart Bloom cited a possible source in the 12/86 SCN, but alas Dick Smith Electronics can no longer be reached at the listed number and is probably out of business.

Sargent-Welch Scientific, a laboratory supply house, stocks the proper meter (P/N S30663-26) for \$16.95 plus shipping. Since the meter is already mounted in a case, you

can mount all of the components behind the binding posts - just solder and use hot glue to secure in place. Sargent-Welch can be reached at 1-800-SARGENT.

Finally, maybe someone can help me. The AM reception on my high-end SONY cassette receiver is not what I would expect. I had the radio checked, swapped for the dealer's demo radio, checked the slide box connections for the antenna, replaced the antenna extension running to the rear fender (later found out it had a capacitor in-line, that's why it showed no continuity with my ohmmeter), substituted a known antenna and checked for good body grounds. My '78 EMS had poor AM reception which I always attributed to a cheap radio. I also remember reading about poor reception in the factory Clarion radios. Is this the nature of the rear mounted antenna plus 15-foot extension? Perhaps someone has a cure.

If there is a moral for SAAB Club members, it is: Read and re-read your old SCN and NINES issues; chances are that another reader may have previously encountered and solved your problem.

Joel S. Schneid
Northampton, MA

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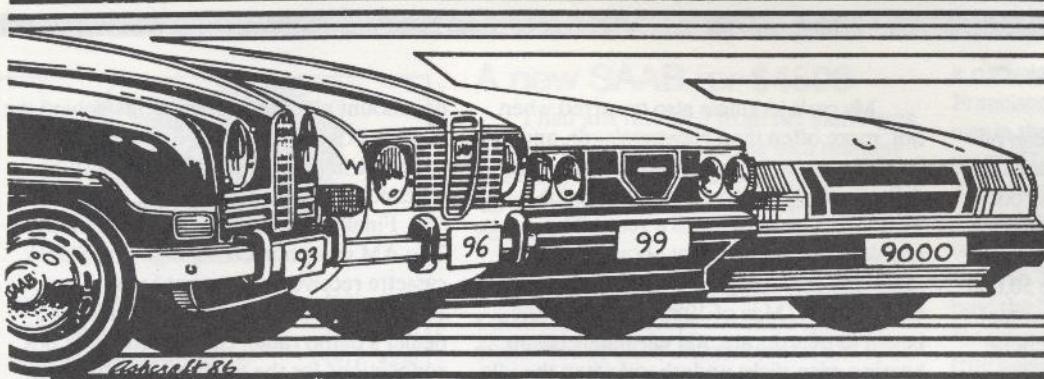
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PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
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DEADLINE: The 15th of each month for the following month's issue, e.g. January 15th for the February issue. Newsletters are mailed the first week of the cover month.

COMMERCIAL DISPLAY ADS: Contact the editor for rates and info. Deadline, the 10th of each month for the following month's issue.

99s, 900s & 9000s For Sale

'87 900 SPG, 38k mi, lovingly cared for. Factory computer upgrade & Sport exhaust. 3 years left on transferable extended warranty. Alpine stereo w/sub woofers. 4 snow tires on steel wheels. Manuals. \$18,000. Brooks Bloomfield, 25 Cliff Dr, Assonet, MA 02702. 508/644-5681.

'87 900 4-dr, 5-spd, 54k mi. Dark Blue w/lt blue interior. Well maintained, car is ready to go anywhere, excellent condition. \$7,650. Dennis Tobin, 959 N. LaFox St, So. Elgin, IL 60177. 708/931-1555.

'86 9000 Turbo, Grey, 43k mi, sunroof, leather, trailer hitch, new tires. Great shape! Includes 75k mi extended warranty. \$13,000. Dan Dennison, Dallas, TX. 214/458-9137.

'84 900 Turbo, 5-spd, 145k mi, Burgundy. Excellent condition, maintenance log. \$5,200. Hal Kramer, 12018 Lake Ridge Dr., Evansville, IN 47712. 812/963-6244.

Original owner selling '80 900 Turbo 3-dr. Still in original condition. Low mileage, nothing changed except tires. Looks, drives and feels like a new car, inside, outside, & under hood. \$5,900. G.D. Johnson, 5715 Killarny Ave, Ft. Pierce, FL 34951. 407/461-5879.

'79 900 GLE 5-dr, Dk Blue, 117k mi, -auto trans recently rebuilt, some new paint, alloy wheels, P8s. Needs some work. \$1,500. John Jobeck IV, PO Box 1028, Lansdale, PA 19446. 215/855-9179 between 6pm-10pm.

