



NINES

THE SAAB CLUB NEWSLETTER

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March
1990
no. 190



Photo by Steve Verkouteren, Swanton, MD

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Regional Club News

Calendar of Events

1990 National SAAB Owners' Convention
Aug. 3-5 - Sturbridge, Massachusetts. Put on by the West Mountain SAAB Club. David Sullivan, 617/879-8288.

1990 International SAAB Clubs Meet
Sep. 8-9 - Luxembourg

Minnesota SAAB Club
April 5 - New meeting location. Professors in Har-Mar Mall, Snelling & Cty Rd B. Roseville. Dean Nelson, 612/636-3771.

SAAB Owners' Club of Canada
1990 Driving School dates,
Shannonville Motorsport Park.
June 25, July 22, Aug. 17, Sept. 28.

Evansville, Indiana, area
New club forming
Victor X. Germann
1125 MacArthur Cr.
Evansville, IN 47714
812/479-5844.

SAAB Club of North America

2416 London Road, Unit 900
Duluth, MN 55812-2221
218/ 525-1248, 9am - 6pm Mon - Sat
Fax number: 218/ 728-6307

NINES Editor & Publisher:
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Membership / Business Manager
Nancy Winker

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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Double-spaced typewritten articles are preferred, but most anything is acceptable. We cannot answer every inquiry and reserve the right to edit materials submitted.

Back Issues of NINES

The following back issues are still available. The supply of those marked with an asterisk (*) is very limited.

Cover date	Price
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SAAB Club Back Issues
2416 London Road, #900
Duluth, MN 55812

Clubs & Contacts

Appalachian SAAB Club
Steve & Aline Phipps
104 Ontario Lane
Oak Ridge, TN 37830
615/482-1500.

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 6:30pm, 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
607/533-4073.

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
Rick Lemerond
3324 20th St.
F Racine, WI 53405
414/634-5735.

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

Tulsa SAAB Club
Ray Kurr, 918/451-2899.

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.

Letters to NINES

Saab pays attention

In response to Stewart Bloom's letter which appeared on page 14 of your January issue, please assure him that yes, someone at Saab is reading! In fact, many of us are, including Mr. Sinclair.

The reorientation of the 900 switch positions was done to harmonize the locations for Saab's world production. Things were getting a little confusing on the assembly line with the vast number of market-specific schemes, so the orientation was standardized. The logic employed to accomplish this, by the way, was traditionally Saab.

The switches are now arranged as a function of safety significance, and therefore, prominence. Since the hazard switch is most important from the safety perspective, it was given the most prominent position -- to the far right. It is also within easy reach of the passenger who may, at some time, need to activate it.

Moving to the left and closer to the steering wheel, again for safety sake, the rear defogger was situated in the next position and followed by Recirc. Recirculation is also an important feature since our Swedish engineers recognize the relationship between an environmentally sound interior compartment and an alert and comfortable driver. Finally, since air conditioning is not specified as standard equipment in all markets (as it is in the U.S.), that switch was relegated to the far left position.

Remember, Saab cars are designed and developed on sound, Trollhattan engineering principles -- even down to such details as switch locations. Our concern for the owner and occupant welfare is part of what makes up the Saab "soul" -- that special combination of characteristics that make Saab truly unique.

Drive safe,
Steven Rossi
Public Relations Manager
Saab-Scania of America, Inc.

Pretty good deal

As much as I hate to admit it, it looks like the GM venture with Saab may not be that bad after all. Consider this... Bob Eaton, president of GM Europe said "Saab engineers will do more engineering on Saab products than they've done in the past five or ten years," in part to make sure those vehicles have that Saab soul, also because there simply will be more Saab products to engineer. "We did not buy into Saab to do anything but build it up." (Stolen from *AutoWeek*, Jan. 22.) And how about "replacements for both the Saab 900 and 9000 and an entirely new, more upscale Saab... and the likelihood of a new joint GM/Saab V6".

Sure, they may not be pure and true Saabs, but do you really think that Saab-Scania alone could have been able to do all this? Hopefully GM will be smart enough to know when to back off and let the Saab people do their thing, who knows?

Also a quick note of thanks for putting out such a high-quality and very informative newsletter. I would also like to thank you for mentioning the greatest secret of the decade, Pro Rallying! It seems there are very few people, even in the tread-head circles, who know what rallying is about. It's really kind of funny how many ralliists are also SAAB owners. Even though I compete in a Toyota Celica, there are few cars other than SAABs I'd consider for a daily driver. It's easy to see why 10-year-old SAABs are still competitive in this most "realistic" kind of racing! Real, cars, real roads, real fast! I look forward with greased bearings to every issue of NINES! Keep up the good work!

John Wynn
West Chester, PA

Trading two-stroke technology

In reading the December 1989 issue of NINES, I came to the history of the SAAB model 92. In it I read how Rolf Melde had increased the power of some of the Model 92 engines.

It reminded me of 1960 when Rolf Melde was in Minneapolis visiting the Scott-Atwater Co. I was Chief Engineer for Scott (a manufacturer of outboard motors) at the

time and we were working night and day to get the Flying Scott, three-cylinder, sixty horsepower engine into production.

Mr. Melde had asked to visit our company to get design and production engineering information so Saab could make reed valves. Saab had found that the low-end torque of their engines could be increased by using outboard motor reed valve assemblies instead of their piston ported design.

At dinner the first evening, we found that both Saab and Scott were doing research on metered lubrication (oil-injection) so we could eliminate some of the headaches caused by improperly mixed fuel and oil. We quickly decided to exchange engineering data on this also.

Rolf Melde had brought a 1961 Model 96 to America with him. His intent was to trade it to Scott-Atwater for engineering data and prints, outboard motors, spare powerheads, spare parts, control cables, etc. Mr. Atwater wouldn't approve this.

I wanted that car.

Rolf and I agreed that I would buy the Scott parts to enable him to do his research, ship them to Sweden and he would sign the car over to me. It succumbed to Minnesota's road salt in 1980. It still sits in my yard waiting to be restored.

I'm glad that Gene Leopold of Odberg and Ryan Saab in Duluth told me about the SAAB Club. Now perhaps I can find a reliable Model 96 crankshaft rebuilder because I won't be able to restore #107855 without one for a cornerstone.

Lowell E. Haas
Deerwood, MN

Engineering Idiot?

If Ashcraft would have looked at the A/C bracket, he would have realized that he didn't have to remove the compressor from the bracket to remove the alternator (Feb. '90, p.13). I do water pumps regularly in less than an hour. Of course I charge 1.5 hours to pay myself for thinking. This comes to \$60.00 at \$40.00 per hour.

John Schreiber
Saab Services Inc.
Fort Lauderdale, FL

From the mailbox

I joined the SAAB Club in March of 1975 due to my interest in and ownership of a SAAB automobile. My interest still is in SAAB automobiles; your egotistical comments in an editorial of 1/90 are of little or no interest to me.

This club was formed so that we could share our technical experiences and problems thereby making owning and operating a SAAB automobile more rewarding.

Recently the Newsletter has devoted a significant amount of space, often in a subtle way, to the lifestyle and automotive philosophy of individuals. This may be necessary to satisfy a widening demographic membership but how to keep that at times frustrating vehicle reliable is of primary importance.

For a person of letters; your reference to Dick Grossman was especially crude; bordering on vulgarity.

As for Satch Carlson; it may be prudent to wait for resolution of his predicament before even thinking about printing such a statement concerning him.

I will not be renewing.

Warren Pabst
Roseville, MN

The primary purpose of this newsletter always has been, and will continue to be, technical information on SAABs. While the majority of articles come from the membership, I often spend many hours (days?) a month researching and writing timely articles regarding the parent company we depend on to keep our cars supplied with parts, or on SAABs of historical significance. (I am not a mechanic, so I stick to simple subjects.) My written contributions are sometimes late additions when there are not enough technical articles from members.

Dick Grossman no doubt would have been very upset (as some current SAAB owners are) about the Saab/GM tie-up. Long time readers still remember Grossman's vitriolic "5 minutes of hate" columns regarding General Motors. Would he have been as objective in reporting the news?

Satch Carlson is free! Charges against Carlson, some say brought by an overzealous new Anchorage (Alaska) police chief, were dropped in January. - TW

I really enjoy the direction the newsletter is going in! It looks great and always has great material.

Congrats on the new house and car. I

can't wait to "see" some of what you have done with (your 900 Turbo) being that I now drive an '84 Turbo. It has no personality compared to my '71, but it runs great.

Lewis Eig
Monsey, NY

I have to agree, the 99 is a lot more fun to drive, but the 900 is more comfortable for everyday and long distances. - TW.

What about the possibility of featuring a member's vehicle every month? Many owners have classic (older) or tricked out new SAABs. If you do, I have a customized convertible to consider.

Charles Hawkins
Newport Beach, CA

Articles such as Jack Ashcraft's Sonett 3.5 (several recent issues), Rich Roberts' "Road Blueprinting" (December '89), Eric

Johnson's story in this issue, and my own NINE-T9 (September '89) fit that category. Write about your SAAB, what you have done to personalize it, any problem you may have had installing an accessory that wasn't mentioned in the instructions. If you've had specialty work done at a shop, mention the name, address and phone number. Include photos or drawings of particular features.

On the subject of photos, spend a little time composing your pictures. We often get interesting but unusable photos taken in bad light, shadows on the wrong side, or with garbage in the background. Don't be afraid to experiment with lenses or odd angles.

Black and whites in 5x7 or 8x10 are preferable, but a decent smaller color print will do.

An especially good photo (or drawing) could make the cover, and get you a year's membership free. - TW

The Factory takes over faltering auto giant

As mentioned last time, there were some really wild rumours about at the launch of the incredible new 9500/9600 car family. And to everyone's surprise the wildest one has come true!!

You've undoubtedly heard about what the business press are calling "The two stroke punch that The Factory has delivered to the car business". Punch one, the incredible new cars, and punch two, nothing less than taking over the 'largest car company in the world'! Did you know that these events are in fact linked?

You'll remember a few times back that The Factory had licensed some of its famous technology, specifically the crafty column shifter, to its now announced acquisition. You'll probably recall the talk of the free-wheeling licensing discussions etc, etc. Well 'the largest auto manufacturer in the world' just literally gave up when the new 9500/9600 car family was announced. They had gotten just too far away from the engineering truths and thus had to come repeatedly to The Factory to license the technology that they could no longer hope to master. The new car family's superiority was the final blow.

Immediately after the takeover was announced 'the largest auto manufacturer in the world' idled a third of its workforce. The Factory immediately started a crash program to convert these obsolete assembly lines and re-equip the unusable foundries to produce what? The Source says that there will be North American produced versions of the new 9500/9600 family of cars complete with the Mighty Three, free-wheel, column shifter and all the other technical goodies we have come to expect.

Unfortunately, the LeMans project has been put aside so The Factory can devote its energies to turning around the floundering auto giant. It is also unlikely that the 95/96 models will be produced in North America until the huge pent-up demand for the bread and butter 9500/9600 models can be satisfied.

There is more to come on this subject. 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

Can you see anything wrong with using the crankcase additive Slick-50 in a SAAB?

I'd be tickled to hear what you had to say after you changed your first water pump on a 96-V4. I changed mine this fall. Not too bad a job once you remove the hood, grille, radiator, and alternator so you can get to it.

Another question on the V4: Why do the fuel pump mounting stud nuts seem to loosen two or three times a year?

Donald Wilson
Fairland, IN

Doktor Nio cannot find it in himself to recommend specific products or brand name additive. Please take note of other club members' experiences with various products they report on and form your own opinion.

Glad you had such a positive experience with your V4 water pump. The first time I did one I related it to placing my hand in a food processor and running it on low!

Seepage around the fuel pump is common but can be remedied. Remove the pump and clean the mating surface and the bolts and threads with a solvent. Glue a fresh gasket to the block and use a thread sealing lock compound on the pristine clean bolts, tightening them evenly.

I have a 1974 99LE with 117,000 miles on it. How much hassle would it be to convert the front ATE brakes over to the more recent Girling calipers?

I'm having a terrible time getting the car to idle below 1,500 RPM when cold. Adjusting the idle speed nut has no effect, and the Throttle Position Switch either produces a surging (when cold) or a steady 1,500 RPM. I even opened up the TPS and cleaned the contacts, to no avail. Warm starts result in a fairly steady 1,000 RPM.

Jim Laman
Holland, MI

Anything is possible but may not always be worth the trouble. There would be many components needed from a later 99 to retrofit the newer calipers and attempting to set up proper braking balance would tend to be

difficult. Fresh calipers and rotors at all four corners should get you stopped cheaper.

The water heated auxiliary air regulators on the old EFI cars are seizing and not opening and closing as they should. Look to see if the orifice is open when cold and closed when warm.

I own an '87 9000 Turbo, 5-speed, with 42,000 miles. When I start the car in the morning, the car shudders unless I put the air control to ECON immediately. Once the car is warmed up it doesn't do it again. I've tried fuel injector cleaners and use Chevron gas exclusively. Is the problem in the cold start valve or still in the injectors.

Robert Ericksen
Dallas, TX

The Automatic Idle Control and related systems must be checked as mentioned in previous columns. Note the AC relay info. The 16-valve fuel injection system has no cold start valve to aid in cold starting. The injections per engine revolution are simply stepped up until the temperature comes up.

With the ever increasing concern about the environment, can Doktor Nio suggest some ecologically responsible ways to safely dispose of the many nasty aqueous substances required by our trusty four-wheeled Swedish friends (oils, brake fluids, coolants, power steering fluids, etc.)?

