SAAB CLUB OF NORTH AMERICA

NINES

THE SAAB CLUB NEWSLETTER

$2.25
May
1990
no. 192

One Lap in a Saab 9000S 2.3 page 10
Interchangeable body parts: 99 & 900 page 12
Rubber window trim for Sonetts page 13
The Recycling of Winter Beater Mk. II page 14
DIY cruise control for FI or carb page 17

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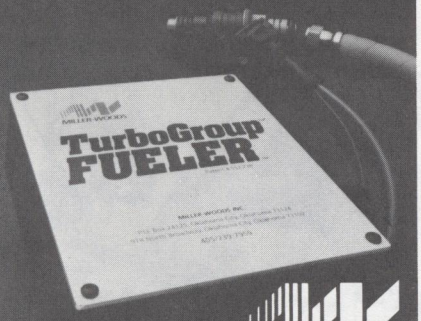

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Regional Club News

Calendar of Events

1990 National SAAB Owners' Convention
Aug. 3-5 - Sturbridge, MA. See page 23 for details. Mike, 508/ 525-2110

Central Penn SAAB Club
May 20 - Trip to Harper's Ferry, WV. Meet at 8am. Bring a picnic lunch. Mark Uhryk, 717/ 432-9433.

Delaware Valley SAAB Club
May 20 - Tour of "Hagley on the Brandywine", the original DuPont mills, estate and gardens. RSVP by May 12. Pat Bolmeyer, 302/ 994-6357 eves.

Milwaukee SAAB Club
May 21 - Meeting: Guest speaker, Matt Joseph, auto journalist & historian. Dave Parps, 414/ 375-2676.

Tulsa SAAB Club
June 17 - Picnic. Ray Kurr, 918/ 451-2899.

West Mountain SAAB Club
May 19 - Spring Rally '90, People's State Forest near Hartford, CT. 12 noon. Mike, 508/ 525-2110.

Western Pennsylvania SAAB Club
May 19 - Spring Mountain Festival, Ligonier, PA. Tour of Dennis Sweeney's new facility, followed by a rally to the Sweeney farm for picnicing, swimming, fishing. Rain or shine. Andy Bittenbinder, 412/ 364-4780.

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

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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.

Those wishing to submit articles or letters on 5¼" IBM-formatted disks, please convert to ASCII text files (<*filename*>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

MEMBERSHIP/SUBSCRIPTION:

First year membership	$23.00
Renewal	$20.00
Canadian	add $3.00
Overseas	add $7.00

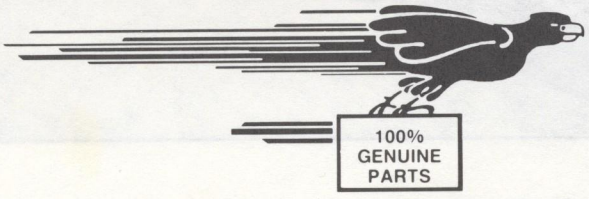
First year members receive two recent back issues and two SAAB Club decals.

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. Please send new address and old address, *including zip codes*, to the SAAB Club at the address above.

RETURNED CHECKS: There will be a fee of $10.00 charged for returned checks.

SAAB

PARTS SPECIALISTS



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Letters to NINES

#1 SAAB fan

For some time now I have been meaning to write and tell you how much I appreciate your placing my name on the mailing list to receive NINES. You are doing a great job in publishing this every month which I am sure many SAAB aficionados like myself appreciate.

Being the first of many SAAB nuts, as I fondly call us all, I can say that we really are lovers of unusual and interesting automobiles. I have been that ever since I spent three months in Sweden in 1949 helping in getting the production of the first 92s started.

Little did I realize or ever dream when that first SAAB 93 was gingerly lifted over the side of a ship in Brooklyn, New York, that there would be so many SAABs going all over the United States. This in no small way is due to enthusiasts like you and the many other members of the SAAB Club of North America.

I am looking forward to attending the 1990 National Convention, at which time I hope to be able to show off my newly restored Sonett.

Keep up the good work and I look forward to meeting you this summer.

Ralph Millet
Old Saybrook, CT

For those who don't know, Ralph Millet was founder and president of SAAB Motors, Inc., the SAAB subsidiary that began the importation of SAAB cars to the U.S. in 1956. He also started the importation of Scania trucks under Saab-Scania of America, Inc. in the early 1980s. - TW

Earth Angst

Here it is Earth Day again. My 2-stroke is hidden away in the garage. I recently read an article stating that 2-stroke engines are at least 200 times more polluting than "conventional" engines. Sometimes I get to feeling guilty; maybe I should go out and buy a new, clean, plastic, *disposable* car every year like a responsible American!

I am still running my SAAB on Amsoil synthetic oil at a mixture of 100:1. This reduces carbon buildup, is economical, and hopefully makes my car only about 50 times more polluting instead of 200. This, along with never generating any used motor oil, may allow me to guiltlessly take the SAAB out of the garage again.

Steve Verkouteren
Swanton, MD

Thanks, Lappers

On the way out of Cheyenne, Wyoming, on Easter Sunday, we pulled up next to a 9000 rally car at a stop light. Said hello. They asked if we were members of the SAAB Club and of course we said yes. While driving down the road they handed us a club sticker. We both honked at the successful "passing of the stick" and continued on our ways. They went toward Nebraska, and we went on to Denver.

My wife and I still grin every time we see that sticker. We wish we had a local chapter to brag this event to. Thanks to the 9000. You guys capped off a great day.

Miles Christensen
Denver, CO

I remember that! I was at the wheel and had Satch pass you the sticker. Always promoting the SAAB Club, I often flag down SAAB drivers and give them a membership flyer or a club decal.

Several SAAB Club folks came up to say "Hi!" while we were on our Lap of America: Lowell Stuedemann of Strieter Motors met us at a passage checkpoint in Davenport, Iowa. Stuart Sadikoff showed up at Chimney Rock. Jay Johannes and family greeted us in Colorado Springs. There were others, but I don't remember all the names. In the words of Frank Bartles, "Thank you for your support." - TW

Hi-priced hi-beams

Re: The $240 headlights on some certain newer Saabs.

A friend told me his son had to go all the way to Portland to get them and was so disgusted he is selling his Saab.

My 95 uses $5 units which last long, just as bright, and are easy to find and replace. How in the world did Saab hire a designer who thought of such a stupid idea of a $240 headlamp and why wasn't he stopped? Such irresponsibles ought to be *fired*, along with originators of poison-gas air bags, wimp-toy spare tires and other dangerous trash. Such "people" shouldn't be allowed to design *anything*!

Kudos to Jack Ashcraft for his opinions as to requiring designers to work on cars for a couple of years before being turned loose. I'll add to that: At least three years on cars at least 10 years old! And fire all incompetents!

Dana Morong
Wiscasset, ME

The list price on a replacement lens/reflector assembly for an '87 or newer 900 is $150. If the car has been in an accident and the entire assembly (mounting brackets, etc.) needs to be replaced, the list is $208.50. These prices are comparable with most contemporary European cars.

Your friend didn't have to go all the way to Portland, he could have had the part shipped from any Saab dealership, and if he were a SAAB Club member, he might have even gotten a discount.

A 7-inch round U.S. spec halogen headlamp with light output almost as good as composite headlamps retails for $20, not $5, though sale prices may be closer to $15.