'78 99 Turbo, 3-dr, 140k mi. Anthracite Grey/Maroon. Rebuilt engine & turbo, new steering rack, body very good, runs well. Needs transmission. \$1,200. Alan Gewanter. Pipersville, PA. 215/766-0863.

'71 99 2-dr, 4-spd, 173k mi. Original owner, all service records. Perfect running condition. Ideal for enthusiast. \$1,000 obo. Leon Lebowitz, 421 E Walnut St, Long Beach, NY 11561. 516/431-3751.

95s and 96s For Sale

'73 96, excellent condition, 2nd owner. \$2,500 or best offer. M. Copeland, 727 46th Ave, San Francisco, CA 94121. 415/387-4808.*

'73 96, Lemon Yellow, relatively clean, body fair. Weber, radials, 170k mi, good compression, stainless mufflers, recent work. Drive it home! \$800 obo. Extra junker. Peter Reimuller, Box 4, Point Arena, CA 95468. 707/882-2001.*

'73 96, 84k mi, 2nd owner, engine professionally rebuilt, Mobil-1 trans. New paint, clutch, soccer-ball mags. Hydraulics, brakes, etc. rebuilt or replaced. Drive anywhere. \$2,500. Jack Morris, 417 Atwater Rd, Hopewell, VA 23860. 804/541-3245.

'72 95, Tan, runs good, needs rear shocks; new clutch and tires, some rust. \$1,000 obo. Al Stafford, P.O. Box 973, Barnstable, MA 02630. 508/362-6758.

'70 96, White, 44k mi. New clutch, muffler. Body & interior excellent, very little rust. \$2,000 firm. Joe Cardettino, 7 Knolls Rd, Schenectady, NY 12309. 518/346-7927.*

'69 96, Blue, body good, runs, new tires, exhaust. Also complete '71 96, rebuildable or parts car. Good spare engine, trans & misc. parts. \$900. Jim Mulford, Palo Alto, CA. 415/856-6838 leave message.

'67 96-V4, 90k mi, 1.5 eng, iron-case trans, runs/drives good. Some rust, but very solid body; recent shocks, brakes, exhaust, carb, clutch, press. plate, good Pirellis. \$1,100 obo. Greg Strobel, 5 Elm St, Essex Jct, VT. 802/878-6508.

'66 96, excellent condition. New upholstery, like new interior. 10k mi on new motor/trans. Serious inquiries from SAAB-o-philes only. Send sealed bids by February 1, 1990 to: Eric Svee, 1004 Rangeview Dr, Hardin, MT 59034. 406/665-1230.*

2-stroke & V4 Parts For Sale

'68 Sonett V4 for parts. Complete bonnet glass, excellent, \$250. Doors perfect, \$75 ea. Engine weak, no windshield. Jack Morris, 417 Atwater Rd, Hopewell, VA 23860. 804/541-3245.

93, 95, 96 & 97 floor replacement, fenders & doors repaired, custom & OEM style interior panels. Rebuilt motors, stock & hi-performance. Call Ariel at Nordic Motors, Arlington, MA. 617/861-7451.

99, 900 & 9000

Parts & Accessories

900 sway bar kit, 4 snows on steel wheels, rubber trunk mat, Colgan bra, car cover, Service Manual set for 79-83. Al Sheaffer, 7015 Whitesburg Dr, Huntsville, AL 35802. 205/881-8668 eves.

Large inventory of 99, 900 & 9000 parts, new & used. Engines, 5-spd transmissions, etc. Rebuilt units & installation available. Saab Master Technician on duty. Independent Auto Craft, 6207 Factory Rd, Crystal Lake, IL 60014. 815/455-4030.

Clarion CD player for '88-on 900/9000, never used, \$550. 900 Louver, new style w/brake-light cutout, never used, paid \$295, will sell for \$175 obo. Parts catalogs for 93s thru 9000s, factory issue. Microfiche for newer models. K. Wiars, 3550 Brook St., Lafayette, CA 94549. 415/284-7763.

Headliner kit for 99s/900s. Comes with 3 1/2 yards of material, glue & complete instructions. \$77.50. Other parts available. Trollhattan Motors Inc., 310 George Ave, Baltimore, MD 21221. 301/682-4688 or 301/686-2446, evening & weekend hours.