John Wynn
West Chester, PA

Dealing responsibly with waste products is now everyone's concern. This is the most feasible suggestion I can come up with:

Inquire at any large shop or dealership as to their willingness to accept your waste fluids. Some may charge you a nominal fee. Motor oils, ATF, power steering and brake fluids can be disposed of in a common holding tank. Used coolant is reclaimed and is usually picked up at shops storing the old stuff under contract. Shops have to pay to have their wastes hauled off and disposed of properly, so you must expect a fee to be charged.

My '85 900 has a problem with excessive tire wear and cupping on the outer one-quarter of both rear tires and just 5-10,000 miles of use. Also there is an apparent rumble at highway speeds. I have been advised that the car needs a 4-wheel alignment, but that rear wheel alignment is either impossible or extremely difficult. Another mechanic told me that the SAAB rear axle is tied down in transport and that some axles get bent.

Alex Kistler
Brewer, ME

900 rear axle tubes are bent with a jig and a "port-a-power" device to force the axle straight. Your treadwear indicates excessive toe-in at the rear. This must be done precisely to insure proper four-wheel geometry. (See article on four-wheel alignment, Feb. '90, p. 15.)

The Lucas sunroof motor in my 1984 SAAB Turbo 3-door needs to have the brushes replaced. The Lucas outlet in my area does not list this motor as being serviceable in this regard. Their advice was to contact my local Saab dealer, whose only recommendation was to purchase a new sunroof motor (Bosch) for \$300 to \$400.

I have also contacted numerous auto electric and small motor repair outlets, none of which were able to undertake the needed repairs. Where do I look now? ..

Terrence Brennan, MD
Grosse Pointe Woods, MI

Components such as servo motors for the sunroof or windows can be obtained from salvage yards at a fraction of the new cost. The later motor should replace your burnt out '84 one without any difficulty.

Doktor Nio wishes there would be more correspondence pertaining to the older cars, the strokers and V4 models. Then again, their owners must experience fewer problems per mile than the 900 and 9000 models are having. Monte Carlos don't have air conditioning or Automatic Idle Control valves! Ha, ha!

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AL52X + \$5 core	Alternator 73 99 45amp	66.32	0 437 502 012	Injector 81-86 900 All 8 Valve	22.50
AL69X + \$40 core	Alternator 85-86 900T,86 9000Turbo	220.50	0 438 120 009	Air Flow Box 75-76 99,77 99 A/T	216.82
AL85X + \$30 core	Alternator 69-72 99 (w/o AC)	106.82	0 438 120 046	Air Flow Box 77 99 M/T	216.82
AL95X + \$5 core	Alternator 67-74 95,96,Sonett	69.69	0 438 120 050	Air Flow Box 77-78 99 CA Models	247.65
AL96X + \$40 core	Alternator 74-4/78 99	101.19	0 438 120 071	Air Flow Box 78-80 99,900 NonTurbo	216.82
AL112X + \$20 core	Alternator 79-80 900 Non Turbo	105.69	0 438 120 073	Air Box 79-80 Turbo & CA Models	222.17
AL124X + \$40 core	Alt Late 87 9000 16Vw&w/o Turbo	260.44	0 438 120 139	Air Flow Box 1981 900 & Turbo	171.92
AL128X + \$40 core	Alternator 84-85 900 Non Turbo	191.19	0 438 120 159	Air Flow Box 82-86 900 & Turbo	219.36
CTK21	Carburetor Kit 71-74 95,96,97	6.95	0 438 140 013	Warmup Regulator 1975 99 All	122.87
CU20X + \$100 core	ECU Unit 69-70 99E	66.12	0 438 140 020	Warmup Reg 76-80 99,900 NonTurbos	85.86
CU21X + \$100 core	ECU Unit 71-72 99E,99EMS	84.29	0 438 140 032	Warmup Reg 76-80 99,900 CALIF cars	106.22
CU22X + \$100 core	ECU Unit 73-74 99EMS	101.16	0 438 140 051	Warmup Reg 78-80 All Turbos	106.22
CU116X + \$50 core	ECU Unit 85 900 Turbo 16V to 4/85	596.19	0 438 140 084	Warmup Reg 81-83 900 & Turbos	169.08
FD10X + \$30 core	Fuel Distr 75-77 99 exc Calif	229.34	0 438 140 136	Warmup Reg 84-86 900 & Turbos	110.82
FD16X + \$30 core	Fuel Distr 77 99 Calif model	250.39	0 438 170 001	Fuel Accumulator 75-77 99	27.00
FD18X + \$30 core	Fuel Distr 78-80 99,900	224.94	0 438 170 010	Fuel Accumulator 79-80 All	65.19
FD23X + \$30 core	Fuel Distr 79-81 Turbo, 81 900	242.99	0 438 170 014	Fuel Accumulator 78 99 All	78.59
FD30X + \$30 core	Fuel Distr 82-86 900, 900 Turbo	284.79	0 438 170 030	Fuel Accumulator 81-2/84 All	79.13
GFP202	Fuel Pump 82-86 900,82-84 Turbo	225.06	0 438 170 047	Fuel Accumulator 3/84-86 All	69.80
GFP213	Fuel Pump 75-81 99,900, & Turbo	155.31	0 450 902 001	Fuel Filter 69-74 99E,99EMS	10.61
GFP270	Fuel Pump 69-74 99E, 99 EMS	135.86	0 450 905 005	Fuel Filter 75-77 99	14.95
GFP288	Fuel Pump 1985 900 Turbo 16V	143.88	0 450 905 021	Fuel Filter 78-79 99,900 & Turbos	9.96
GFP294	Fuel Pump 86 900 16V,9000 Turbo	167.04	0 450 905 401	Fuel Filter 80-4/85 900,Turbo	13.82
SR32X + \$30 core	Starter 85-87 900,9000 & Turbos	209.19	0 450 905 601	Fuel Filter 5/85-86 900,16V,&Turbo	16.86
SR77X + \$5 core	Starter 70-74 99	88.26	1 230 090 005	Distr Trigger Contacts 69-74 99	45.26
SR78X + \$20 core	Starter 75-84 99,900 & Turbos	95.57	1 237 011 030	Distr Kit 78-81 99,900,900 Turbo	5.01
SR79X + \$5 core	Starter 69-73 95,96&71-74 Sonett	85.44	1 237 011 051	Distr Kit 82-87 900;82-85 900T	62.49
SR80X + \$15 core	Starter 67-68 95,96&68-70 Sonett	89.94	1 237 011 074	Distr Kit 1985 900 Turbo	59.34
0 227 100 014	Ign Control Unit 99,900 78-81	232.13	1 237 011 082	Distr Kit 1985 900	56.36
0 227 100 139	Ign Control Unit 900 82-84	109.01	3 430 210 606	Injector Oring Seal 75-86 All	.84
0 231 170 158	Distributor 1/75-76 99	216.25	00 010	Coil 67-68 95,96;72-74 99	17.25
0 231 170 197	Distributor 77 Saab 99	189.21	00 012	Coil 67-74 95,96;74-77 99	14.12
0 237 002 023	Dist 99,900 78-80 exc Turbo	299.13	00 044	12 Volt Universal Blue Coil	14.12
0 237 013 001	Dist Turbo 81on 93 08 206	320.84	00 054	Coil 82-87 900,Turbos;86-87 16V	40.78
0 237 021 014	Dist 900 82-84 exc Turbo	265.53	01 003	Points 67-68 95,96,Monte Carlo	3.67
0 237 026 003	Dist 900 82-83 Turbo w APC	309.36	01 011	Points 67-74 95,96;72-74 99	1.82
0 258 001 051	Lambda (02) Sensor 77-86 1 Wire	38.95	01 012	Points 73-74 99EMS	4.78
0 258 003 006	Lambda Sensor 86 900 16V	112.46	01 045	Points 74-77 99's	6.37
0 258 003 009	Lambda Sensor 84-4/85 900 T 16V	134.33	01 504	Pickup Coil 78-81 99,900,Turbo	7.39
0 258 003 028	Lambda Sensor 5/85-on All T 16V	144.07	02 006	Condenser 67-68 95,96	2.42
0 280 120 030	Throttle Switch 73-74 99EMS	56.52	02 016	Condenser 67-70 95,96,Sonett	11.12
0 280 120 036	Throttle Switch 69-72 99's All	54.56	02 037	Condenser 70 95,96;70-72 Sonett	8.65
0 280 120 300	Throttle Switch 85-86 900	40.13	02 043	Condenser 72-73 99's	5.49
0 280 130 006	Temperature Sensor 69-74 99 All	17.97	02 047	Condenser 71-72 95,96	16.36
0 280 130 014	Temperature Sensor 69-74 99 All	11.51	02 068	Condenser 73 95,96;73-74 Sonett	11.99
0 280 130 026	Temp Sensor 85-86 exc 9000T A/T	15.69	02 086	Condenser 73-74 99's	4.96
0 280 130 055	Temp Sensor 86 9000 Turbo A/T	14.51	02 186	Condenser 74-77 99's	9.96
0 280 130 217	Thermo Time Switch 76-85 All 8V	49.91	03 010	Distr Cap Brick Red Most Saabs	4.86
0 280 140 022	Auxiliary Air Valve 69-74 99	63.03	03 172	Distr Cap Black Most Saabs	3.95
0 280 140 107	Auxiliary Air Valve 75-80 All	47.19	04 004	Ign Rotor 67-72 All;72-73 99's	2.51
0 280 140 122	Auxiliary Air Valve 81-86 All 8V	48.62	04 012	Ign Rotor 1973 95,96	3.95
0 280 140 502	Idle Speed Regulator 85-86 16V	120.90	04 014	Ign Rotor 67-68 95,96,	24.67
0 280 150 044	Injector 69-70 Saab 99E 1.7	41.25	04 033	Ign Rotor 73-77 99,Sonett III	2.66
0 280 150 045	Injector 71-74 99 All 1.7, 2.0	35.62	04 038	Ign Rotor 78-80 99,900,Turbo	4.41
0 280 150 300	Frequency Valve 77-86 All 8V	82.51	04 125	Ign Rotor 1981 900, Turbo	6.27
0 280 150 706	Injector 8/84-4/85 900 Turbo 16	69.05	04 138	Ign Rotor 1985 900 Turbo	3.80
0 280 150 711	Injector 1986 900 16V Non Turbo	82.69	04 144	Ign Rotor 82-85 900Ts;82-87 900	9.52
0 280 150 712	Injector 5/85&on 900,9000 Turbos	82.05	04 168	Ign Rotor 1985 900	7.80
0 280 160 001	Pressure Regulator 99 All	23.24	09 105	Wire Set 72-80 All 99's,900's	12.95
0 280 160 213	Pressure Reg 86 900 16V Non Turbo	36.05	09 106	Wire Set 81-87 900,900 Turbos	12.95
0 280 160 214	Pressure Reg 84-4/85 900T 16V	31.50	30 048	Voltage Regulator 67-76 Most	28.49
0 280 160 255	Pressure Reg 5/85-86 900T 16V	38.58	30 051	Volt Reg 77-78 99;68 MonteCarlo	14.67
0 280 160 256	Pressure Reg 87-88 900 16V;88 9000		30 063	Voltage Reg 78-80 99,900	15.40
0 280 160 257	Pressure Reg 86 9000 Turbo	28.61	31 064	Solenoid 70-74 99 All	59.99
0 280 170 010	Cold Start Valve 69-71 99 1.7L	20.48	31 065	Solenoid 75-84 99,900 All	61.48
0 280 170 020	Cold Start Valve 72-74 99 All	32.11	31 075	Solenoid to 4/85 900,900T, & 16V	55.49
0 280 170 401	Cold Start Valve 75-80 All	33.69	72 101	Oil Filter 67-88 Saab All	3.71
0 280 170 406	Cold Start Valve 81-86 All 8V	39.39	73 228	Air Filter 75-86 2000cc exc 16V	5.38
0 280 212 005	Air Mass Sensor 84-86 All 16V	392.24		BOSCH MISCELLANEOUS ITEMS	
0 332 003 021	Main Relay 69-74 Saab 99 All	25.37		Non Resistor Spark Plugs	1.20
0 332 204 125	Universal Relay	5.95		Resistor Super Spark Plugs	1.38
0 336 003 002	Thermo Time Switch 69-74 All	24.51		Platinum Resistor Spark Plugs	2.45
0 336 210 001	Turn Signal Flasher 69-77 Most	21.25		MicroEdgeII Wiper Blade 10"-16"	4.50
0 344 101 054	Oil Pressure Sw 72-77 99's	8.06		MicroEdgeII Wiper Blade 17"-20"	5.74
0 344 101 086	Oil Pressure Sw 69-73 95,96's	8.63		MicroEdgeII Refills	3.94

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SAAB NEWS

GMAC & AWD in the works for Saab

Saab dealers may have access to General Motors Acceptance Corp. financing as a result of the joint Saab/GM venture, according to *Automotive News*, Feb. 19 issue. The article was based on an interview with Sten Helling, retired executive vice president of Saab-Scania of America, at the National Automobile Dealers Association convention in Las Vegas. An all-wheel drive option is possible in "the near future", but it was unclear as to which model it might appear on.

New Jersey dealer again tops sales list

For the fifth consecutive year, Ramsey Saab in Ramsey, New Jersey, was the top-selling Saab dealership during 1989, according to William S. Kelly, National sales manager for Saab-Scania of America.

Ramsey Saab retailed 519 new Saab cars in 1989 according to Kelly. The dealership also topped the sales list in 1985, 1986, 1987 and 1988.

Second place in the 1989 Saab sales ranking was claimed by Lindqvist Motors, Culver City, California, with 419 units; Saab of Westport, Westport, Connecticut, with 348 sales placed third; Zumbach Sports Cars, Ltd., of New York City placed fourth selling 339; Clews & Strawbridge, Inc., Frazer, Pennsylvania placed fifth with 300.

Director of product strategy and planning named

Saab Automobile AB has named David West to the newly created position of director, product strategy and planning. In this capacity, West will report directly to David J. Herman, president and chief executive officer.