Air bags and space-saver spare tires have become necessary due to government regulations, not manufacturers' choice. The space-saver (and weight saver) spare and aerodynamic headlamps help to shave a few percentage points off the all important Corporate Average Fuel Economy (CAFE), which seems to dictate more how cars are designed today than style or safety.- TW

Pamper 'em or use 'em?

I'd like to add some fuel to the pamper vs. use-'em-the-way-they-were-meant-to-be-used fire concerning old SAABs. I agree that the cars were sturdily built (25 years ago!) and meant to be run hard (with frequent maintenance). They were also relatively inexpensive and had plentiful, affordable spare parts available. If I can ever find yet another set of piston rings for my old 2-stroke, it will be driven with the respect for age that is has earned.

My daily driver, a 1984 VW GTI, is replaceable and has plentiful, cheap parts availability. I can use it up with a clean conscience. My '67 95 will live all the longer for it.

Bob Miller
Tucson, AZ

NOKIA TIRES - Finland

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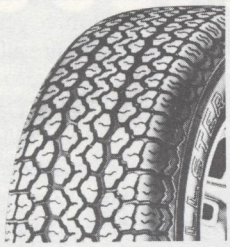

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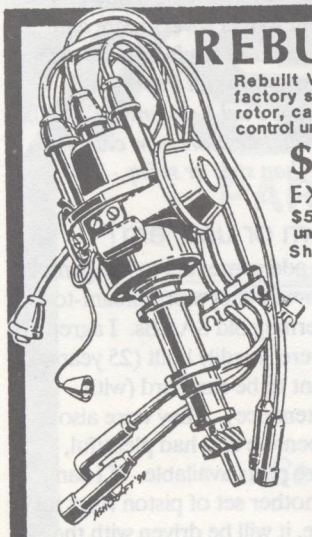

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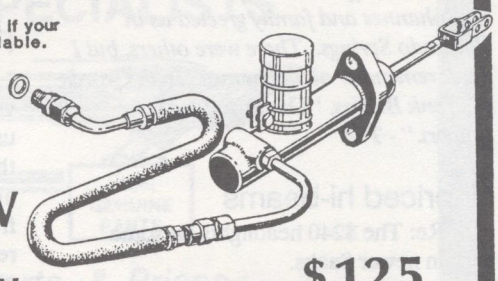

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The Safest Car

For the most part, I agree with Mr. Jablons letter in the April issue of NINES, concerning Saab's advertisements. Where we strongly disagree are his comments concerning Saab's latest attempts to advertise its safety virtues.

In my opinion (and I'm not an ad exec), good advertising should do two things: (1) inform and (2) convince. Recent Saab ads, in my opinion, have done neither.

Obviously, good ads should convince you to buy their product. But why should they inform? Well, you'd be surprised as to how many American consumers still think SAABs are rear wheel drive, or that Volvos have a much better safety record than Saab's! I don't know how many readers surveys I've seen rating Volvo as the "safest car in America"!!? In fact, in a recent readers poll survey I saw (in one of my wife's magazines, like Good Housekeeping... but don't laugh, women buy cars too), Saab didn't even finish in the top five manufacturers! So how can consumers be convinced to buy a Saab if they don't even know the product?

To me, this is a clear indication that Saab advertisements have not done an effective job in explaining their product to the American consumer. One of Saab's strongest selling points (at least to many families I know), has been their commitment to building safe cars. Saab has a consistent, and well documented track record to help substantiate their claim of the crown of "Building the Safest Cars in America". Few others, if any, can make this claim! Even if many manufacturers now do offer air bags or anti-lock brakes on certain models. I'll bet for around $17,000 you can't name too many Japanese, German or American cars with both air bags and anti-lock brakes... except, of course, the 1990 Saab 900! Saab has but a few market niches remaining. If they don't exploit their safety record (among others, such as "character") then they might as well give this year's advertising budget of $25 million to charity, and take the tax write-off instead!

Dr. G. M. Metze
Gaithersburg, MD

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 SAAB repair shop.

Send your questions to: SAAB KLINIK, 2416 London Road Unit 900, Duluth, MN 55812-2221

I have a 1987 9000 Turbo, manual transmission, with 86,000 miles on it. Shifting into second gear is a problem. It grinds shifting from 1st to 2nd whenever the RPMs are above 3,000/3,500 or if shifted from 1st to 2nd quickly at any RPM above idle. (I avoid the problem by shifting at low RPMs or by shifting slowly , but that's not the way I want to drive a turbocharged European performance sedan.)

The situation was first brought to the attention of the dealer at 61,000 miles but they were unable to locate any problem. I brought the car in twice more, but they still were unable to duplicate the trouble.

I was told they would cover half the price of the repair since the transmission was covered under the value retention program. Because the mileage was now 7,000 past the limit they would not cover the full repair. They are unable to give me an estimate.

This is the only Saab dealer within 100 miles. I've taken the car to them for a number of problems without satisfactory results and am terrified of going in for *minor* service much less a major repair. My idle dives, the air conditioner makes a vibration over 3,500 RPMs. I've tried to get these problems fixed but all I get is soaked for a couple hundred bucks and the fix lasts two weeks.

I've called Saab NA a couple of times and each time they said they would look into it and get back to me, but they never have. I have all the service records and the dates and names of the people I called at Saab.

Edmund Kidd, Jr.
Rochester, NY

The Value Retention Program Guide mentions the following allowable repairs for the manual transmission:

Correct unacceptable gear engagement, popping out of gear and/or reverse gear engagement difficulties.

As hard as it may be to accept, at 86,000 hard miles, the synchro cone is just plain worn out. Since you brought the problem to your dealer's attention while the VRP was in effect, there should be more than a little goodwill consideration from your dealer through his district service representative.

YOU drive the car with a service person present to realize the fault while you are shifting. Depending on the type of driving your 9000 is used for, normal wear and tear is not an unreasonable explanation.

There may be a compound problem with the A/C and AIC problems. The compressor relay should delay clutch engagement for a split second so the AIC valve can compensate beforehand. If the freon charge is too high, the compressor may rumble and drag the engine speed down lower than it should. See my past information on AIC and A/C relay checks.

Some questions on my '79 900 GLi:

1) I've developed a leak at the water pump. After checking the hoses I noticed that the leak appeared to be coming from under the pump. There is an indent in the block under the pump and it appears the water is coming from there. What does this indicate?
2) I'd like to replace the automatic transmission with a 4- or 5-speed. What year car can the donor transmission come from?
3) I'm using 185 HR 15 tires and have noticed some rubbing between tire and wheel well. Is there a straight forward way to raise the back end to give more clearance for oversized tires?

Victor X. Germann

1) The seepage indicates the impeller seal is in need of replacement. The complete pump must be extracted from the engine block and is best left to someone familiar with the "B" motor water pump overhaul. It requires special tools and a gentle touch.

2) Any '79-on manual gearbox will work in your car except a late model 16V box.

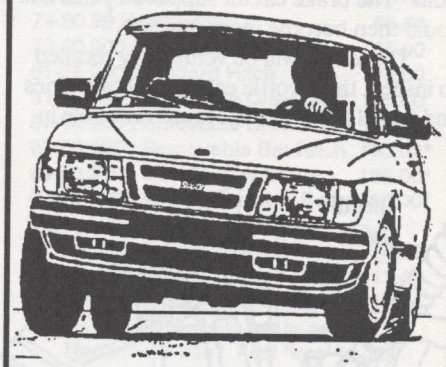
3) Are you using 185/70 or 185/60 tires? Raising the ride height over factory specs is not advised. Try later model springs that still have life left in them.