99, 900 engines, transmissions, large assortment of used parts, factory new parts, OE replacement and aftermarket parts, Bosch. Water-cooled turbo change-over kits. Call us for your SAAB needs. Installation/Service available. Trollhattan Motors Inc., 310 George Ave., Baltimore, MD 21221. 301/682-4688 or 301/686-2446, evening & weekend hours.

Parting out: 6 99s and 11 900s, 1973-85. Two 16V Turbo 3-drs. New OE sunroof deflectors for 99, 900 & 9000, \$39.50. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/928-6351 eves & wknds.

Parting out: '76 99, most body parts, engine, running gear. Art Reckinger, 4312 SW 8th St, Rochester, MN 55902. 507/282-8434.*

900 Parts: 70amp alternator, 2, \$45. H-engine water pump, 2, \$15. Elec Ign module, 79-81 900, \$50. Hatch glass, 79 900 & all 99, \$45. Weber throttle body, for CIS, new, \$100. John Jobeck IV, PO Box 1028, Lansdale, PA 19446. 215/855-9179 between 6pm-10pm.

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

Wanted, All Models

900 Silvervane 8-spoke wheels, perfect or damn near close. Full set (4) to fit '86 900S with 195/60x15 tires. Eric McCormick, 904 Lyford, San Dimas, CA 91773.

V4 & 2-stroke parts and cars wanted, especially pre-1969 interior & body parts. Will buy whole parts cars (N.E. area preferred unless very special). Call Ariel at Nordic Motors, Arlington, MA. 617/861-7451.

2-stroke 0.5A piston or complete crank w/pistons. Dick Landon, 219 Leonard St, Santa Cruz, CA 95060. 408/459-8010.*

Complete service manual for 9000. Must include '87 model year. Need all sections including binders. Phillip Niemann, 7620 W 52nd St, Overland Park, KS 66202. 913/262-5966 after 4pm.

Prime '79 or '80 900 5-door with sunroof, turbo or non-turbo. Low miles & salt-free. Send particulars to: Michael Barone, 456 Cherokee, St. Paul, MN 55107. 612/228-9885.

95 or 96 in original or restored condition. Must be very good to excellent. Send photo, info & best price to: Brian Garrett, 4263 Taylor Ave, Ogden UT 84403. 801/399-1790.

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95-96 Accessories wanted - racks, wheels, service manuals, SAAB literature, pictures, anything to add on. Brian Garrett, 4263 Taylor Ave, Ogden, UT 84403. 801/399-1790.

93B GT-750, '58-'59, in any condition. Also Sonett II 2-stroke parts. Bo Lindberg, Villavägen 18 29-300 Olofström SWEDEN. Phone +46-454-91540.

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96 takes 2nd at Baja

You may have seen the ads in the car magazines about how a Jeep Cherokee driven by Evan Evans and Brian Stewart won Class 6 at the Baja 1000 by four hours over the next team.

What they don't tell you is the second place vehicle was not a heavily sponsored factory effort, nor was it a truck that somehow slips into the "Sedan" category. Second place in Class 6 was a SAAB 96-V4, co-driven by SAAB Club members Arne Gunnarsson and John Johnston III.

Arne reports the 96 gave the team no major problems on the Baja, though Johnston was stuck in sand for quite some time. "We spent lot of time on the car before the race, so we were really prepared," said Arne.

Obviously this 96 is not stock. The suspension has been modified to take the ruts and holes encountered in Off-road racing. On the front, the 96 has A-arms, inner CV joints and axles from a 99, which widen the track about 6 inches. The outer CVs are still those from a 96. "We have had problems with outer CV joints; they only last about one race," said Gunnarsson. "In checking the car after Baja, I found one that was cracked. We may try 99 outers next time."

A heavier tube axle was fabricated for the rear, with beefed up pivots. Arne's 96 uses four shocks per wheel in back, three in the front. The stock 96 four-speed transmission has been pretty reliable, but a ring-and-pinion will last only about two events.

Arne finished second in points for the year behind Evan Evans, despite the fact that Evans didn't run all the events he was awarded points for. Evans, son of off-road



Tim Winker photo

The Off-road SAAB 96 of Arne Gunnarsson and John Johnston. This photo was taken prior to the Gold Coast 300 near Las Vegas in October.

star Walker Evans, was injured in a motorcycle accident last summer and was paralyzed from the waist down. But since Chrysler/Jeep help to pay many of the sanctioning body's bills, the rulebook was bent to allow a factory driver to win Class 6.