David West began his automotive career with Aston Martin in the United Kingdom and joined General Motors (England) in 1960, where he assumed a variety of engineering responsibilities. In 1976, he moved to Opel AG in Germany, where he eventually became operational planning manager. Most recently, he served as manager, strategic planning for General Motors (Europe) AG in Zurich, Switzerland.

Racing support program renewed

Saab will offer performance awards to Saab drivers participating in 1990 Sports Car Club of America (SCCA) and International Motor Sports Association (IMSA) endurance races, and in the SCCA's Pro-Rally and Showroom Stock series.

"Our goal with the 1990 Performance Award Program is to support racers and rallyists driving Saab cars in competition," said Saab-Scania of America, Inc., President Robert J. Sinclair.

Performance awards are available to racers in the SCCA's regular short-distance Showroom Stock Series, the SCCA Escort World Challenge, SCCA National PRO Rallies, and in IMSA's Endurance Championship.

"There is no doubt that Saab's performance identity was created by the long history of success it has enjoyed on race tracks and on the rally circuit," Mr. Sinclair said. "Many of these victories are attributable to the enthusiasm and dedication of individual Saab drivers who have been willing to sacrifice much of their own time and money on their Saabs. Our Performance Award Program is designed to support these enthusiasts."

As it did in 1989, Saab will also sponsor the Barber Saab Pro Series during 1990. Now in its fifth season, the series was created by Saab-Scania of America, Inc. and former race car driver Skip Barber to highlight the skills of talented young drivers and to assist to further their racing careers. ESPN will broadcast the majority of the IMSA-sanctioned 1990 Barber Saab races. The Barber Saab Pro Series runs in conjunction with CART Indy-Car and IMSA-GT sports car races across the country.

Complete details of the 1990 Saab Performance Award Program and the Barber Saab Pro Series are available from the Public Relations Department of Saab-Scania of America, Inc., Saab Drive, Orange, Connecticut 06477.



V4 HEADS RECONDITIONED

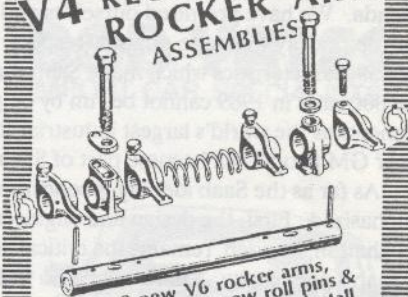


Includes new hard exhaust valves & seats, new intake valves, valve springs & keepers, and new valve guides if required, on 2 Saab V4 heads. Heads OK for unleaded gas.

\$295

Exchange, plus shipping. \$50 core charge per head if your head is not re-buildable.

V4 RECONDITIONED ROCKER ARM ASSEMBLIES



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Exchange. Send your complete assemblies for rebuild. Shipping and any other parts required are extra cost.

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Herman takes the helm

STOCKHOLM, Sweden -- On January 31, 1990, David J. Herman, the newly appointed president and chief executive officer of Saab Automobile AB met the press in Stockholm, Sweden, to chart the course of the world's newest automobile company. Saab Automobile AB was formed through the recent 50/50 partnership between Saab-Scania AB, the Swedish high-tech transportation company, and General Motors (Europe) AG, the European arm of the world's largest business entity. A summary of Mr. Herman's comments follows, along with questions and answers which were raised by the Swedish press:

Opening Remarks

The creation of the Saab Automobile AB joint venture is an optimistic step into the future for me, not just because of the career opportunity it offers, but also because the parties -- Saab-Scania and GM -- have set out with clear objectives and the ability to achieve them. This is a well planned and "do-able" deal in which two quite different companies have found significant common ground, and from which each will benefit.

There are a number of reasons why I believe this:

1. Saab's independence is guaranteed.

Saab Automobile AB is independent of both its 50% shareholders, Saab-Scania AB and General Motors (Europe) AG. Management will concentrate only on automotive related activities. It will have its own capital. The only control exerted will be by its Board of Directors.

2. Saab's soul and identity will be preserved.

As of today, only two GM executives have been transferred to Saab Automobile AB -- myself and Jim Crumlish, who was financial vice president at CAMI, the GM Joint Venture with Suzuki in Canada. We have promised ourselves and our new colleagues that our top priority will be to not only respect, but build upon those special characteristics which make Saab distinctive. A company with 110,000 sales in 1989 cannot be run by emphasizing the same elements as the world's largest industrial corporation. Very few other GM people will become part of Saab Automobile.

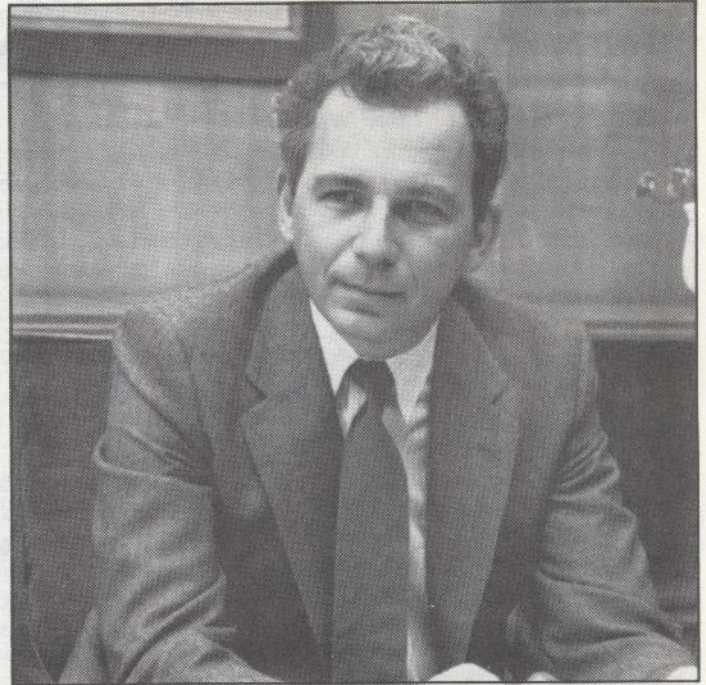
As far as the Saab identity is concerned, two areas need to be emphasized. First, the design and engineering staff at Saab in Trollhattan, Sweden, remains the critical and self-sufficient source of Saab's personality. There will be no fusion of responsibility to the GM Europe Technical Development Center except for specific joint component development.

Secondly, Saab cars are marketed through a variety of outlets -- some dualled, some not -- but with the conviction that its potential customer body is not the same as that of a mass manufacturer. This relationship will also be preserved. In other words, no joint marketing is foreseen -- Saab cars will continue to be sold through the independent Saab dealer body.

3. Product program opportunities for both Saab and GM.

We have an aggressive product development program in place over the next five years which will include a Saab entry into the Luxury Segment. This should be viewed not only as a market opportunity, but also an outlet for the talents of both organizations to an extent which neither could previously realize easily on its own.

These are the sort of dynamics which make projects work. The engineering and manufacturing people on both sides are finding new areas to apply their expertise. We already have project teams,



David J. Herman, president and CEO of Saab Automobile AB

one of which is working on a totally new upscale vehicle.

Perhaps the greatest early benefits, other than in leveraging purchasing power, will come in the manufacturing area where the ability to compare is an advantage in itself. Needless to say, Saab engineers are extremely excited by the new affiliation because of the opportunities it has created.

4. Assembly capacity more fully realized.

You probably noticed that one of the first things which has been discussed since the joint venture was announced is the transfer of some Opel Calibra production volume to Nystad, Finland, for final assembly and subassembly. This is an example of the sort of flexibility we will enjoy as a result of the affiliation. GM is tight on assembly capacity in Europe so this project will benefit both parties. On the other hand, at some future date, it may be necessary for Saab to turn to GM for production capacity. Saab's requirements for any model represent a rather small percentage of GM's total European capacity, and substantial benefits could arise if more components were common.

5. Saab's strength

There are a few other aspects of the Saab organization's strengths I would like to mention because they strike me as being of competitive importance. Saab is a major supplier to the United States, the United Kingdom, and Scandinavia, but is in many senses still in its infancy in many parts of Europe. I think you are going to see advances by us in that area.

The quality of the aftermarket parts and service organization is excellent. Saab's spare parts activity and warehousing is as good as any I have seen. It almost goes without saying that many of tomorrow's battles are going to be fought in those areas.

Finally, much has been said about the youth of our people, relatively high absenteeism and turnover. These young people are

building top quality, and we intend to work hard on motivation so that our strong men and women will be at a competitive advantage. With that in mind, we have just launched our "craft center" in Malmo, Sweden, with its team assembly approach.

Questions and Answers

Q. When do you expect Saab Automobile to become profitable?

A. Sometime during 1991, I would hope that we will be turning the corner, and although we may not be able to show a profit for the whole year, we should be able to in at least one specific month. From that point, we will hopefully stay in the black. It's going to be hard and take time, and we must start doing things we have not yet begun working on. One step is to make better use of our available capacity and thus cut our unit costs. The planned production of the Opel Calibra in Finland will be a first step in this direction. Another is to cut purchasing costs by using GM's purchasing power.

Q. What can you do to reduce absenteeism and personnel turnover? And what are acceptable figures for Saab?

A. We will give top priority to solving these problems, but I cannot give an exact target figure for what levels are acceptable. I don't know what is realistic in Sweden, but surely lower than we have today, as these factors seriously affect our costs.

We must, of course, increase motivation to encourage people to stay with us and come to work everyday -- after all, when 15-20 percent are absent, the others still have to do the work. We must talk with the unions and the worker representatives, and with the Government to find a solution to the problem.

Our new "craft center" in Malmo, Sweden, is one way of providing greater job motivation with its parallel and line assembly combination, and increased job responsibility. We must, perhaps, also find ways of increasing the worker's "administrative knowledge" and a means of compensating them for this, thereby giving them a career opportunity at Saab.

Q. When can we expect a successor to the 900?

A. In the next five years we plan to introduce new cars in three classes: Successors to the current 900 and 9000 and a completely new upscale, luxury car. I cannot give you any dates or details. Five years is a

long time in the car business. But I can emphasize that they will all be true Saabs with an even stronger Saab profile and unique Saab characteristics.

Q. Will there be a Saab version and GM version of the new large car?

A. The new upscale car will appear only as a Saab, but if Saab wishes to, we can choose an alternative engine source from GM. This could occur if the volume is not large enough to warrant development of our own engine.

Q. Does GM have option to buy a larger percentage of Saab Automobile AB?

A. Absolutely not. That would not be in the spirit of the deal. GM has declared on several occasions -- both in the past when talking about Jaguar and now about Saab -- that they want the joint venture to be an independent company with no direct involvement from GM. The only control will be through the Board of Directors.

Q. Declining sales in USA -- due to identity?

A. No, the drop mainly in the second half of 1989 was largely because of the uncertainty about Saab's future. Our well educated customers are particularly concerned about such things. They don't want their car to come from a company that is going to be amalgamated with a mass manufacturer and maybe lose its identity. That is something that won't happen now with GM Europe.

Q. Where does Saab expect to grow and how will this be done?

A. We are still beginners in Western Europe and especially in Germany. We should be selling a lot more than we do today. If you compare with the United Kingdom, where we sell over 12,000 cars in a much smaller segment, our sales of 6,000 in West Germany, with its much larger segment for cars of our class, should be much higher. I know we will have a tough time competing with BMW and Mercedes, but nonetheless, this is where we must grow.

To reach higher figures, we must improve our European dealer network. We did this in the United States during the growing days of the early 1980's when the dollar was up. Now we must do the same in Europe.

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Choosing Halogen Lighting

You have probably had some thoughts about improving your vehicle forward lighting for better night visibility. Improved lighting allows safer, faster night driving and is almost a must for those drivers with night vision or other sight problems.

In order to keep this discussion brief, only the broadest items concerning choosing a lighting system will be discussed. If you have a more specific problem or needs beyond those discussed, please ask your "Lighting Plus" dealer for additional information. He will be glad to assist you in selecting the most effective system based on your needs and budget.

There are many types and brands of lamps available on the market and it is difficult for a buyer to choose the best for his/her needs. In this discussion we will attempt to bring out several concepts that we demonstrate in our lighting program that has been very popular at car club meetings, open houses, and other group activities.

Before trying to decide on the best lamps for your needs, think about your driving and define your needs as closely as possible. Think about such items as these:

Driving conditions: City or country? traffic density? speeds? clear? rain? snow?

Types of roads: Twisty, straight, two-lane, gravel?

Is mounting space available for auxiliary lamps? What size will fit? What shape looks best?

Do auxiliary lamps clutter the front of the vehicle?

Are the lamps for function or appearance?

Candlepower is the rating that most buyers look for when comparing lighting. Unfortunately, buying by candlepower alone can sometimes lead to improper selections.

Some manufacturers advertise incorrect candlepower ratings, such as rating fog lamps at 300,000 candlepower. Fog lamps seldom exceed 30,000 candlepower by standard rating methods.

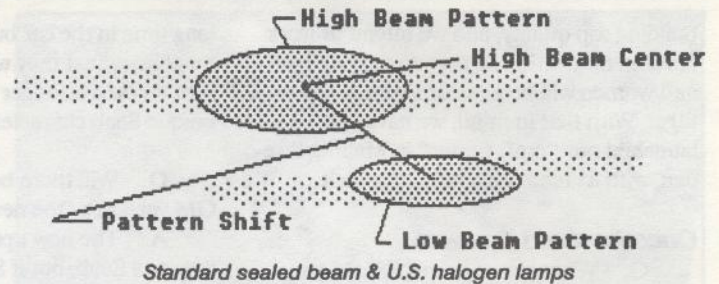
Some auxiliary spot lamps are rated at over 300,000 candlepower but the beam pattern is very small so coverage is limited. A more useable driving lamp has less maximum candlepower but has more useable light because it has a better pattern.