I recently purchased an '85 900S with 70,000 miles. Lately I have noticed a disturbing grinding noise in the manual transmission when shifting from 1st to 2nd. Curiously, the grinding is only present under hard acceleration. In addition, the shifter sometimes refuses to slip into 1st when shifting from neutral while the car is at a complete stop, even though the clutch is fully engaged. Any explanation as to the cause of these problems, and short of replacing the transmission, is there anything I can do?

Jack Hoppenstand
New York , NY

Other than balky synchro braking action, inspection of the clutch components may reveal a faulty disc or seized pilot bearing that would not allow total disengagement from the flywheel.

BOB YATES
IMPORT CAR SPECIALISTS



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SERVICE SUBJECTS FROM SAAB

HANDI-ONE

Recall 277	THROTTLE CABLE CHAFING Safety-related 1988-89 9000 with A/T NHTSA 89V-191

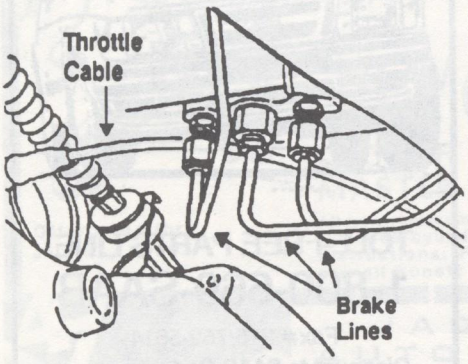
Recall 277 Throttle Cable Chafing against ABS Brake Lines

S.I. 02/90-1220

Saab-Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which relates to motor vehicle safety may exist in certain 1988 and 1989 9000 models with automatic transmissions. Approximately 14,000 vehicles are affected.

The defect involves the clips securing the automatic transmission throttle (kick-down) cable. The clips may work loose possibly allowing the throttle cable to come into contact with a brake line below the Anti-Lock Braking System (ABS) hydraulic unit. Such contact, if allowed to continue, could possibly result in a brake line being worn through with subsequent loss of brake fluid. The brake circuit supplied by this line could then become inoperative.

These cars will be voluntarily recalled to inspect the throttle cable and brake lines and install a bracket to secure the cable in place. If the inspection of the throttle cable or brake lines reveals any damage, then corrective measures should be taken.



Recall 277: Inspect the throttle cable and brake lines.

Vehicles affected by this Recall

All 1988 9000 models w/ Auto. Trans.
The following 1989 9000 models with Automatic Transmission:
VIN K1000001-K1022647
VIN K2000001-K2013289

Parts Required:

Bracket	41 18 311
Throttle Cable	40 28 239

(if inspection indicates replacement)

Recall 278	ELECTRICAL OVERHEATING IN CENTER CONSOLE Safety-related 1986-90 9000 with A/T NHTSA 90v-001

Recall 278 Overheating of Back-Up Light Switch

S.I. 03/90-1226

Saab-Scania of America has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which relates to motor vehicle safety may exist in certain 1986, 1987, 1988, 1989 and early 1990 9000 models with automatic transmissions. Approximately 24,000 vehicles are affected.

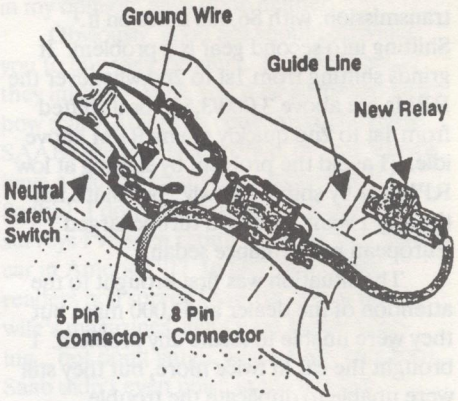
The defect consists of the possiblity that the combination neutral safety/back-up light switch may overheat from the current flow through the back-up lamp circuit when the ignition is switched on and the automatic transmission selector lever is in the Reverse (R) position for long periods of time. If overheating of the switch assembly does occur, smoke or, possibly, fire could develop in the center console area of the passenger compartment.

These cars will be recalled to modify the back-up light wiring circuit to reduce the maximum electrical current flow through the neutral safety/back-up light switch, and to inspect the switch and replace it if necessary.

Vehicles affected by this Recall:

1986 through mid-1990 9000S, Turbo and CD Turbo models with automatic transmission as follows:
VIN G1000001-L1011813
VIN H2000001-L2008735

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



Recall 278: The neutral safety/back-up light switch may overheat.

Parts required:

Modification Kit	85 48 075
Neutral Safety Switch	95 29 389

(if inspection indicates replacement)

NOTE: Owners of vehicles affected by these recalls should have been notified directly by Saab-Scania of America via mail. If you have not received notification, please contact your Saab dealer, or call Saab's Consumer Relations Staff at 800-255-9007 (in Connecticut, call 800-548-1156).

New Service Manual Sections

The following Service Manual sections have been recently released by Saab-Scania of America:

Saab 900
- Sec. 0 Specifications M1981-90

Saab 9000
- Sec. 0 Technical data M1985-90
- Sec. 2:1 Basic engine B234 (2.3L) News supplement M1990-

SAAB NEWS

Possible timetable for future Saab models

Articles in two automotive publications, the March, 1990 issue of *CAR* (a British magazine), and *AUTOMOBILE* for May, 1990, offer a possible timetable for future models to be built by Saab Automobile AB. Both articles were written by Georg Kacher.

The 900 replacement, under the design guidance of Björn Envall, will be more aerodynamic and will feature a sedan-like shape that is really a hatchback, in both 3-door and 5-door models. A convertible is the third proposed body style. Due to Saab's tie to GM Europe, the new 900 may have a GM-built 4-speed automatic transmission, power steering or air conditioning. Expected release date is early 1992.

The new 2.3-liter engine for the 9000 should appear in turbocharged form in Europe later this year, and will make its U.S. debut in 1991. The 9000 will get a facelift in 1992, with a complete redesign expected in the mid to late nineties. The redesigned 9000 will be on a new chassis, not the one shared with the Fiat Chroma, Lancia Thema, and Alfa 164.

A completely new "Big Saab", referred to as the 9000-plus, may hit the showrooms as early as 1995. The 9000-plus would be on a completely different platform, possibly shared with the Opel Omega/Senator (GM2800) and the Cadillac LSS, based on the Aurora show car. Since the GM2800 chassis will likely be rear-wheel drive, the future Big Saab could go that way as well, with four-wheel-drive as an option.

The four-cylinder 2.3 engine has a long future with Saab, but no decisions have yet been made on a six-cylinder powerplant. A V6 designed for Opel had not been given the go ahead at the time Kacher's articles were published. The planned V6 would be suited to both longitudinal and transverse layouts (for rear- or front-drive cars), and could range in displacement from 2.2 to 3.0 liters.

An early April announcement by GM Europe indicates a new V6 engine will be built at the Vauxhall facility in Central England. The new V6 will be used for Vauxhall and Opel models, and maybe for Saab cars (see below for further details).