Arne says he may not run next year unless he can get sponsorship to pay entry fees. Every other entrant in the class is getting entry fees paid, either by a manufacturer (who is probably also providing the car, engineering and several chase vehicles) or a tire company.

Local SAAB startles Pro Rally circus

When the final Pro Rally of 1989, the Mazda Coachman Stages, began in Washington state recently, few of the regulars on the circuit paid much attention to the local SAAB 99 3-door (entered as a 900) of Carl Jardevall and Sven Bergvall.

Doug Shepherd won the event in a FWD Dodge Daytona Turbo after '89 Pro Rally champ Rod Millen crashed his Mazda 323 GTX. Sneaking into third overall and first in the Open Class was the Jardevall/Bergvall "900", just 40 seconds behind the factory-backed Subaru of Chad DiMarco.

Two Divisional Pro Rallies were held in conjunction with the Mazda Coachman stages, and a couple of 99s were entered there as well. In the first, the Lower Chehalis Rally, Peter Linde and Tim Smith took their '76 2-door to a seventh place finish, while Sean Tennis and Ed Millman in a '78 2-door were 11th. Less than two minutes separated 4th through 12th positions.

The second Divisional was called Rainier Dry, and neither SAAB team did very well. Tennis rolled his 99, while Linde slipped off the road on the first stage, then had brake problems and lost 3rd gear. Linde was classified as 17th of 19 finishers.

Our catalog isn't ready, but here's a list of what we carry

One Grand waxes and polishes * Repco brake pads * Recaro and Cerullo seats *
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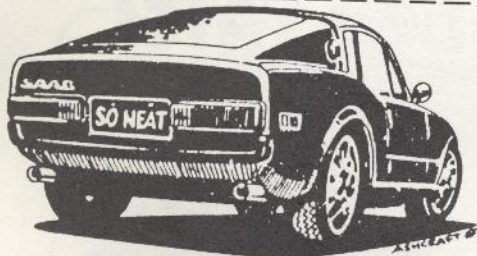
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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FROM THE BACKSIDE

Please forgive a slightly shortened version of NINES this month. December was particularly hectic.

Nancy Bergman and I were married on the deck of our new home at sunrise on December 10th. We took a one-day honeymoon, then returned immediately to work.

Marriage usually means moving, and I am in the process of doing just that. My little house in Duluth goes up for sale as soon as I can move the newsletter out there.

Our new home is a two-story, 2-bedroom log house, built of locally-cut balsam and spruce, located 20 miles northeast of downtown Duluth, three miles from Lake Superior. The house is on a 55 acre tract, surrounded by birches, balsams and aspens. Directly to the south and east are several hundred acres of government owned property in the Knife River watershed; great for hiking, cross-country skiing, wildlife watching. Speaking of which, we regularly see deer, and occasionally bear, moose, coyote, wolves, owls, hawks, bald eagles, osprey.

Since there was no room for an office in the house, we have been building a combination garage/office. The structure is 30' by 45', one-third of it to house the SAAB Club office. If all goes well, the office will have been moved the last weekend of December. Then it all has to be organized to

put out the February issue.

Filling T-shirt orders took up several more days this month. We ran out of the 95 and 96 shirts, so several folks were disappointed. There wasn't time to have more printed, but we may offer them again.

Early in the month our new-used Saab arrived. As mentioned in a previous issue, it is an '85 900 Turbo hatchback, and was rebuilt from a wreck by Andrews Inc. of Princeton. It is Bronze Metallic (a 9000 color), currently shod with Hakkapeliitta snow tires on white EMS alloys. Chuck Andrews took lots of photos of the reconstruction and we will be collaborating on a story detailing the work for a future issue.

It almost sounds like the ultimate yuppie lifestyle - log house, self-employed, a couple of Saabs and a 4WD Toyota in the garage... GACK!!! Me? The "Y" word?

Wait a minute. I'm not so young anymore, and living at the end of a dirt road certainly ain't urban. I don't make enough money to be called "professional".

Let's see: middle-aged, rural, professional hobbyist... MRPHY! Since I seem to live by Murphy's laws, it seems appropriate.

The last straw was yet another unexpected computer glitch. This issue was near completion in the computer when it got lost on the hard disk, necessitating major reconstruction. As they say in the cartoons, "ARGHHH!" (What was that about Murphy?)