When selecting lamps, candlepower (intensity) should be only one of the selection factors. Others should include the pattern size, shape, and control, the construction quality, the availability of replacement parts, and the use of standard, readily available halogen bulbs.

Conversion headlamps

Conversion headlamps are replacement headlamps that are designed to be installed in place of the standard sealed beam headlamps that are delivered with the vehicle. We generally recommend conversion headlamps as the first step in improving any lighting system. The reasons are:

1. Easiest to install and aim.
2. Generally cost less than auxiliary lamps.
3. Best units will satisfy most lighting needs.
4. Best units serve as both fog and driving lamps.
5. Any need for additional lighting can be defined and auxiliary lamps chosen to fill that need.
6. Not easily knocked out of alignment.
7. Not easily stolen.



A review of the basic types of headlamps is given below:

Standard Sealed Beam

Cost - low

In use by most drivers.

Aim is difficult without mechanical aimers.

Patterns are not precisely defined.

Patterns have spot-type high-intensity zone with lower intensity side fill.

Internal shields control low beam glare in bad weather.

Low beam pattern shifts down and right from high beam.

High beam safe to only 55 mph under best conditions.

Some performance decrease with time due to filament burnoff.

No reflector deterioration over time.

Burnout or broken lens requires replacement of entire unit.

Available in many stores.

U.S. Halogen Sealed Beam

Cost - Moderate

Standard equipment on new cars and trucks.

Aim is difficult without mechanical aimers.

Patterns are not precisely defined.

Patterns have more intensity (brightness) than regular sealed beam lamps.

Patterns have center hot spots with lower intensity side fill.

Lack of internal bulb shields on low beam creates glare in fog, snow or dust conditions.

Low beam pattern shifts down and right from high beam.

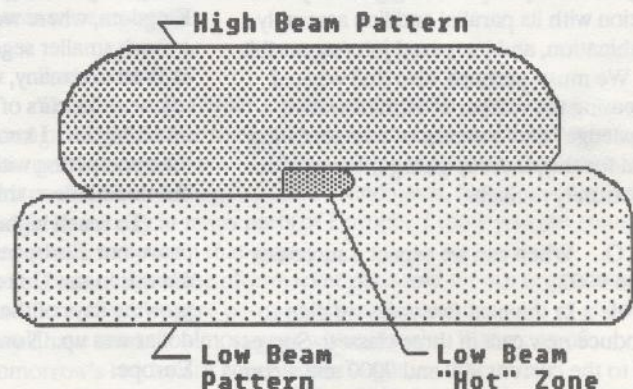
High beam safe to about 70 mph under best conditions.

No performance decrease over time.

No reflector deterioration over time.

Lamp will operate with broken lens.

Filament burnout requires replacement of entire unit.



D.O.T. Imported Halogen

The New Composite Headlamps

Many of the vehicles built since 1986 are fitted with aerodynamic lamps that blend into the body lines. These lamps are called *composite headlamps* and are constructed with replaceable bulbs. This construction is similar to the European lamps but the lighting patterns conform to the U.S. halogen specifications.

At present there are no E-code replacements for most of these lamps. Brighter bulbs are also not available, so there is no easily available method of improving the performance of the headlamps in these vehicles.

The only method available to improve the forward lighting of these vehicles is to add auxiliary driving and/or fog lamps.

D.O.T. Imported Halogen

Cost - moderate to high

Designed to meet D.O.T. motorcycle headlamp performance specifications.

Patterns relatively well defined, easily aimed.

Patterns are brighter, more precise, and offer more coverage than sealed beam or U.S. halogen lamps.

Low beams have good cutoff on top of pattern for control of glare to other traffic.

Not all units have internal bulb shields for low beam glare control in bad weather.

Low beam pattern has a center hot zone with a wide area of even intensity below that for forward and side fill.

High beams are safe to about 75 mph.

High beams not available for quad systems.

A slight pattern shift occurs between low and high beams.

No bulb performance loss with time.

Not sealed - some reflector deterioration with time.

A broken lens requires replacement of the lens reflector unit only.

Bulbs are replaceable in case of a burnout.

Available at imported car dealers and parts stores and some traditional parts stores.

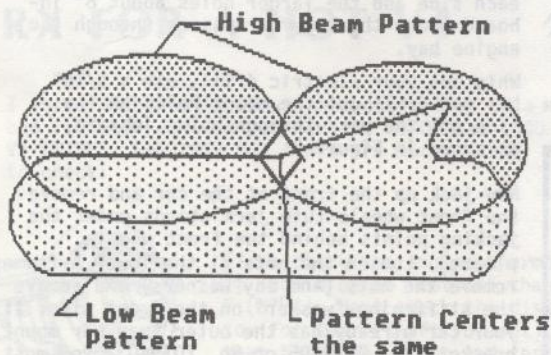
E-Code (European Code) Imported Halogen

Cost - high

Designed to meet European automotive lighting specifications.

Intensity is 2-3 times as great as sealed beams.

Patterns are very precise, easily aimed.



E-Code Imported Halogen

No pattern shift between low and high beam.

Low beam has a large, wide pattern with even intensity across the pattern.

Low beam has a very precise top cutoff for minimal glare to oncoming traffic.

Low beam has angled lift on right side to illuminate signs and other roadside hazards, can shine into mirrors of traffic ahead and to the right.

The best units have internal bulb shields for low beam glare control in bad weather, better than most fog lamps.

High beam range is safe for speeds of 90-100 mph.

High beam has a center hot spot with similar intensity spread to both sides.

High beams in quad systems can be fitted with 100-watt bulbs for more range and slightly larger patterns.

Not sealed - some reflector deterioration with time.

Lens damage requires replacement of lens-reflector unit only.

Bulbs replaceable in case of burnout.

Available in some imported car dealers and parts stores, and a few traditional auto parts stores.

Auxiliary Lamps.

Several basic rules apply when selecting, mounting, and using auxiliary lamps. These are:

Round lamps have more precise beam patterns with less scatter than rectangular or square lamps.

Large lamps have more light output than small lamps.

White fog lamps have 20-25% more light output than equivalent amber fog lamps.

Fog lamps should have wide patterns with precise top and bottom cutoffs.

Fog lamps must have internal bulb shields to prevent upward light scatter and the resulting glare.

Fog lamps should be mounted as low as possible.

Long range lamps can be fitted with 100 watt bulbs, fog lamps cannot.

Driving lamps are generally more usable than spot lamps for most road driving.

Driving lamps should have a center hot spot with good side fill to both sides.

Long range lamps (driving or spot) are not usable in bad weather due to a lack of beam control by internal bulb shields.

Driving or spot lamps should be mounted as high as possible.

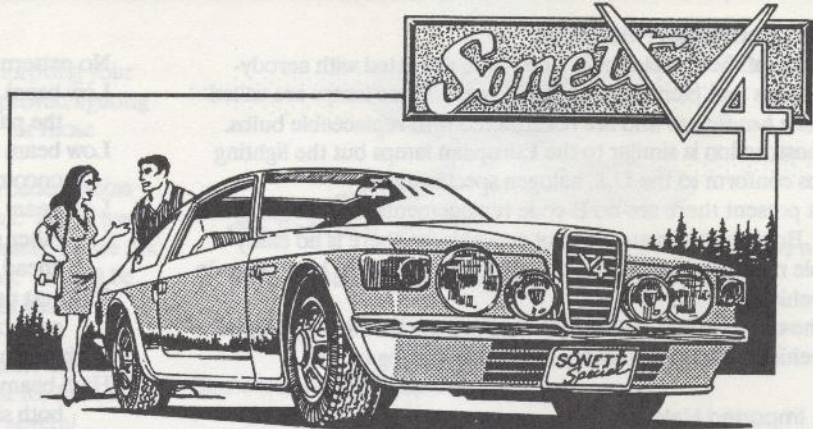
Kern L. Fischer

Kern Fischer has been involved with improved vehicle lighting systems for over 25 years. This involvement grew out of an interest in performance rallying and the requirements for lighting systems for rally vehicles. Mr. Fischer was co-chairman of the Press-On-Regardless National Pro Rally three different years. He has assisted in the setup of lighting systems for Daytona, Sebring, Baja, and performance rallies.

This article was provided by Frank Freeman of Group 6 Performance in Tucson, Arizona. Group 6 Performance is a Lighting Plus dealer.

Choosing Halogen Lighting

**SONETT
SUBJECTS**
by Jack Ashcraft



STABILIZING YOUR SONETT

A number of Sonett owners have asked me about installing an anti-roll, or more correctly, a stabilizer bar on their car. Happily enough, such a device is readily available, and does a good job on the fiberglass Troll. You can pirate the hardware from any Saab 95 or 96 built prior to 1972. You will even find that most Sonetts have the mounting brackets already installed on the outer ends, that is, on the lower A-frames (front side) near the wheels. If your Sonett does not have the brackets (No. 7079395 in the drawing), then be sure you get those brackets when you pull the bar assembly off the donor 95/96.

Check the rubber bushings before you install the bar. If they are excessively worn or cracked, replace them. They were still available from Saab as recently as 2 months ago and are not very expensive (about \$4 apiece).

The best time to install the bar is when the engine is OUT. Perhaps when the gearbox is being overhauled. Let's assume the hood and front fenders are off and the engine is out of the car. After you have DESLIMED the engine bay it will look like Figure 1.

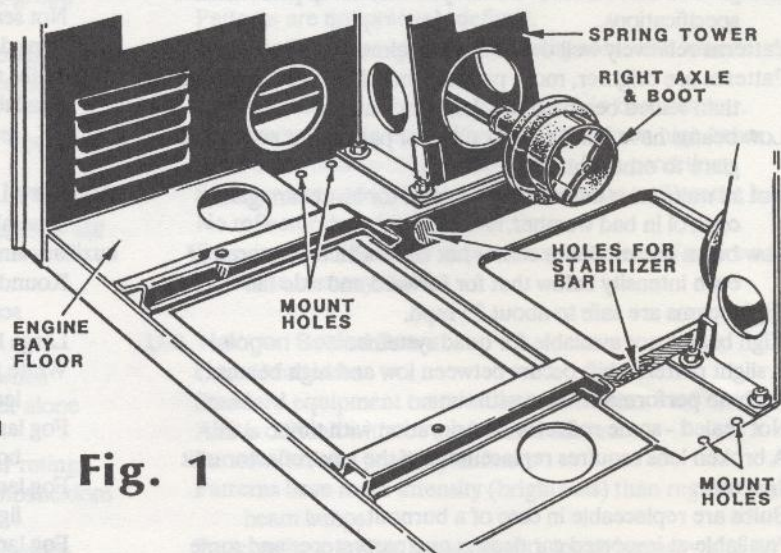


Fig. 1

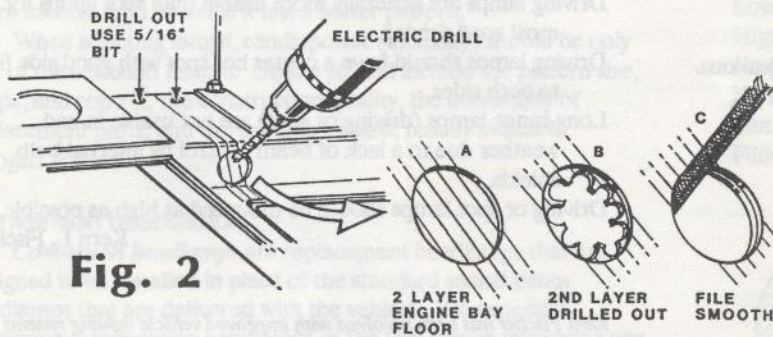


Fig. 2

Portions of the Sonett, including the floor of the engine bay, came from the 96. Saab added another layer of metal below the cut up portion of the 96 engine bay and when you look down into the engine bay you will see the mount holes for the stabilizer bar on each side and the larger holes about 8" inboard where the sway bar passes through the engine bay.

Whip out your electric drill, use a 5/16" bit and drill out the mount holes on the side and the pass-through holes inboard, as shown in Figure 2.

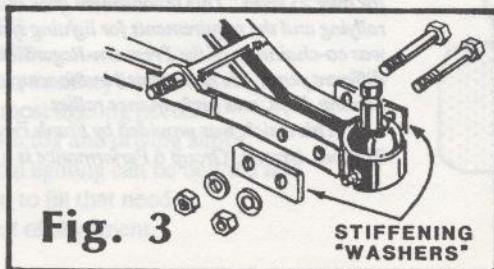


Fig. 3

Now jack up the front of the car and remove the front wheels (use jack stands under the jacking points behind the front wheels, please). Loosen the nuts at the lower A-frames, remove the nuts (and any washers) and remove the stiffening "washer" on the front side. If your car already has the outer sway bar mount bracket (No. 7079395 or No. 7079403) you must remove one of the brackets to ease the installation of the stabilizer bar. See Figure 3.

Now clean up the sway bar and if you want to make it a bit more sanitary, wire brush it and paint it. After the paint dries, squirt a bit of spray silicone on the inner rubber bushings (No. 7076292) and slip one onto the stabilizer bar. Fit the bar through the floor of the car and slip the other bushing on the bar. Install the bar to the floor with the U-clamps (No. 7076318) and tighten the clamp nuts (16 Foot pounds for you torque wrench freaks).

Now slip the end brackets and bushings onto the bar ends (again, a bit of silicone spray helps) and swing the bar up to the A-frames, install the A frame bolts and nuts and tighten (32 foot pounds). I have shown nuts and lock washers though most Saabs had only nylock nuts and no washers on these bolts. So long as you cannot thread the nylock nuts up the bolts by hand, they will still act as a self-locking nut. If you can thread them by hand, then you must either replace the nuts with new nylocks or put a conventional lock washer behind them. You cannot afford to have a lower A-frame bolt come loose whilst the car is in motion--could spoil your whole day!