Four-wheel-drive is still a possibility for all Saab models, but management must first decide if it is economically feasible. Sales of 4WD BMWs, Toyota Celica All-Tracs, and other all-wheel-drive cars have not been great, prompting several manufacturers to question whether they will continue to offer AWD models.

New GM factory to build V6 engines for Saab?

GM Europe will invest $263 million in a new engine facility at its Vauxhall Motors factory in Cheshire county. Production of the new engine is planned to start in late 1992. The facility will make advanced V6 engines for GM cars in Europe, and possibly a special version of the V6 for Saab cars. Specifications of the new engine, such as size and projected power output, were not released.

The new facility was chosen in preference to a site in West Germany mostly because it will use available space at the factory in Ellesmere Port, 170 miles northwest of London. Officials said a key element in deciding on the location was an agreement with unions which should minimize the risk of industrial disputes. All Vauxhall workers at the plant will get a five percent pay increase and a greater say in decision making.

Markets and Exports to increase

Saab Automobile AB may begin exporting its cars to Eastern Europe, Latin America and New Zealand, according to *Automotive News* for April 9, 1990. Saab cars will soon be available in Chile, imported by GM.

Saab hopes to join Opel in establishing a dealer network in Eastern Europe. Czechoslovakia, Hungary and the Soviet Union are possibilities as early as next year.

Saab also hopes to add 50 to 100 dealers in Germany and France. "The better Opel dealers will be offered the chance to establish separate Saab dealerships," said David J. Herman, president of Saab Automobile AB. Saabs would not be sold through the same dealership as Opels, but dealerships may be owned by the same person.

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Saab thinks the world of "Earth Day 1990"

Saab-Scania of America, Inc. joined forces on April 22, 1990 with concerned citizens from around the world to observe and participate in the 20th anniversary of "Earth Day" and kick off "The Decade of the Environment".

Earth Day 1990 marked the twentieth anniversary of the first Earth Day -- a day that spawned the modern American environmental movement and later gave rise to the creation of the Environmental Protection Agency (EPA) and the Clean Air and Clean Water Acts.

In an effort to conserve natural resources and protect the planet's future well-being -- the primary objectives of Earth Day 1990 -- Saab recently began to recycle office stationary and other paper used by its 480 U.S. employees. According to Saab Facilities Manager Joseph DeCrescenzo, "Thus far, we have recycled an average of 3½ tons of paper per month, which is a definite indication that Saab employees are all too happy to help protect the environment and involve themselves with this worthwhile cause." All Saab press releases are also now produced on recycled paper.

As an added effort to conserve energy, DeCrescenzo explains that throughout Saab facilities roughly 1,000 light fixtures were recently retrofitted with energy-efficient ballasts and reflectors to cut down on electricity consumption. Set-back thermostats on air conditioning units and heaters were also added to ensure that energy is used only when buildings are occupied.

Saab has been extremely active to protect the environment during the development of its cars as well, and recently announced that a new, environmentally-safe air conditioning refrigerant will soon begin to replace the current R-12 fluid, commonly referred to as freon. The new fluid is a chlorine-free refrigerant known as HFC-134a and is not in the chlorofluorocarbon (CFC) family. CFC's have been found to have a detrimental effect on the earth's ozone layer, which serves to protect the environment from the sun's ultraviolet rays, and have been considered to be a possible factor in global warming.

Saab also pioneered the removal of asbestos from brake pads and clutch face surfaces and was an industry leader in the application of three-way catalytic convertor technology, which has been proven to be the most effective way to combat harmful exhaust emissions. Additionally, certain Saab models include a ventilation air filter for the interior compartment to trap road dust, soot, pollen, and oil mist from the outside environment before it is admitted into the car's interior.

Earth Day 1990 involved hundreds of communities across the nation and more than 140 countries on all seven continents, in an effort to heighten awareness of global environmental concerns of the '90s.

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Lost Boys take a Lap

by Tim Winker

Since the early 1970s, I have jealously followed the exploits of those who have participated in the Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash, and since 1984, the better organized and more legal One Lap of America.

This year, I was one of those fortunate enough to join in the 7th annual One Lap. My teammates for this odyssey were Satch Carlson, former *AutoWeek* columnist, now writing for *Speed Age* magazine, and John Pentelei-Molnar, West coast correspondent for *Grassroots Motorsports*. Our mount for the Lap was a Saab 9000S, one of the first in the U.S. with Saab's new 2.3 liter, 150hp four-cylinder engine.

Satch met me at LAX on the afternoon of Thursday, April 12th. Immediately after checking in at the Radisson Plaza Hotel in Manhattan Beach, we headed for the bar to make a dent in their supply of Heineken. There we met with several other One Lappers, including Brock Yates, *Car and Driver* columnist, founder of the Cannonball Baker event (glamorized in movies such as *The Cannonball Run* and *The Gumball Rally*) and organizer of One Lap.

Like many One Lap teams, ours had sponsorship, from Saab-Scania of America of course. While fretting over whether to order a bottle of Moet White Star champagne with dinner, Satch and I decided that if this were a Saab press junket, or if Bob Sinclair was a team member, no expense would be spared. Our motto regarding expenses became, "Bob will understand."

Our third team member, John P-M, showed up in time for registration the next morning. Our car arrived several hours later, delivered by Saab's West coast PR person Susan Schuman, and Ove Hasselberg, who had prepped our 9000 for the event. Since the only optional equipment we had requested was a compact disc player, our first trip in the car was to a large Tower Records store to stock up on CDs for the long hours ahead. (Bob would understand.)

Pentelei-Molnar, though quite experienced at autocross and showroom stock racing, was still shy of a quarter-century in age. Satch and I, on the other hand, were products of a previous generation. John quickly became "The Kid". We adopted the team name of "The Lost Boys".

In their effort to provide first class accomodations on the road, the PR folks at Saab had provided us with a foam mattress cut to fit the folded split rear seat, three sleeping bags, a cooler, and two crates of tools and spares. This didn't leave much room for our personal gear, so we whittled it down to one sleeping bag and one crate of tools and spares. It was still snug, but much more manageable.

Saturday morning, the 14th, we joined 30 other teams at the Long Beach Convention Center. Among our competitors were a couple of BMWs, an M3 and an M5; a Celica All-Trac and a 4-runner by Toyota; a brace of Consuliers (a carbon-fiber chassis car built in Florida); two black Cadillac Fleetwoods entered by Cadillac, a 1955 and a 1990; a bright pink Cadillac limo; a 1948 Chevy panel truck street rod called "Big Dawg"; a Ford Sierra Cosworth, a Mitsubishi Fuso 5-ton 4x4 truck, a Delorean, a Porsche 924, an assortment of domestic vans, a Shelby GLH Turbo and an Eagle Talon. At 9:01 am, Car #1 was waved away and the 1990 Toyota/Swanson Hungry Man One Lap of America was on.

Another sponsor worth mentioning is Texaco. They supplied all of the teams with a Texaco credit card and picked up the cost of gas (as long as we could find Texaco stations), plus provided each team member with a case of Havoline motor oil. Texaco also made a major contribution to One Lap for Kids, calling attention to children with cancer, a charity associated with this year's One Lap of America.

The first leg took us to Sears Point Raceway for a Regularity Run. Since the rules prohibited a navigator on regularities this year, we came up with the idea of using a tape recorder to record the first run, then played it back for subsequent runs. Most other teams came up with the same idea, but it worked well for Satch, our designated driver for regularities, who came in third.