Barry Winfield takes a look at Saab's new "environmentally friendly" 2.3 liter engine in the January, 1990, issue of *Automobile*. Air pollution has become a major problem in many European cities, so smaller engines are again gaining popularity among politicians. Diesel engines are on the outs; Stockholm has even set a date for an outright ban on diesels.

The February issue of *Car and Driver* features a drawing of a Lancia-based replacement for the 900. Obviously, it won't happen - and *CD* became another victim of Fiat's "leak".

The *Boston Globe* for Sunday, November 19, explored compliance with the 55-mph speed limit in New England, and found that average freeway speeds hover around 65 mph. The story also claims, "Saab owners drive fast", with an average speed of 72.36 mph. Of 20 cars clocked at over 80 mph, seven were Saabs.

There is no truth to the rumor that Saab cars may also be sold under GM's GEO nameplate, like various Isuzu, Suzuki and Toyota models are. The Saab 9000 will not be offered as the "GEO Logical", the 900 will not become the "GEO Centric". Nor will there be a "GEO Desic" based on a Buckminster Fuller design.

Other things we won't see at the local Chevrolet/GEO franchise: A special striping package entitled the GEO Graphic, a muscle car designated the GEO Physical, a radio-controlled car labeled the GEO Static.

Don't expect a snow-belt edition with an atomic-powered instant-on heater - the GEO Thermal Nuclear.

I'm remaining neutral on GM's stake in Saab. On one hand there is the benefit of technology, parts and purchasing power from GM Europe. On the other hand, Saab is no longer the independent "David" battling the "Goliaths" of the auto industry. And GM has such a "bean-counter" reputation for cheapening potentially good cars.

Whatta ya wanna bet that Dick "Hate GM" Grossman is spinning in his grave?

Free Satch Carlson!

Tim Winker, Editor

NINES

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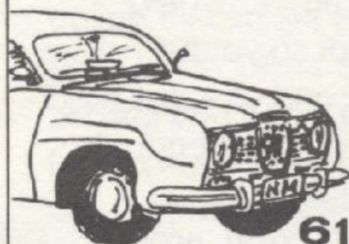
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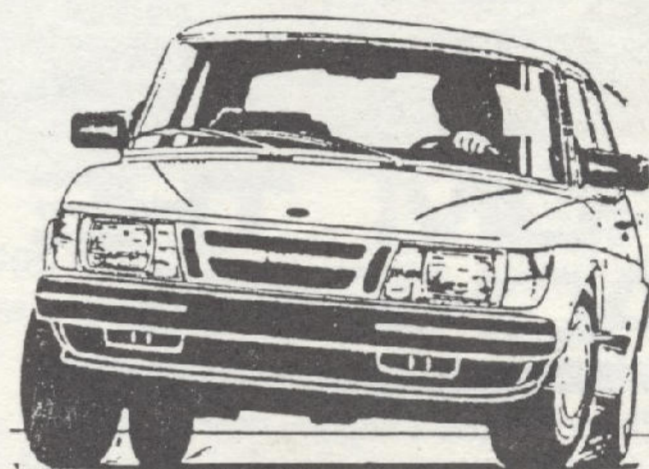
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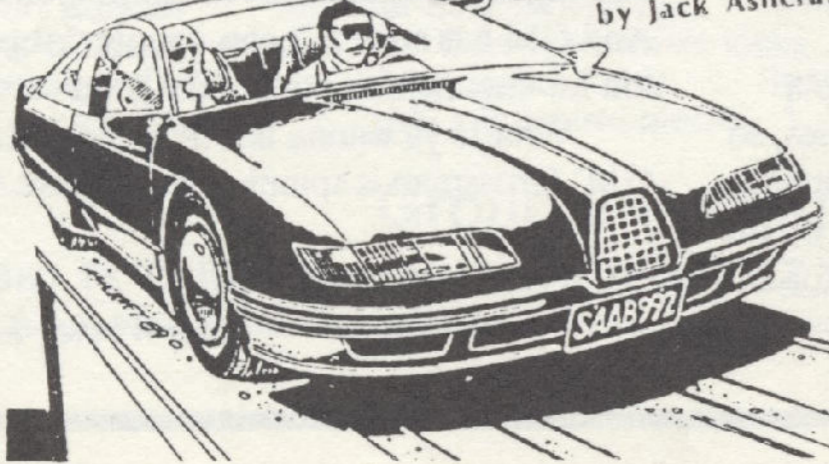
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