NOTE: Remember to install the stiffening washer on the BACK side of the lower A-frame. Such a washer is not required on the front as the stabilizer bar outer bracket now provides the necessary stiffening.

Figure 4 shows the as installed location of the 95/96 stabilizer bar, the various bushing and bracket parts and the respective parts numbers, should you have to order any replacements from Saab.

CAUTION: If you pirate the sway bar parts from a SALT BELT car, DO INSPECT the metal clamps (No. 7076318) and metal brackets (No. 7079395 and No. 7079403) for rust. Replace them if you find any significant rust on these parts.

That's all there is to it. Put the front tires and wheels back on and let the car down. No re-alignment of the front end is required. I suggest you set your tire pressures to 30 psi front and 25 psi rear to offset any additional tendency to understeer (front end plowing) the bar may cause (which if any is slight). Sonetts with the stabilizer bar are a lot more fun to drive because the bar dramatically reduces body lean in cornering maneuvers. Have fun!

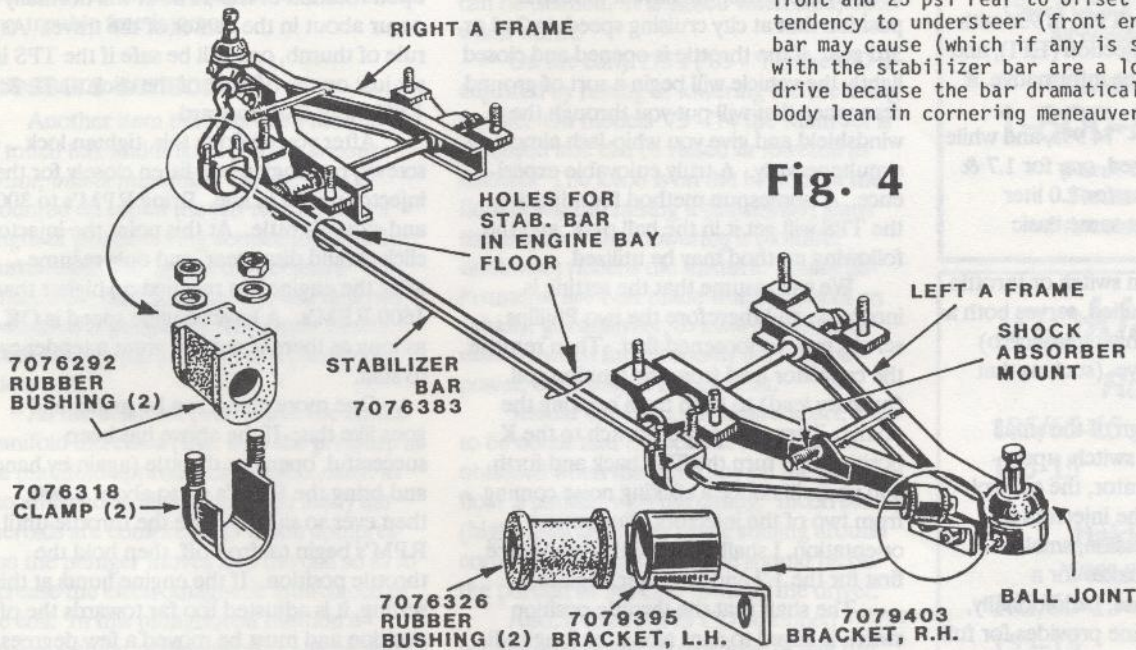
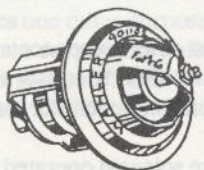


Fig. 4

RX FOR A HOT V4

I agree with DocNio about the possibility of a bad radiator core on Rob Perry's 1970 Saab 1500 V4 (NINES, Feb '90) but there are more things to check:



First check the engine thermostat. It should be no "hotter" than 180° F (87°C). Next check the distributor for wear (shaft run-out), and that both the vacuum and centrifugal advance mechanisms work properly. Dwell should be set to 50°.

Make sure the engine timing is set correctly at 6 BTDC at cranking speed (not idle) with the vacuum advance hose disconnected.

I assume that Rob also checked the radiator cap to see that it holds the 4-6 psi it is designed to hold, and that the plastic overflow tank has no leaks.

Finally, the driver must take care to keep the revs up when pulling long grades in summer heat. Even an engine in perfect condition will tend to overheat if you lug it for a long distance on a hot day.

The last thing I would ask Rob Perry is about the type of gasoline he is using. If he isn't using premium fuel, then the lower octane fuel in the tank also contributes to the overheat problem on a hard pull on a hot day.

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.

Early 99 fuel systems

There has been a lack of articles lately pertaining to early 99s, i.e. pre-'74. The following describe the fuel systems of those models. They are reprinted from the January and April, 1976 issues. - TW

Throttle Position Switch

There seems to be an absence of knowledge about the workings of the Throttle Position Switch (TPS) in 99s with Bosch Electronic Fuel Injection (EFI), and I hope the following will be informative, if not helpful.

This pertains to '70 - '74 99s, and while two different units are used, one for 1.7 & 1.85 liter engines, and one for 2.0 liter engines, they perform the same basic functions.

The throttle position switch or throttle valve switch as it is also called, serves both as an acceleration pump (on a typical carb) and as a deceleration valve, (such as that used on the later V4's).

Because of the design of the small printed circuit inside the switch, upon depression of the accelerator, the control box (computer) signals the injectors to spray, in very rapid succession, small amounts of fuel, which makes for a momentary lag in response. Additionally, the TPS on the 2.0L engine provides for full throttle enrichment, in an effort to suppress detonation.

On the Decel side of the switch, there are points which are normally open during cruise, but with trailing throttle the points close and allow the injectors to cease injecting (no signal from trigger points) and the engine decelerates both smoothly and without polluting the air during this, the next most dirty mode of operation. (Idle is worse). In the long run, it also improves one's gas mileage, especially if a great deal of city driving is done.

Very often the TPS will be out of adjustment in such a way that even during Decel the injectors are still operating. It

does not get out of adjustment by itself.

There are those owners and mechanics who have insufficient data as to the care and feeding of the switch, and since they cannot adjust it properly, put it way out in left field as to forget it. When I say that they can't adjust it properly, it's actually a matter of patience and a thorough road test to see that it is correct. If it is not right, one will either have the injectors "on" all the while, or even more fun, will have it in such a position that at city cruising speed, in 2nd or 3rd gear, if the throttle is opened and closed lightly the vehicle will begin a sort of ground resonance that will put you through the windshield and give you whip-lash almost simultaneously. A truly enjoyable experience. A homespun method for adjusting the TPS will get it in the ball park, and the following method may be utilized.

We will assume that the setting is incorrect, and therefore the two Phillips screws may be loosened first. Then remove the capacitor lead from the ignition coil (primary lead) to keep from cooking the points. Turn the ignition switch to the K position and turn the TPS back and forth, and you will notice a clicking noise coming from two of the injectors. For easier orientation, I shall describe the procedure first for the 1.7 and 1.85 liter engines.

The shaft that the throttle position switch is keyed to runs along the longitudinal axis of the vehicle, so that the plastic cover on the switch faces forward. In this position, movement of the switch will be left or right, as seen from the drivers seat. Basically, rotating the switch right causes the injectors to operate constantly, while rotating it to the left causes them to shut off during deceleration. Further rotation to the left will cause jerking at cruise (as described above) and at the left stop, the engine will "hunt" at idle, if it will idle at all.

The procedure for the 2.0L engines is the same except for the orientation of the TPS. In this case, the throttle shaft which the switch is keyed to runs along the lateral axis. The cover for the TPS will face the

right hand side of the car, or towards the cam cover. If we transfer the movements above to the 2.0L TPS, we will have injectors in continuous operation if the switch is rotated towards the rear of the vehicle. Conversely, rotation towards the front results in operating characteristics the same as those described for "rotation to the left" as noted above.

Earlier I mentioned a clicking noise upon rotation of the TPS. It will normally occur about in the center of the travel. As a rule of thumb, one will be safe if the TPS is set just on the *off* side of the click. 1.7L & 1.85L: left; 2.0L forward.

After you've done this, tighten lock screws, run engine and listen closely for the injector sound at idle. Bring RPM's to 3000 and close throttle. At this point the injector click should disappear, and only resume after the engine has reached no higher than 1600 RPM's. A lower engine speed is OK, as long as there is not too great a tendency to stall.

One more check can be made, and it goes like this: If the above has been successful, open the throttle (again by hand) and bring the RPM's up to about 2,000, then ever so slightly close the throttle until RPM's begin to drop off, then hold the throttle position. If the engine hunts at this setting, it is adjusted too far towards the off position and must be moved a few degrees in the opposite direction.

Again, with patience and understanding, this procedure will take only a short time, all in the interest of reduced emissions, better fuel economy, and the knowledge that you did the job right, yourself!

John S. Fog
January, '76

Injectors

Let's look at two other components of the EFI in the ongoing effort to supply a degree of technical enlightenment for those who desire it.

The *injectors* are solenoid operated valves which are made up basically of a valve

valves which are made up basically of a valve body and nozzle needle to which the solenoid plunger is attached.

The movable solenoid plunger is fixed to the nozzle needle, which is pressed against the valve seat in the nozzle body by a spring. The solenoid coil is mounted in the rear section of the valve body, and the guide for the nozzle needle in the front.

The pulses of current as received from the Control Unit (Computer) build up a magnetic field in the solenoid coil, lifting the plunger and attached nozzle off its seat. This then allows a path for fuel under pressure to escape.

The nozzle needle raises about .15mm, and depending on the signal from the Control Unit, will remain open from two to ten one-thousandths of a second. Additionally, with the leaking problems apparently taken care of, Bosch has provided us with a very trouble free injector.

Pressure sensor

Another item that has been the subject of much talk and tinkering is the *pressure sensor, intake manifold*. On the 99 it is mounted on top of the left fender, with a length of plastic tubing connecting it to the intake manifold. Inside the pressure sensor's die-cast housing, one will find two evacuated aneroids (of barometer fame) which change the position of a plunger inside a coil.

As the absolute pressure in the intake manifold increases (that is as the pressure in the manifold approaches ambient, such as encountered at high speed/high load) the aneroids are compressed. Upon compression the plunger moves into the coil so as to increase the electromagnetic inductance of the coil. In this plunger/coil position a longer opening of the injectors will be had.

Conversely, when the aneroids are allowed to expand, as in a trailing throttle or idle situation, the plunger/coil relationship is such that a lowering of inductance is experienced, and a shorter injection period results. It can now be understood why Bosch refers to the plunger/coil setup as in *inductive data transmitter*.

On '70 - '72 99s, the pressure sensor serves one other purpose - to provide mixture enrichment at full throttle. You will recall that on '73 and '74 99s the Throttle Position Switch performed this function.

John S. Fog
April, '76

Fluctuating idle - 99 carb

Should your '69 - '74 99 equipped with a Zenith Stromberg 175 CD exhibit a fluctuating idle (up and down) one can generally assume it is because of a malfunctioning deceleration valve. First, one should try to adjust it by turning the adjusting screw out counter clockwise (CCW), which displaces a plunger in to increase tension on the spring to push the brass valve tighter on its seat. Should that fail, disassemble and clean the valve and try again. If that doesn't do the job, replace the decel valve (it causes problems with regular and frequent monotony). It is also referred to as the "overflow valve".

Another accessory on your Zenith Stromberg is the Temperature Compensator. This rarely causes trouble, but after high mileage may get carboned up, and it can be cleaned. It is closed when cold, open when warm.

On the early 175's ('69 - '72) the CO is adjusted by raising or lowering the metering needle. On models '73 - '74 the Main Jet is threaded and can be raised or lowered as needed. The knob is on the bottom of the float bowl, and raising it (clockwise) leans the mixture, while lowering it (counter clockwise) richens the mixture. These adjustments are best made with the aid of an exhaust gas analyzer, to insure a compromise between fuel economy and engine power, especially at full throttle.

Should one have one's carb apart, it is to be noted that the correct float level is obtained when the mold line on the plastic float is parallel with the casing. Incorrect (high) float level may cause stalling around corners. The carb vent hole should be on the portion of the carb towards the driver.

Also, if the ZS 175 CD equipped vehicle refuses to run past idle, or will run only with the choke on, one may very well suspect the diaphragm has split. Therefore, the piston, which must move up and down to act as a variable venturi, will in this case remain stationary, hence the reluctance to run properly.

John S. Fog
January, '76

andrews

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9000 cold start update

This is a news flash about the cold start problem I had with my 1986 9000 T with 65,000 miles. On days when the temperature was between 55 - 70 degrees, the engine would crank, start, stumble, and then idle between 500 - 2,000 rpm for the first minute before settling down.

In August '89, the service manager told me he was seeing many cars with this mileage with these symptoms. He told me replacement of the AIC valve and/or the engine computer did not fix the problem. He also said Saab acknowledged this was a problem and they had no fix.

I checked back later to find that there was a new engine module and that indeed there was a problem with the ROM program. Unfortunately my car was out of warranty at this point, but the service manager contacted the person in Connecticut to see what could be worked out. A few days later he called me back to say that Saab would not swap the engine module, but I could send mine in for an upgrade. The arrangement was I would pay 0.5 hour labor and the FedEx charges.

The operation in Connecticut took longer than expected so I found only the labor charge on my bill. Unfortunately Saab is being very tight-lipped about details of what they do supposedly to prevent misapplication of the fix.

With the few warm days here, the car has started in a more reasonable way and warm restarts are easier as well. Summer will be the real test.