Immediately after leaving Sears Point, we began the first TSD rally. By now it was dark and the roads were about as twisty as any you could ever hope to find. The Kid was behind the wheel, the first time he had ever driven a TSD rally. The navigator (yours truly), confused by the driver's questions and the constant motion of the car, used the wrong factor and brought our team into the first control 2½ minutes early - 150 points. That error dropped us to 16th place, and since the TSD sections counted for the most points, all we could hope was that other teams would make mistakes later.

I should probably confess that the aforementioned constantly curving roads, night-time reading, McDonalds french fries and who knows what else contributed to my getting ill on the rally. Satch was riding in the seat behind me and said his window suddenly took on the look of a Jackson Pollock painting.

Our next competition was in Indianapolis, over 2000 miles east. Organizers tried to keep us honest by dropping in several do-it-yourself-passage controls. We were required to carry a Polaroid camera to photograph our rally car in front of a bank's time/temp clock within a one hour window of our calculated in-time. We got to most of the passage controls long before we were due, time enough to sit down for some

vittles and visit with other Lappers.

Satch took the 9000 up to 130 mph in Nevada, at night. He figured if he was stopped for speeding, he could claim aboriginal rights as a Nevada native when there were no speed limits on Nevada roads. When he asked our Saab crew later why it wouldn't go any faster they asked, "Did you have your lights on?" The lights put a load on the alternator, making a noticeable cut in horsepower. According to our friends at Saab, the 2.3 9000S will do 140 on the banks at Talladega.

While traveling at over 80 mph on I-80 in Wyoming, Satch offered this comment: "You know what's wrong with this country? This road at this speed."

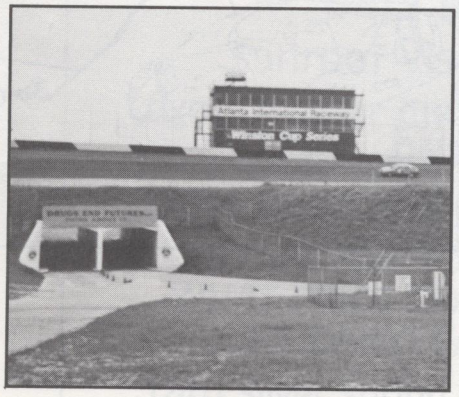
At Indianapolis Raceway Park we ran two events, a drag race and an autocross on part of the road course. Our box stock naturally-aspirated 9000 with a rookie driver (Winker) turned a time of 17.004 and a speed of 81.16 mph. The Kid took the second run and turned 17.008 and a speed of 80.96. (His times at Houston a few days later were within 0.03 seconds of that.) The Kid continued behind the wheel for the IRP autocross and turned in some respectable top five times.

Then it was off again, this time toward Pocono Raceway in Pennsylvania for another autocross. We tiptoed across Ohio, closely sticking to the speed limit due to the "Gestapo" reputation of the Ohio state patrol when it comes to events like One Lap. We even took an alternate route, though we knew it might cost some time. We didn't want to risk meeting a crowd of "smokies" at the Ohio border. None of the teams had any trouble with the Ohio patrol this year.

Midday Tuesday, we arrived in Newark for our only overnight stop. Saab had sent down a couple of mechanics, John Libbos and Rick Comes, to take care of whatever the car needed ("Just an oil change, please"), so Satch, The Kid and I quickly showered (not together) and headed down to the bar to make a dent in their supply of Heineken ("Bob will understand"). It wasn't long before most of the other competitors joined us and we spent the afternoon getting, 'er... acquainted, and swapping rally stories.

We started ordering drinks for The Kid by color. "Ya got any orange drinks? Give The Kid an orange drink."

"How about blue? Got any in blue?"



The Lost Boys Saab 9000S in action at: (clockwise from upper left) Sears Point, Chimney Rock, Atlanta International and Houston Raceway Park

Next morning, The Kid was green.

Early Wednesday we were back in the 9000, headed south on the New Jersey Turnpike toward Washington, D.C., and a tour of another children's hospital in conjunction with One Lap for Kids. A bad instruction took us the wrong way on the D.C. beltline freeway, and Rocky Aoki's 4-door yellow and purple stretch Corvette followed us. It took awhile to figure out another route, and at one point the Corvette's driver pulled alongside to ask us if we knew what we were doing. That'll teach 'em to follow the Lost Boys.

Then it was on to another TSD, this one through the hills of Western Maryland, Pennsylvania and West Virginia. Speeds were quite fast and difficult to keep up, we had watch problems, and did not score particularly well. Other competitors had more problems, including a train crossing the route, and we vaulted into 9th place!

Thursday morning at dawn we arrived at the site of the famous Chimney Rock Hillclimb in North Carolina. It was to be run as a regularity. With Satch behind the wheel again, we won the event! We started calling him "All Bran" Carlson. Only 3 points were added to our total at Chimney Rock, and we moved into 8th position, or so we thought.

The next competition was another autocross, this one at Road Atlanta. The Kid took an off-course excursion, apparently forgetting this was a stock Saab and not a GTI or a CRX. (Maybe he thought it was a Volvo and was trying to prepare the ground for spring planting. Good thing he didn't dent the car; Bob would not understand.)

At Road Atlanta we were informed that a scoring adjustment for the cars that had encountered the train on the rally dropped us back to 11th place. One Lap cars just ahead of us included the 4-Runner and a Ford Aerostar. We figured the Saab would get better scores on the remaining two autocrosses. Drag races at Houston Raceway Park accounted for very few points so were considered unimportant. The final regularity at Pike's Peak was the only real question mark.

A short distance down the road was Atlanta International Raceway, home to NASCAR's Winston Cup good ol' boys. The course consisted of a lap of the oval with chicanes on the straightaways, another autocross. The Kid took the 9000 over 100 mph on the high banks, but had to fight the

Continued on page 22

TECHNICAL TALK

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

Interchangeable body parts

You say the hatch on your 99 Wagonback is rusting along the bottom. Maybe you're getting exhaust fumes seeping into the passenger compartment; possibly the darn thing won't even latch anymore. Now you've asked yourself the big question: "Will a 900 hatch fit my 99?"

Yes, it will, but...

Saab changed the hatch a little with the 1980 models. The wiring for the license plate light and rear window defroster on the 99 exits from the left side of the roof, while the wiring for the 900 connects in the middle. Also, the later hatch has extra taillights, so you'll have to do some wiring to get them to work on a 99.

You might have to make some minor modifications to the pull rod and the lock operating lever, as per Saab Service Information 01/80-403 (reprinted at right), but only if you are using the earlier car's latching system in the later 900 door.

The early hatch (P/N 82-78-616) fits 1974-78 99s and '79 900s, while the later (P/N 69-27-032) fits 1980 and on. 3-door and 5-door models use the same hatch doors within those two groups.

The 99 and 900 are pretty much the same from the A-pillar back. This means that 900 passenger doors will also fit a 99 body without modification.

Tim Winker

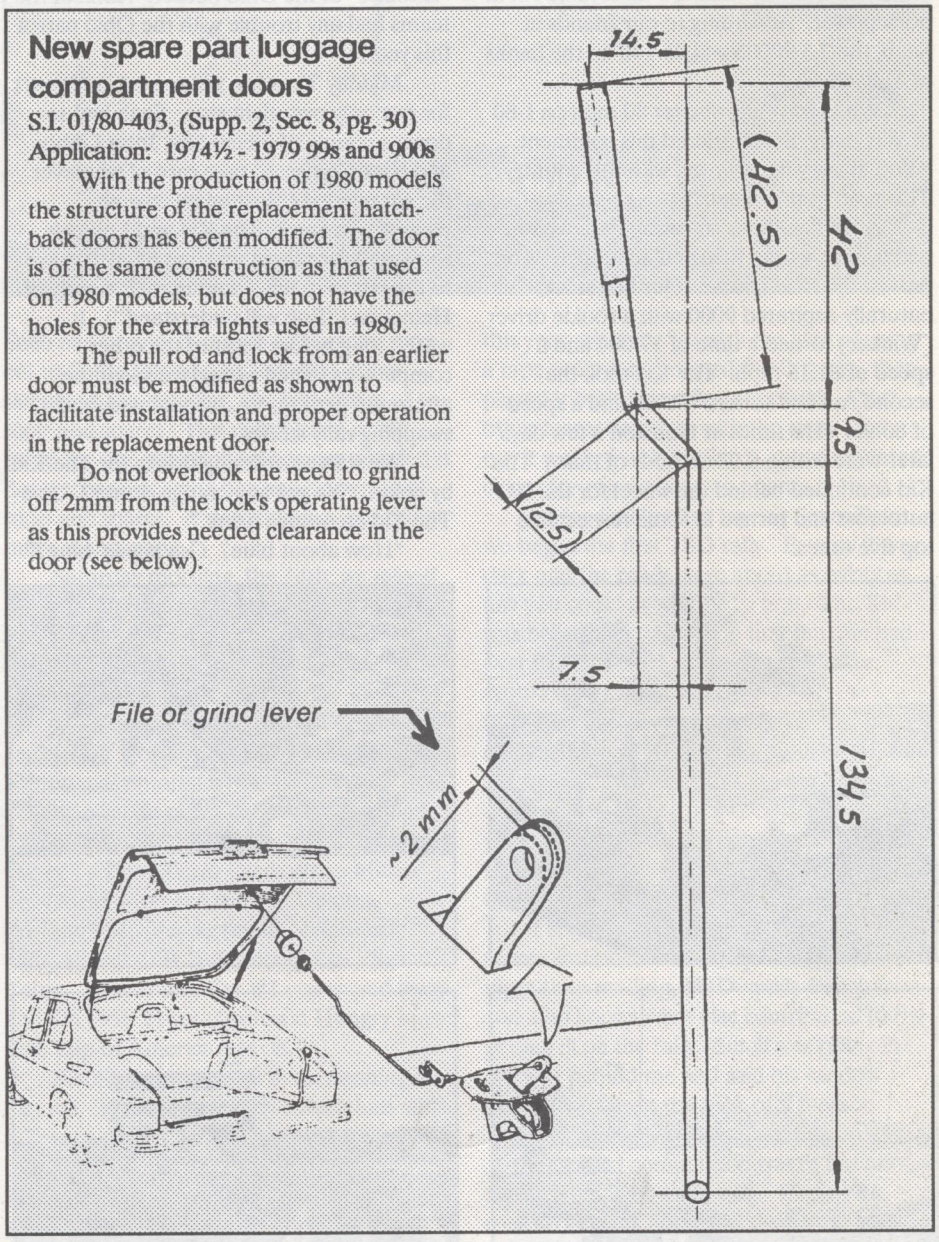
New spare part luggage compartment doors

S.I. 01/80-403, (Supp. 2, Sec. 8, pg. 30)
Application: 1974½ - 1979 99s and 900s

With the production of 1980 models the structure of the replacement hatch-back doors has been modified. The door is of the same construction as that used on 1980 models, but does not have the holes for the extra lights used in 1980.

The pull rod and lock from an earlier door must be modified as shown to facilitate installation and proper operation in the replacement door.

Do not overlook the need to grind off 2mm from the lock's operating lever as this provides needed clearance in the door (see below).



Sonett rubber trim

Getting that Sonett ready for the concours? You won't win with that ugly windshield rubber and lock strip.

Restoration Specialties and Supply, Inc., in Pennsylvania can help (phone: 814/269-3304). I recently replaced the rubber on my '69 Sonett V4 and it looks great! Ask for part number AS1456 to get the rubber and chrome lockstrip. They sell it by the foot so you will have to mitre cut the lower corners of the front windshield. The channels are not equal width; the 1/4 inch channel is for the glass, the 3/16 inch side is for the fiberglass. It's two bucks per foot, be sure to order a little extra just in case. I ordered 13 feet for the front and 15 feet for the rear, which was more than I needed. If you only want new chrome lockstrip ask for part number 713080; it's 75 cents per foot. It is also available in black rubber (#AS937A).

Auto glass installers have a great tool for installing the lockstrip; with the tool it will take only a few minutes. Without it... you don't want to know (trust me, I've done it both ways!).

Karr Rubber in El Segundo, CA (phone: 213/322-1993) made me a replacement for the door panel to side window rubber seal. It is an exact duplicate. I also bought new door weatherstrip from them, not exactly the same but it works quite well. Unfortunately I've lost the part numbers for these.

Both of these places will custom make parts and their catalogs show cross sections so you can match up your parts easily. You may find parts for other SAAB models, also.

These little touches really help your car seem new again.

David Trulli
Los Angeles, CA

P.S. Be careful with that rear window... $$$$$$!

Keeping plug wires dry

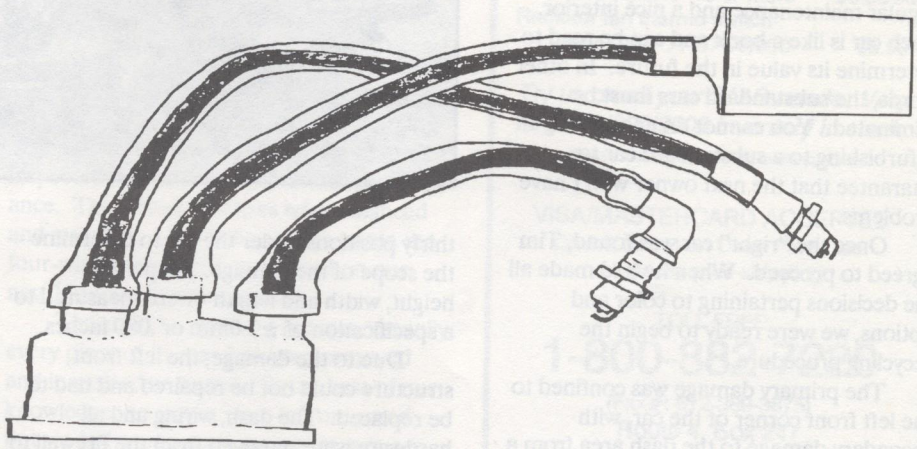
At one time I considered moving to Death Valley because every time it would rain, my 95-96 would break down. Since the old SAABs I have don't seem to like the heat, I decided to find some other way to keep things dry:

Remove rubber insulators from the distributor end of the ignition wires. Fully encase your wires in appropriate lengths of clear polyvinyl tube. Proper thickness tube should fit tightly around the distributor cap towers and spark plug holder.