A little known fact about New England is our fifth season, salt season. I have found the single washer jet for the right side of the windshield doesn't deliver enough fluid to clear things away. Another case of foolishness from Saab. I'd recommend finding a driver's side jet to replace the one there. In addition I have more trouble with the washer fluid freezing up than I have in my 900. The problem with the 9000 is the hoses are located further away from the engine. The 900 had the hose routed over the intake manifold and head.

And remember to bring in those Bosch MicroEdge II wiper blades with tons of little hinges that freeze up overnight rendering them worthless. Actually, I got a pair of Tridon winter blades at the Saab dealer that are just great. One word of caution about installing them; the plastic piece that slides

99 foiled by 007

I have two '73 99s sitting in the driveway (the SAAB sisters... ahem) and they were visited upon last fall by something worse than the Bubonic Plague or AIDS -- an American teenager. Try to avoid these.

This one arrived at four in the morning and without even saying hello, deposited paint remover on the entire fleet, and apparently into the fuel tanks as well. The justification for this gift was that she believed that my daughter had stolen her boyfriend. Try to avoid these.

One of the 99s is injected, the other not, but after I drove the injected job downtown and back, I realized that I had big trouble. Up to that point I knew only about the external damage. I began to think that my fuel tank had been contaminated. Cleaning the injectors and replacing the fuel filter was not solving the problem, so I decided I would have to replace the fuel injectors. Here began the real disaster.

I looked in my file of this Honored Publication under "fuel injectors", and read in the May '82 issue, page 4, that one could use Bosch 007 injectors (#0-280-150-007) instead of the 045 type which is the original part number (#0-280-150-045). Great, sez I, and followed this bit of advice. Well, folks, I'm here to tell you that you shouldn't

believe *everything* you read in these hallowed pages.

It took the longest time imaginable to sort this out, because I never suspected this advice till much later. One uses substitutions of this type all the time in electronics, and generally it works out provided your substitute is correctly chosen.

When I finally stopped believing that there must still be some contamination somewhere messing things up, I called Saab and asked, "Is the 007 really the same?" and heard "Haddya expect us to know?" So, good, I called Bosch in town here and learned, "Haddya expect us to know?"

Finally I got hold of an outfit in Santa Ana, California, that overhauls fuel injectors and was told immediately, "Heck no! It's not the same. It produces a smaller flow." Suspicion confirmed.

You'll have to draw your own moral to this tale. No doubt the original advice was offered sincerely, and I would guess that if you replaced only one of four injectors you might not detect that one cylinder was running too lean. I will forever be more careful after accepting *caveats* from well-intentioned sources such as this one.

K. J. Strack
Pittsburgh, PA

into the J-hook on the wiper arm can crack easily. If you find that the adapter is stuck half-way on, use the pliers in the tool kit to *gently* squeeze the adapter on the rest of the way until it clicks into place.

Onto feeding the beast. *Consumer Reports* had an article that rated gasolines and there have been a few comments in the newsletter so let me add my opinions. I have found that Sunoco Ultra 94 is by far the best. Full, sustained boost under all conditions and more low end torque. These features work against you in the winter with snow tires (you'll shred them) so I tried Sunoco 90 and found the engine had some knock. By chance I had to fill up at the Exxon station next to work and decided to try the 89 octane. Surprise -- no knocking

with this stuff. I have tried switching back and forth several times with the same results. Exxon 89 is better than Sunoco 90.

My daily commute involves a hill at the beginning of each trip before the engine is warm. Using the EDU, I have determined that letting the engine run in 4th gear at a higher rpm rather than running 5th gear with partial boost results in better mileage for the section, but with the cold weather, I am also concerned with shortening the life of the Turbo due to insufficient lubrication. Then it occurred to me the engine management computer has all the information available to it to limit boost when the engine is cold. Why not?

David Gabbé
Brookline, MA

Comments on Klinik answers:**Poor idle**

It would greatly surprise me to find an AIC valve on a 1985 900, unless it's a 16-valve Turbo. Normally one encounters the Bosch CIS system with the auxiliary air valve. In '85 both base 900 and 900S were CIS.

May I suggest several often overlooked points:

1. Check the operation of the auxiliary air valve, both cold and hot. (Oct. '89, p. 16.)
2. Remove the black rubber bellows to access the throttle valve housing. Clean the housing and throttle plate with carb spray cleaner and allow to dry. Check the clearance between the throttle plate and housing with a feeler gauge. It should be about 0.002" and less than 0.003". I use a 0.0025" feeler gauge and found it to be ideal.

With 130,000 plus miles on the vehicle, this gap has probably narrowed due to the opening and closing actions of the throttle butterfly.

To increase the clearance, loosen the lock nut with an 8mm wrench and *slightly* turn the adjustment screw clockwise.

Tighten the lock nut and re-check the gap.

Replace the air bellows.

3. You did not state what pressures the dealer uses when your car was checked, but most Saab dealers use 4.7 - 4.9 bar. May I suggest you try resetting the *line pressure* to 5.0 - 5.1 bar, per the methods in the Saab 900 service manual 2:3.

My 1983 900 runs quite well at the 5.0 - 5.1 setting and quite poorly at 4.7 - 4.9. In fact your symptoms identically described how my 900 *used* to run!

4. Check/adjust the pulse ratio to 40-50 with a warmed up engine.

Tad Gilliam
Grand Rapids, MI

Water in trunk

In response to Roy Summer's query to the SAAB Klinik (Jan. '90), I noticed that Doktor Nio didn't mention the plastic tubing that is responsible for draining water from the sunroof, assuming Summer's car has one. The one in my car runs along the roof, down the C-pillar and ends inside (!) the trunk next to the spare tire and next to the rubber drain flap in the trunk floor where the water from the sunroof is then

supposed to (by design) drip out of the car. Perhaps the end of Mr. Summer's drain tubing was inadvertently moved away from the drain hole next to the spare tire leaving no place for the water from the roof to exit the car, or perhaps the drain flap itself has clogged not allowing accumulated water to leave.

While I enjoy tinkering with my car for fun and relaxation, my response to Joel S. Scheid's January letter (p. 15) concerning Lambda lock kits and the "need" to have a pulse relation meter to install the kit, is why bother going to all the trouble of making a pulse meter from scratch when any 4-cylinder dwell meter will do the same thing. After all the only thing the pulse relation meter is measuring is engine dwell angles.

Gene Zagorsky
New York, NY

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The great trans lube debate continues unabated

Club member Richard Johnson wrote me a very nice letter regarding my article in the December NINES (p. 18) in which he rebutted my comments against using 75W-90 synthetic gear oil. Apparently there was some confusion as to the emphasis of the article and the rather offhand comment regarding the synthetic.

Let me reiterate that article was written in the context of maximizing performance within the bounds of Saab's specifications for lubricants. The reference to 75W-90 gear oil was simply to comment that the synthetic would have higher viscosity at operating temperature than either a straight 75 weight gear oil or 10W-30 engine oil, and it would thus presumably increase drag. It was not my intention to imply that synthetic gear oil is unsuitable for Saab gearboxes; in fact, I did add that a 75W-90 oil would be "fine for gear box life". However, if one believed that synthetic lubricants provide superior protection and lower drag than natural petroleum products, why not use synthetic 10W-30? It certainly would have less drag than the 75W-90.

If one is convinced that he must use a GL rated oil in the 900 gearbox and that it should be a synthetic oil, then the 75W-90, which is the lightest synthetic transmission oil widely available, could be used without concern over suitability. As I said, the article was meant to explore minimum drag within Saab's recommendations.

I am firmly in the bewildered category regarding the gear oil vs. motor oil in a 99/

900 transmission. While the famous Saab Club survey came down firmly on the side of gear oil, driving habits and change intervals were totally uncontrolled in the survey and probably have a greater effect on transmission life than the oil used.

While the limited availability of 75W gear oil is often put forth as the reason that Saab changed their recommended lubricant to motor oil, they do not hesitate to specify other fluids which are not commonly available, such as DOT-4 brake fluid (which I have seen only as Castrol LMA) and "phosphate free" antifreeze, which is available only as a SAAB brand fluid.

If motor oil is inappropriate for the 900 transmissions, why do they specify it? The most insightful comment I have ever seen in the ongoing debate was the observation that 99/900 transmissions probably run hotter than in most cars because they are in physical contact with the engine sump. Of course, stability at high temperatures is one of the definite advantages of synthetic lubricants, which is why I now use a synthetic oil in the transmission of my remaining 900. It is an engine oil.

Note that the 9000 manual transmission, which is not in the engine sump, does not even have a drain plug. This indicates a recommended oil change interval of at least once per gearbox overhaul and at most once per clutch change. When clutch change time comes for me, I will use a synthetic motor oil to replace the factory fill unless there is by then a specific recommendation from Saab to use a GL rated product.

Steve Goldberger
North Canton, OH

More on synthetic lubes

I have been using All-Proof and AMSOIL (both made in Superior, Wisconsin) since 1978. I do not know the status of All-Proof any more, but AMSOIL has given me excellent service in my '73 and '75 99s. AMSOIL is more expensive than Mobil-1, but using it in a ratio of one quart AMSOIL to three quarts conventional oil, or a full four quarts of AMSOIL has kept the inside of the valve covers free of sludge. One should start with a clean engine, however, preferably less than 35,000 miles.

Frequently readers are curious about the benefits or dangers of using synthetic oils. In the past the advice has been "do not exceed the factory recommendations". Many do-it-yourselfers still follow the time tested advice of changing oil every 2,000 miles.

My 1985 900 has had Mobil-1 in its sump since 7,350 miles. Change intervals have ranged averaged over 7,500 miles (up to 8,800 miles) with no oil added between changes. I have always used either the SAAB oil filter or the blue Mann oil filter (W920/26).

The benefits of synthetic oil for me are reduced wear, easier cold temperature starting, and maintenance of a clean engine. Conventional oils have been greatly improved in recent years, but for reduced wear and sludge buildup, I think synthetic engine oil is the way to go.

Most SAAB owners probably change oil at 3,000 to 4,000 mile intervals. We are in the "severe" service category. If Mobil-1 is bought at \$3-\$3.50 a quart and the change interval doubled to 7,500 miles rather than 3,750, the cost compares favorably with conventional oil, but the service exceeds it and you spend less time under the car.

Gear lube: One quart of AMSOIL 80W-90 and two quarts 75EP have given me the best overall service in my 99s and 900. The gear box can be shifted in the subzero cold of Superior, Wisconsin and works well in the hot summers of St. Louis.

Marvin Conyers
St. Louis, MO

TAKE A BRAKE!

We now have semi-metallic brake pads for the 9000 with ABS brakes. These pads cost less than the stock replacements, are not quite as hard as the Repco Metal Master and are low dusting. For the 900s and 9000s without ABS, we have this compound, plus Metal-Masters and the Asbestos pads (**better get these now while they're still legal!**). Stop the dirt on your wheels, stop the noises, stop the fast wear and most of all STOP YOUR CAR BETTER.

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Of 16-valves & 2-strokes

Since writing about my '80 900 5-door/'85 SPG project in the Aug./Sept. '88 NINES, the most noteworthy event has been a black bear running into the left front fender and door in the pre-dawn light of Yosemite Park. I waited until returning home for repairs.

Mechanically the car has been trouble-free. Only a noisy throw-out bearing, a torn driver boot, and a sticking idle control valve have needed replacing. For calendar 1989 the fuel economy has been better than any previous SAAB - 29.9 mpg without correcting for the optimistic odometer. That includes trailering 2,000 pound loads of wood and gravel, car-topping skis and kayak, starts as cold as -25°F and some high speed driving on the trip west. Oil use is below 1/2 quart between 4,000 mile changes of Mobil-1. My first major expense is coming up soon with the purchase of a rebuilt steering rack.

The body and interior are holding up well at 180,000 miles. Weak points have been the leading edge of the hood (repaired a perforation) and front fenders at the seam with the inner fender. I had both fenders replaced when the bear damage was fixed.

When I began this project of combining the best features of a 900 5-door and 16-valve SPG my one concern was long-term cost and reliability. With 60,000 miles of exhilarating driving behind me, I can document that there have been no unpleasant surprises. Total costs including license, insurance, fuel, maintenance, tires, front fenders and steering rack have been under 5.5 cents per mile. Depreciation is tough to figure on a non-standard car, but if it is worth wholesale of a 4-door '85 Turbo, I have no depreciation yet. Performance is holding steady at less than 25 seconds accelerating from 0 to 100 mph.

With this SAAB being so boringly reliable I have shifted my energies to 2-strokes, driving a '67 95 and rebuilding a '62 96.

Two-stroke revelations

With an overnight temperature of -25°F and a 4pm high of -12°F, I thought it would be interesting to check the rumors of superb cold weather starting of my 95.

It's 4:30pm. Having pulled the choke past normal starting position to the heavy spring resistance of the Arctic position, I depress the clutch pedal and check that the gear lever is in neutral position. Now turn

on the ignition, or try to. It's very stiff. The starter spins at nearly normal speed and almost immediately the engine is running. Back off on the choke to prevent fouling of plugs. Engine dies for lack of fuel. Reset choke and engine fires instantly.

I switch on my digital timer and begin the test. At 45 seconds I select an exceedingly stiff 1st gear and release the clutch. By one minute I'm in second gear and accelerating. By two minutes the car is moving with the city traffic at up to 30 mph. Extra choke is needed for starts. At 4:40pm the temperature gauge comes to life and at 5:05pm the pointer reaches the green zone of normal operating temperature.

Guess the rumor is true!

Ignition

Realizing the weakest part of my '67 95 two-stroke is the ignition system, I recently ordered an Allison optical unit from Roadsport in Georgia. It came with a 6-slotted disc, probably for a Bosch distributor in a 6-cylinder Mercedes or BMW, that fits beneath the rotor. Three slots were taped over so it would give the 120° firing necessary on a three cylinder. Clearances for the optical unit itself were extremely tight. To make it fit I removed the stock pivot pin for the points and machined the rotor, its set screw, and the slotted disc to make more room.