Enclosing the wires in tubing also keeps the wires a greater distance from each other and from metal objects; less chance of arcing. Put rice or silica gel in the tubes so the wires will think they are in Death Valley even during a hurricane.

A two-stroke tip in the April NINES mentions enclosing the distributor in a section of inner-tube and this should keep the inside of the distributor dry -- great for two-strokes.

Steve Verkouteren
Swanton, MD



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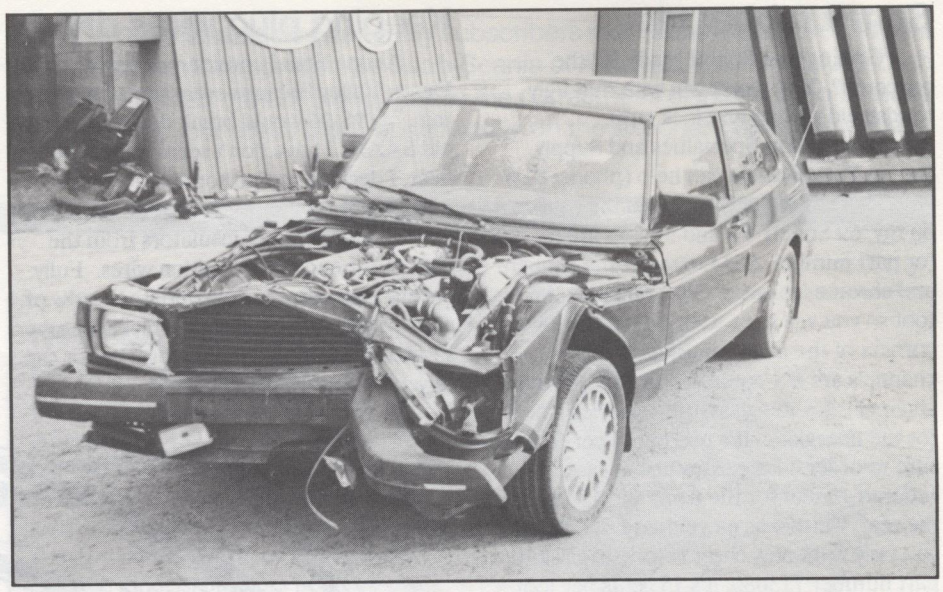
The Recycling of Winter Beater Mk. II



As was explained in the April issue of NINES, our fearless editor decided to go with a 1985 3-door 900 Turbo 16-valve. Dennis Sweeney and I had been shopping for the car for Tim, plus several others who had expressed interest in this price range car. Not every car qualifies for recycling.

This particular car met all the qualifications we look for: Good condition (with the exception of the current collision damage), regular maintenance and a nice interior. Each car is like a book and can be read to determine its value in the future. In other words, the substandard cars must be eliminated. You cannot do enough refurbishing to a substandard car to guarantee that the next owner won't have problems.

Once the "right" car was found, Tim agreed to proceed. When he had made all the decisions pertaining to color and options, we were ready to begin the recycling procedure.

The primary damage was confined to the left front corner of the car, with secondary damage to the dash area from a driver who had not been wearing a seatbelt at the time of the collision. There were also some pressure buckles in the floor under the driver's seat.

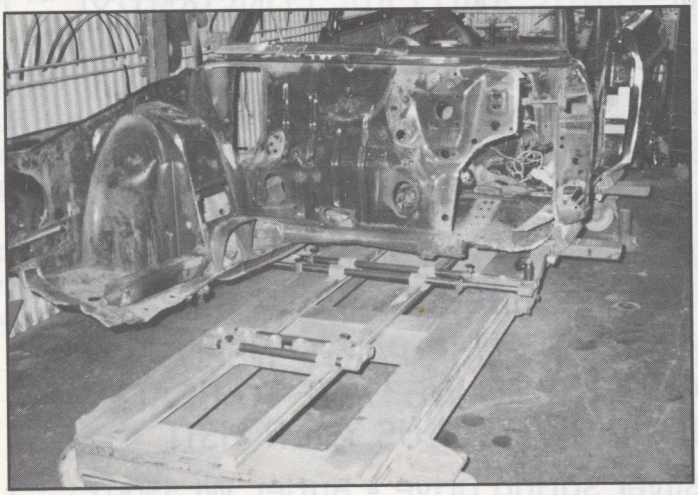
The first step was to disassemble the car - all the bent parts, engine and transmission. The car was then placed on our Car-O-Liner (as shown in the body section [Sec. 810] of the Saab factory repair manual). We measured the car three-dimensionally in thirty positions under the car to determine the scope of the damage. All points - height, width and length - were measured to a specification of ±2.0mm or .080 inches.

Due to the damage, the left front structure could not be repaired and had to be replaced. The dash, wiring and all hardware were removed from the firewall to facilitate the color change and the repair of the left front corner of the body. You will note that in the picture, that corner was drilled off at the factory seams and the floor was pulled to its original shape and position. A left front corner from another wrecked Saab was put into position using the Car-O-Liner measuring system. All seams were ground and/or sandblasted, and sprayed with weld-through primer.

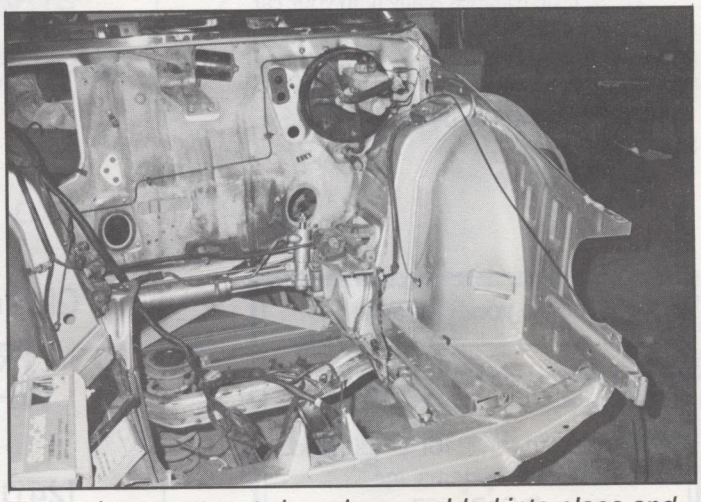
Once the front corner piece was located and clamped into place, it was welded into place using the same number of welds, in the same locations, as the original. All welding was done with a MIG (wire feed) welder. We did not change the structural integrity of the chassis, weaker or stronger, so as to maintain its crashability in the future.

The Saab Service Manual has recommendations it the front of the Body section which specify what can and cannot be done to the unibody of the car. These must be followed if you expect quality results and optimum performance from the recycled or repaired vehicle.

Upon completion of the welding, we sandblasted the engine compartment and



With everything removed, the Saab is ready to have the replacement left front corner installed.



The replacement parts have been welded into place and the engine compartment painted to match the new color.

sanded the door jambs, seat bars and trunk area, so the color change could be accomplished. All the bare metal was metal conditioned and self-etching primer and/or epoxy primer was applied. This was followed by an application of two coats of base coat (color) and two coats of acrylic urethane clear coat. Our goal is to have the job look as good or better than the original, even in places you would not normally look.