I removed the rubber seal for the stock electrical lead to make room for the new three-wire cable and used silicone glue to seal and attach the cable to the distributor.

To set the static timing I did not have the Saab tool for finding Top Dead Center on cylinder #2. Instead I found a vernier caliper (plastic, \$15, Northern Hydraulics), a good substitute. Set the base of the caliper on the top edge of the spark plug opening, tension the depth pin against the piston top and rotate the engine with your free hand using the V-belt. Mark the flywheel when a minimum reading is found on the caliper dial. Mark the distance lines specified in the manual.

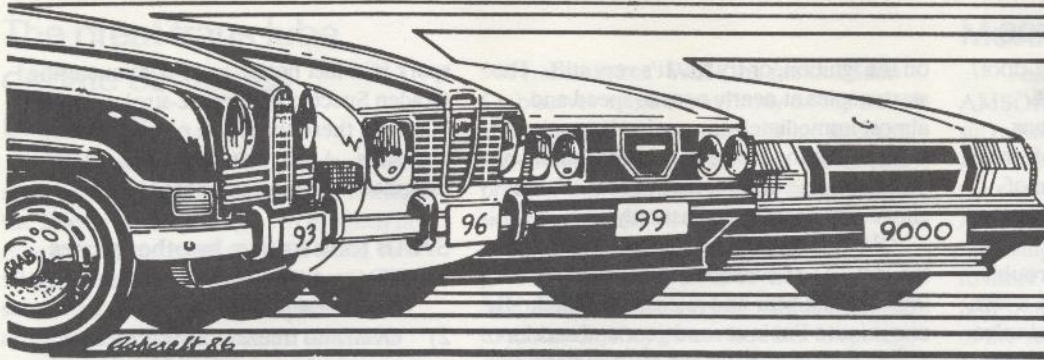
Short-term improvements have been less fall-off of power at high revs and perhaps faster starting. Long-term I plan to compare this year's 25.1 mpg fuel economy with next year's. In addition, I plan to switch from the current Bosch 225 plugs to colder ones so when I do high speed driving there will be less chance of burning a piston. If

spark is in fact hotter and I continue using Golden Spectro synthetic 2-stroke oil at a 70:1 mix, there should be no plug fouling problems. A side benefit may be greatly extended life of the stock rear muffler.

SAAB tools known by other names

- 1) TDC reading tool for 2-strokes - Dial vernier caliper
- 2) Oven and freezer - Substitutes for press in the installing of front wheel bearings. Pound out the old bearing, cool the new bearing in the freezer, warm the housing in the oven. What I expected to at least tap into position went entirely by gravity.
- 3) Drill press - Place dowel in chuck and use to press seals. To be fancy, just turn a block to the correct size to use as a custom drift. Alternately, use a small dowel to press incrementally around the edge of the seal.
- 4) Rope - Use to hold countershaft gears in position while the shaft is slid into position. Larry Williams recommends using a suspended rope to lower a two-stroke crank and aid in fitting pistons to bores.
- 5) Grease - Holds needle and other cageless bearings during assembly.
- 6) Copper pipe - a) Softer and easier to cut in making a shift housing nut removal tool (for 99s and 900s). Use once, then replace tamper proof nuts with regular hex nuts for future convenience. Modern thieves do not use this route for stealing SAABs anyway.
b) Solder a U-shaped tube from two 3/4" copper elbows and a short length of copper tubing. Attach under the hood as a cheap summer fix for a failed heater control valve.
- 7) Hard maple, tape & wire - All sorts of SAAB tools come from this material. The most amazing was one made by Clark Webster. He cut a 1 1/2" thick block into a circle, cut right through to remove an inner circle, then cut a notch in the newly formed ring. He lined the inside of the ring with vinyl tape and wound wire around the outside. With it I was able to reassemble and install the freewheel on my '69 99.

Eric Johnson
Northfield, MN



SAAB SWAP

CLASSIFIED ADS

CLASSIFIED AD RATES

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

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

DEADLINE: 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.

'59 93B, solid body, 850cc eng, runs, needs restoration, \$1,500. '66 96, good original condition, seized 2-stroke engine, \$750. Robin Reilly, Los Angeles, CA 90026. 213/ 250-5438.

2-Stroke & V4 Parts For Sale

95-96 front spoilers. Fiberglass reproductions of original factory ABS units. Black gel-coat finish. Includes all mounting hdwe and shpg. \$80.00. Mark Rheude, 781 E. Swanee Ln, Covina, CA 91723. 818/ 967-2459.

'69 V4 engine with transmission, good condition, \$300. Final offer - Free parts for 93, 95, 96! You pick up. Body, glass, mechanical, seats, trim, misc. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/ 324-5507 or 322-6226.

Sonetts For Sale

'74 Sonett III, good looker, Royal Blue. New valve seats, wood window sills, two snow spares, extra lights. Some repairable rust. Photos available, send SASE. \$2,750. Howard Cummins, 5806 N. Woodland, Kansas City, MO 64118. 816/ 452-7423.

'74 Sonett III, excellent running condition. Transmission and clutch recently rebuilt. Cooling and exhaust systems redone. Extras. \$3,500 obo. Joni Yerkes, 1828 Vine St., Paso Robles, CA 93446. 805/ 238-1525.

'73 Sonett III, clean, 99% complete, body & paint good, engine completely rebuilt. New clutch, new brakes, factory alloys, restored interior. Monte Swann, 4619 Larkspur St., San Diego, CA 92107. 619/ 224-8855.*

'72 Sonett III, 86k mi. Hardened valves, Weber carb, rebuilt brakes, transmission & hydraulics, new clutch, pan sandblasted and refinished, new interior, cassette deck. Driven daily, runs sweetly. \$3,300. Konrad Hittner, 1107 Soo Blvd., Rice Lake, WI 54868. 715/ 537-6220 days, 715/ 234-8974 eves.*

'71 Sonett III, 52k mi. New clutch & slave cylinder, new brakes & M/C. Body perfect, good interior, freewheel works, aux. lites, alloys, needs rockers. \$2,300. Lewis Eig, Monsey, NY. 914/ 352-6124.

'66 Sonett II, #026, 3-cyl, 50k mi, good to excellent original condition. Runs well, needs interior, EMS mags. \$8,000. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/ 324-5507 or 322-6226.

Sonett II, #252. Car is rough, has V4 installed, runs & drives. Lots of new and used spares. Steel and alloy wheels, in need of restoration. \$1,000 Firm. Gary Reider, RD 4 Box 232, Boyertown, PA 19512. 215/ 845-2982.

93s, 95s & 96s For Sale

'72 96, Tan, Monte Carlo dash, very good condition inside and out, no rust. New shocks front & rear, new clutch, fully overhauled. 68k miles, garaged. \$2,000 firm. Joel Bernstein, NYC, NY. 212/ 714-1520 W, 914/ 423-8538 H.*

'70 95 Wagon, quiet trans, new Diehard, valve job, radiator rodged, new brakes, hydraulics. KYB gas/new lever shocks. Extra interiors, more. \$800 obo. MUST SELL! Michael Fremer, Midland Park, NJ. 210/ 670-6319.

'60 93F, 2-dr sedan, Red, complete with 3-cyl engine & trans. Mostly restored, needs assembly. Extra parts, Sonett mags. \$1,000. Robert Garber, 41841 Lawrence Ct, Elyria, OH 44035. 216/ 324-5507 or 322-6226.

Spring Cleaning - Not-going-out-of-business Sale and give away. Numerous parts for 95, 96, 99 & Volvo. Complete fiberglrs for Sonett-III or V4, 96 transmissions. 99 auto trans, heads, whole engines. '74 Volvo auto trans, Volvo B-18, B-20 engine. Reasonable prices, some items free. Baldwin Foreign Auto Repair, New Lebanon, NY. 518/ 794-8729, 8-9am best time.

Two Sonett V4 rear glass; one new with small crack at bottom, \$350, one used with crack 3/4 up, \$150. Will consider trades. Shipping not included. David Kronen, Woodland Hills, CA. 818/ 703-7323.

Sonett III parts: two nose pieces with crudely glassed in headlight openings, \$150 each. One nose piece complete with headlights, \$275. None have grilles, crating and motor freight extra. Rebuildable V4 engs from \$50. Thomas Cox Jr, 3609 Hernwood Rd, Woodstock, MD 21163. 301/ 465-6691 eves.

Factory Service Manual, 95-96 & Sport, '65-on. Saab P/N 787903. \$60. Creighton Demarest, Lake Drive, Darien, CT 06820. 203/ 324-7639.

99s, 900s & 9000s For Sale

'88 9000 Turbo, 35k mi, Silver w/Grey leather, automatic, 2-way glass sunroof. Loaded, excellent condition, orig owner. \$20,500. John Gleason, PO Box 3153, Scranton, PA 18505. 717/ 457-2673.

'86 9000 Turbo, 75k mi, leather, glass roof, Alpine stereo, all records. \$12,000. Bruce Bowman, 130 E Main St, Bloomsburg, PA 17815. 717/784-2747.

'80 900T, lotsa hiway miles. New head, turbo, trans, rack, bearings, joints, and brakes; needs paint & headliner. \$1000 in accessories included! \$2,990 obo. Larry Hunt, Grissom AFB, IN. 317/689-9473.*

'79 900 Turbo, 5-dr, 88k mi, rebuilt turbo, new front calipers, master cylinder, new paint, Goodyear GT+4s. \$2,750. Barry Mabel, 27 Oakwood St, Albany, NY. 518/459-2321.

'78 99 Turbo, Silver w/Red interior, 71k mi, orig owner. No A/C. Zero rust, driven only on clean roads. \$5,000 firm. Creighton Demarest, Lake Drive, Darien, CT 06820. 203/324-7639.

'78 99 Turbo, 93k mi, Silver gray, Burgundy interior, good running condition. \$1,700. Ed Morrell, Randolph, NJ. 201/361-6439.

'76 99GL notchback, 78k mi, body very good, solid, interior very good. Seldom used, new fuel pump, engine needs FI work, excellent transmission. \$425. Paul Henderson, Box 501, Far Hills, NJ 07931. 201/781-2036.

'71 99E 1.7, 2-dr, 4-spd, Red w/Black interior (redone), solid body. New head gasket, water pump, brakes, shocks, clutch and more. Soccerballs w/Pirellis, tach, spoiler w/fogs, better than an EMS! Needs trans work, drive-able short distances. Extra parts incl. \$800 obo. Lewis Eig, Monsey, NY. 914/352-6124.

99, 900 & 9000

Parts & Accessories

Oodles of 99 and 900 parts. Early 99 parts, everything! '79 900 Turbo parts: red interior, call with needs. 900 & 9000 wheels, most styles, great prices, selling out! Lewis Eig, Monsey, NY. 914/352-6124.

New 99 parts: Complete Walker exhaust, \$110. Radiator, \$100. Valve grind gasket set, \$30. Rear mud flaps, \$30/pr. Roof rack, like new, \$75. Paul Henderson, PO Box 501, Far Hills, NJ 07931. 201/781-2036.

900 muffler & tailpipe, new, \$90. Bosch fog light, \$20. Hella 181 driving light, \$25. Fiam electric horns, \$15. Hella H4 bulbs, \$7. Passport radar detector, \$125. James Feinberg, 8121 University Dr, Clayton, MO 63105. 314/863-8737.*

99/900 parts & acc: 4 used S wheels, \$450, or w/mtd Michelin MXVs w/5k, \$800. 2 used Turbo 15-spoke wheels, \$300. 2 steel wheels, '85-on, \$35 ea. Tan thermoplastic mats, \$50. Set Black corduroy Sport & Rally front seat covers, \$45. Also parting '87 900S 3-dr, 5-spd, Red w/Tan cloth. Rob Allen, 203/248-8798.

Parting out two 99s: '75 4-dr & '76 GL, std trans, many good body & engine parts, cylinder heads, reasonable prices. D. Wood, 247 Montague Rd, Box 429, Sunderland, MA 01375. 413/665-3613.*

'86 900T parts: nose complete or parts, doors, wheels, seats, 2 SPG rims, roll-bar kit, rear clip, 16V eng (burnt). '88 900 Tan leather interior. '87 9000 leather seats, brown cloth interior. '87 900 Conv Grey leather interior. Doug Wood, Westford, MA. 508/692-5645.

Clarion/SAAB ETR AM/FM stereo cassette and Clarion Equalizer w/cable, Pioneer GM123 120W amp, Alpine 5 1/2" speakers, custom cabinet w/10" Pyle woofers & horn tweeters, 900 SR deflector, 99 brown headrest cushions. Jack Hoppenstand, 99-60 63rd Rd, Apt #9G, Rego Park, NY 11374. 718/275-3934.*

Equalizer for '86-87 900S, p/n 0273052, \$175. Buying EQ, CD or high end speakers for '88 900S. Ed Brekke-Kramer, 317 E 1st St, Fairmont, MN 56031. 507/238-2874 eve, 507/354-2196 days.

Speakers, never used, OEM front & rear set (2 pair). Fits 900, 900S/T/SPG. Below 1/2 list. Robert James, New York, NY. 212/595-2343.

Factory Service Manuals for 79-82 900. Specifications, Engine, Electrical, Body and Acces. \$30 +UPS. Bill Kopp, 12160 Forest Rd, Hayden Lake, ID 83835. 208/772-2264.

99, 900 OEM parts wholesale to Saab Club members. Engines, transmissions, large assortment of used parts, OE parts, aftermarket parts. Installation and service available, Mon - Sat, 9am-8pm. Trollhattan Motors Inc., 310 George Ave, Baltimore, MD 21221. 301/682-4688 or 301/686-2446.

99, 900 headliner recover kit, comes with glue, 3 1/2 yds of material and complete instructions, \$77.50. Other parts available Mon - Sat, 9am-8pm. Trollhattan Motors Inc., 310 George Ave, Baltimore, MD 21221. 301/682-4688 or 301/686-2446.

Parting out: '86 900S 16v, '87 900 16v Turbo, '86 900SPG, '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.

Competitive pricing on 900 parts. Engines, transmission, body parts, many misc. Locating service. Galyon-Walker Imports, 307 E Lincoln Way, Ames, IA 50010. 515/233-2996.

Parting out: 6 99s & 13 900s, 1973 thru 1985. New OE sunroof deflectors for 99, 900 & 9000. \$45.00. Rod Beckner, 604 E 1st, Albany, OR 97321. 503/928-6351.

Leather steering wheel for Volvo 740, new in '86 never used. Volvo OE as used on Turbo models. \$150. Tim Schaap, St. Simons Isl, GA. 912/638-4076 or 912/638-3070.

4 new OE 15-spoke alloys and Pirelli P600 tires. Sell together or separately. \$1300 obo. Amnon Magor, Flushing, NY. 718/268-4215.

Wanted, All Models

Pirelli CN36 175/70x15, must be new tyres. Also need early Turbo Inca wheels (old #8939662, new #0022343), must be like new condition. Creighton Demarest, 17 Lake Drive, Darien, CT 06820. 203/324-7639.

Tekno 93 and Bandai 96, 99 & Sonett scale models, 96 & 93 posters, old, odd SAAB promo items, SAAB 93 for parts or restoration, correspondence from collectors of SAAB memorabilia. Rob Allen, 203/248-8798.

900 SPG parts: wheel & tire, sway bars, intercooler, air mass meter, bumpers & misc front end components. Galyon-Walker Imports, Ames, IA. 515/233-2996.

For '68 Sonett V4: front cast grille & front bumper strip, in good condition. David Kronen, Woodland Hills, CA. 818/703-7323.

Front bumper and rear ashtray for '85 900S. Jack Hoppenstand, 99-60 63rd Rd, Apt #9G, Rego Park, NY 11374. 718/275-3934.

4 EMS style rims and green headrest inserts for '75 99LE. Set of blue corduroy seat covers for 900 4-dr. Rob Pecsar, 709 Winding Way, Encinitas, CA 92024. 619/943-7172.

Front sway bar kit and air dam to fit '76 EMS. Tom Parker, Midland, MI. 517/835-8387.

Do-it-yourself SAAB Service Manual for '86 900. Ben Bundy, 5563 Gala Ave, San Diego, CA 92120. 619/287-8995.

Factory 900 car cover. 900 wood & leather shift knobs. Factory 900 Tan plush carpet mats (excellent). Black leather shifter cover. Chime seatbelt warning relay. Charlie Hawkins, 23 Sand Dollar Ct, Newport Beach, CA 92663. 714/631-2158 eve, 714/667-0557 day.

Body for 96 2-stroke. Main structure must be sound with all rust cancer repairable. Wishing for one within 500 miles of Minneapolis. Lowell Haas, HC-61 Box 255, Deerwood, MN 56444. 218/546-5398.

99-900 transmission measuring jigs and tools for 4-speed manual transmissions. Arne Gunnarsson, 38828 Harris Trail, Fallbrook, CA 92028. 619/723-9154.

Carb for '69 V4, Fomoco preferred. Rebuildable OK. Al McGraw, PO Box 6274, Athens, GA 30604. 404/542-0661.

On to Liberty, a Sunday drive

Sunday. November morning clear and cold. There is blue sky but large clouds so big they look dark pass overhead at a very rapid speed. I have the day off; no plans. Alone. My 1969 96 is in the garage. It is to be taken off the road soon to protect it from the realities of Maine's winter. "Hmmm. One last good drive?" I think to myself. "Yeah, a Sunday Drive. Yeah, a SUNDAY Drive. *YEAH, A SUNDAY DRIVE!*"

"But, no, really, I shouldn't."

I mean *everybody* along the coast of Maine is sick and tired of people just driving and looking. It's November, time to stack firewood, hunt deer, watch a football game; not drive, with no aim, waste gas, pollute the air. No. No, a conscientious SAAB owner could never justify such a thing -- a Sunday drive with no purpose but fun.

Let me tell you a little about myself. I'm a SAAB mechanic. I have been ever since my brother bought a '67 96 2-stroke. It was a mess of a car, but we both learned to love it just the same. I was fourteen at the time, and now fifteen years later I earn my bread, butter, and gas money from SAABs. New SAABs. Very new SAABs. SAABs with computers, automatic climate control and seat belts, and 175 horsepower. Very different, but still, somehow the same.

Now, because of this, I spend a lot of time around SAABs. Why would I want to go for a drive, on Sunday, my day off, in a SAAB? Of all things? Liberty, I ask? Where is Freedom? And what about Union, anyway?

But hey, what would Satch do?

Let me tell you a little about my '69 96. It is not stock. 80-over pistons, custom cam, competition clutch, and four-on-the-tree! It has four-bolt axles off of an early G.T., new 185/65 tires mounted on alloy rims, Motor Sport exhaust and a two-barrel carb. I figure the engine develops about 90hp. The car came from Colorado where road salt is

an oxymoron. It is clean and strong. In fact, I just moved back from Colorado and my 96 made the trip all four wheels on the ground and engine turning. Aside from a speeding ticket in Kansas, a great trip.

But, once in the East, things deteriorated. The car ran terribly. After much mucking about with complex theories of altitude, compression ratios, timing and fuel mixture, I realized that the lack of lead in East coast gasoline was eating my valves, so a quick and easy adjustment of my valves was all that was needed (for now). Only a V-4 would run on 2.5 cylinders for several weeks and forgive me for it. And it did. But just to show my appreciation, last week after I got it running, it got a very thorough once-over and is now adjusted to the East and it so happens it likes all the air down here at sea level.

"So, a Sunday drive?" I think...

The garage door opens (by hand). The car door opens and shuts. Fasten and adjust seatbelt (yes, by hand too). The key is turned. Choke. Two pumps of the gas pedal (this is an early version of a cold start injector). Contact. BRUMMMMMM. And away we go. Ease it out of drive. Feed in the choke (this is an antique version of a transient enrichment relay circuit found on later SAABs).

I turn onto the pavement and slowly shift up, keeping the revs down till it's warm. The low fuel light is on (wow, in a 1969 car!), the gauge points to Empty. But, as any 96 owner knows these cars do not run out of gas, believe me I've tried. I turn the wheel left and right quickly, this sloshes the gas in the tank and I can watch the gauge to see just how empty it really is (this option is not available on later model SAABs as they put in an electrical damper to make the fuel gauge more stable). Plenty of fuel to get to a station.

I manually adjust the heat controls, I can hear the cables moving. No black boxes. I pull into the station. Before filling up, I pour in the lead additive and also some octane booster, these magic liquids supposedly trick the gas into thinking it was refined in 1969. I fill the tank: 9.236 gallons. In the days when 96's were new you did not have the advantage of knowing how much fuel you added to the thousands-of-a-gallon, nor, to find out, did it cost over a dollar a gallon.

I'm ready. No turning back. I'm going on a Sunday drive.

To Liberty.

By back roads, of course.

Let me tell you a little about the back roads of Maine. They're *great*. Really, where else can you have a choice of four routes to go to any destination you want? From the Maine Turnpike, to two-lane highways, to old paved roads, to dirt roads, you choose the route. And that's just what I did. A route from Rockland to Liberty, Maine, to visit the Liberty Tool Company -- Maine's largest used and antique tool dealer (where else would a SAAB mechanic go for a Sunday drive?). You see, I had figured out the perfect reason to go for a drive, not a Sunday drive but instead a drive to Liberty, in order to look at tools. It was a business trip! I could probably even make it a tax deduction! Isn't America great? Thank you Liberty.

Ahhh, the power of justification.

The route I took paralleled Route 131. Narrow two-lane roads; some with yellow stripes and grey pavement, some with black stripes (from the kids in the pick-ups) and wooden bridges. And lots of dirt in between. In other words, great roads for a SAAB, any SAAB. The pavement was cold and dry. No squeeling, great traction. The dirt was soft and dusty. No sweat, very predictable. No tunes on today's drive, just the beautiful sound of the engine. Smooth shifts, even revs, keep the SAAB on the road. I have to say, the only thing better than a great-running SAAB is a great-running SAAB after it has run poorly for a week or two. Today, this 96 ran smoother than honey running around a warm skillet. It was sweet. Erik Carlsson had nothing on me.

Now this is a Sunday drive.

Back on the pavement and numbered routes, I round the last set of S-curves just before my goal, my justification: Liberty Tool Company, Liberty, Maine (next to Freedom and just past Union, really). But, by now I know, by now I remember: It's the journey not the end that matters. Today, for a brief moment on a clear and cold November day, I put aside all the Shoulds and Oughts and did something just for the fun of it.

Jefferson Brockway
Spruce Head, ME

NICHOLAS PELLEGRINO

FOREIGN MOTOR REPAIR

SALES

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282 ENFIELD MAIN RD. ITHACA, NY 14850

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MEMBERSHIP/SUBSCRIPTION

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SAABS CURRENTLY OWNED _____

(i.e. '84 900 S 4dr. automatic / '78 99 GLE 5dr. 4-spd / '72 Sonett III / '68 96-V4 Deluxe)

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

- First Year \$23.00
 Renewal \$20.00

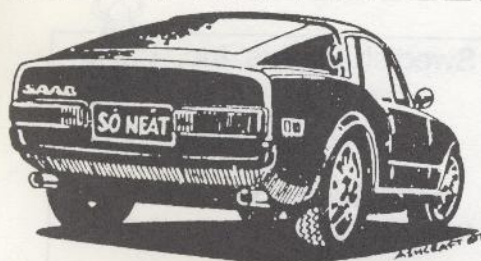
- Canadian add \$3.00U.S.
 International add \$7.00U.S.
Please check appropriate box(es)

(Canadian and International - Money order or check payable on a U.S. bank only. Cash OK.)

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

MAKE CHECKS PAYABLE TO "THE SAAB CLUB"

- Address change only



FROM THE BACKSIDE

There were a couple of goals for the SAAB Club in 1989; first, to reach 4,000 members; second, to surpass \$100,000 in gross income, which was done at just over \$102,000.

We ended up several hundred short on the membership goal. In January, 1989, we mailed 3495 newsletters in the U.S. The total for January, 1990, was 3625 for a net increase of 130 during 1989, up 4 percent.

There were over a thousand new members in '89. As usual, renewals ran about two out of three.

In addition, we send about 225 newsletters to addresses outside the U.S., including to all known SAAB Clubs in Europe and Australia. That number has dropped a little from last year.

We also send NINES to about twenty-five key Saab officers and employees, to several national magazines, to Public TV's *Motorweek* and to National Public Radio's *Car Talk* (having heard Click and Clack try to answer some SAAB owners questions, they need this newsletter).

How about 4,000 for 1990? We'll be working on several promotions this year to increase membership including contacting SAAB dealers. You can help by getting another SAAB owner to join.

It's time for an updated Mechanics List. We have the names of many independent SAAB repair shops, but we can always use more. Send the name, address, phone number, hours open and special services (body shop, 4-wheel alignment, 4-gas analyser, performance parts or tuning, etc.) of your favorite mechanic or shop. Look for it in time for summer vacations.

Since Saab cars are no longer built by Saab-Scania AB, but by Saab Automobile AB, they will have to get a new logo. And since this may not happen soon, here is your chance to give Saab your ideas.

Put your pencil to paper (or your mouse to computer disk) and send it to the SAAB Club. We'll publish the best in a future issue. Please include your name and address somewhere on the drawing.

While we don't guarantee Saab will use any of your ideas, you can be pretty certain the folks there will see them.

The Saab 9000 Turbo that is part of *Automobile* magazine's Four Seasons test fleet has reached six months and 12,000 miles, as reported in the March, 1990 issue. Editor/Publication director David E. Davis, Jr. is a great fan of this car and gives it a glowing report.

Gary Maki, husband of *Automobile's* managing editor, made this entry in the 9000's log after a weekend trip: "Very refined and FAST. Smooth and FAST. Solid, comfortable, and FAST."

AutoWeek has a regular feature called "AutoFile", an in depth look at a particular model including an owner's survey, media comments, and a breakdown of expenses. The Acura Integra was the subject of AutoFile in the February 5, 1990 issue. Integra owner Jon Cole of Arlington,

Virginia had this to say:

"Purely subjectively, if I had to have only one car I would pay extra and choose the Saab 900, trading the amenities and speed of the Acura for the overall utility, solidity and durability of the Saab."

Speaking of *AutoWeek*, popular columnist Satch Carlson, long-time SAAB owner and promoter, is now a former *AutoWeek* columnist. Carlson received a letter informing him that the magazine was changing its "editorial direction", and that Satch's brand of literary insanity would no longer fit in.

Carlson had been "on sabbatical" for several months while he was the defendant in a court case involving an alleged romantic liaison with a 17-year-old female student of Carlson's English class in an Anchorage, Alaska, high school. Charges have been dropped, but Carlson was not rehired to his teaching position.

This frees Satch to pursue other activities, such as One Lap of America. He has agreed to run with your humble editor in a Saab 9000-2.3L, courtesy of Saab-Scania of America. One Lap is a nine-day tour of the United States, covering 10,000 miles. The event begins in Long Beach, California, on April 14th, and ends there on the morning of April 22nd, just prior to the running of the CART Indy-Car Long Beach Grand Prix. More details in next month's issue of NINES.

The U.S. Postal Service has announced their intent to raise postage rates in early 1991. As a result, there might be a subscription price increase at that time. You may wish to renew for two years to head off the increase.

Til next month,

Tim Winker, Editor

NINES

The SAAB Club Newsletter
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