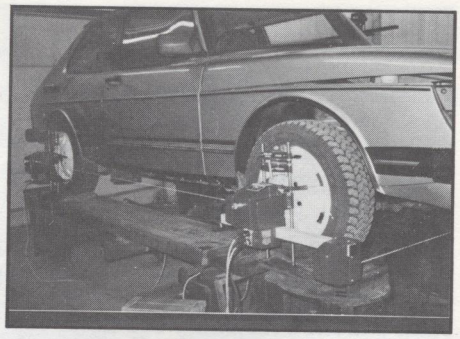
The next step was a partial reassembly of mechanical and suspension components. The suspension parts (A-frames, shocks, etc.) were checked and re-installed. Next, the brake components, wiring, dash, and the complete drive-line were installed. Then the radiator saddle, along with the radiator and AC condenser, was installed. The front spoiler, which we had painted to match the car color, was installed. Next came the hood, whose underside had already been refinished to match the car. Once the hood, doors, and fenders were fitted, the fenders were welded into place.

With all of the structural work done, we removed the car from the Car-O-Liner. It was, at this point, a running car.

A couple of things to note: The original steering rack was replaced with a rebuilt unit. The stering rack will often be damaged when a Saab is hit hard in the front end. The rebuilt units are actually better than the new ones as the rebuilders install a steel sleeve where the original is the cast aluminum. This should eliminate the possibility of trouble later on. The front case of the transmission was also damaged in the accident, so we rebuilt the entire unit, replacing bearings, intermediate shaft and cluster shaft.

We then sanded the complete car, repaired the door dings, and some dents in the hatch caused by overzealous closing. We also disassembled the sunroof so that it could be sanded and refinished off the car. Once sanded, the car was put into the spray booth, where all bare metal was treated and primed. All repaired areas were sprayed with three coats of urethane primer. These areas were then block sanded to restore the original shape and texture. At this point the entire car was sprayed with two coats of epoxy sealer to attain a uniform base for the application of top coats. Three coats of color were applied, followed by three coats of PPG 8200 clear.

The next day the bumpers, door handles, mirrors, window trim, interior, etc., were installed. The exterior was sanded



with micro-fine sandpaper and lightly buffed to achieve a mirror-like finish.

At this point, the Saab was ready for its mechanical check-up. The engine was tuned up, while the brake system, charging system, exhaust system and fuel system were inspected and tested for optimum performance. The wheels and tires were balanced and installed. Last, but not least, came the four-wheel alignment performed on our new Hunter alignment system.

Through the recycling process, virtually every piece of the car had been removed and inspected or tested. To the best of our knowledge, no stones were left unturned, but we still warranteed the car, as is our usual policy, to cover the possibility of something having been overlooked during the process. During the warranty period on Tim's car, a couple of common problems cropped up -- a sticky ignition switch and a hatch latch malfunction. Now that Tim has driven this car five months and 10,000 miles, we believe this car has been successfully recycled.

Consider the resources saved by recycling rather than turning a car over to salvage. There is no reason some Saabs cannot be recycled! We have proven this through 15-plus years of recycling experience. The keys to successful auto recycling are proper unibody measurement, unibody repair techniques, proper bare metal treatment, and good materials (all acrylic urethane paint products). The final ingredients are a fanatical attention to detail and a passion for fine, front-wheel-drive Swedish cars!

Chuck Andrews
Andrews, Inc.
Princeton, MN

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Both of these fine cars suffered impact with hard surfaces contrary to design parameters. Both are now in the hands of Andrews, Inc. of Princeton, MN, and will be put in as new condition. Options: Color change, SPG wheels, CD sound system...

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Repair of alloy wheels

I am moved to write after reading the letter from Ted Marshall in the April issue. Boston must be the pot hole capital of the USA; in the last two years I have seriously bent four alloy wheels in various encounters with the local environment. Two of these would not hold air.

I have successfully straightened all four of these wheels using a six-ton hydraulic bottle jack and a couple of wood blocks bandsawed and sanded to fit the inner contour of the wheel. The rim has to be pushed out past the point you want to end up. Run-out is checked by mounting the wheel on a rear hub and, preferably, measuring with a dial gauge. Axial and radial run-out should be less than 1.5mm.

Although I have not cracked any wheels using this procedure, I understand that best results are obtained by heating the wheel during the straightening process. You probably won't find a local source equipped to do this, but Ye Olde Wheel Shop of Glen Burnie, Maryland (800-526-8260), does a good job and are convenient via UPS. They are not cheap, but will give you an estimate for a minimum fee and the final cost sure beats that for new wheels.

Herb Bridge
Sudbury, MA

MTL synthetic trans lube

Just when you thought everything possible had been said in the debate over which oil to use in the SAAB transaxle...

There is a synthetic oil made by Red Line Oil that does a pretty good job of being all things to all people. It is a GL-4, 75W-90 rated oil, which satisfies the gear oil proponents, and by the way, protects the hypoid gears in the differential at the proper level. It also is a naturally thin oil at low temperatures, which will appeal to the folks who favor motor oil or even ATF use.

As an added benefit, it has special friction modifiers to match the requirements of the synchronizers. As you know, synchros require friction to speed up and slow down the various gears during shifting. It is friction that causes this to happen, and a motor oil is actually too slippery. Finally, power transmission through the differential will be 2 to 4 percent more efficient, which means that more of the power generated will get to the wheels.

The net result is that the transmission will shift much easier when cold, and somewhat easier when warm. The pinion bearings and deferential gears will live longer due to better protection, and the change interval can be greatly extended due to the inherent stability of the synthetic base stocks.

This product is called MTL, for Manual Transmission Lube, and has been used for years with outstanding results. It is almost a requirement of the BMW set, and works well with transmissions as well as transaxles.

Frank Freeman
Group 6 Performance
Tucson, AZ

C.I.A.
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Clutch Kit	8818148	5-spd non-Turbo	$149.00
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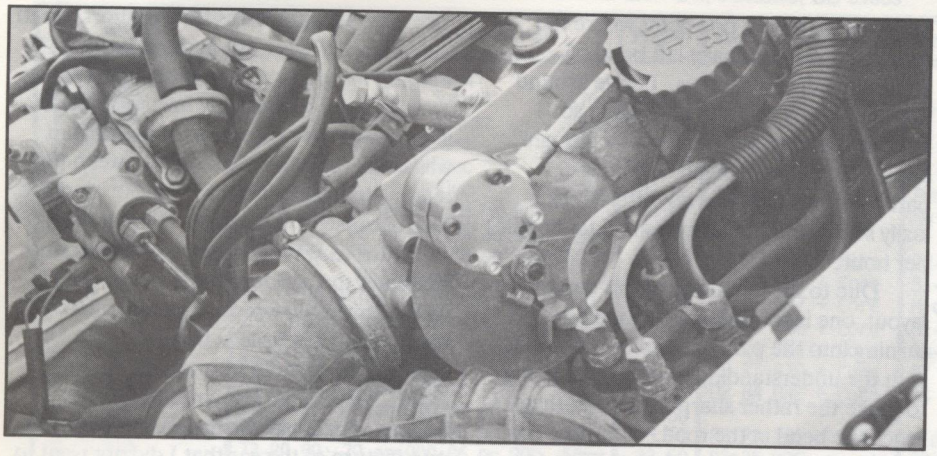


DIY cruise control

I've recently added another invention to my 1986 SAAB 900. It is a cruise control, but different from the average electronic (closed loop) type. This one is an open loop pneumatic device.

If you've ever flown a small airplane, you're familiar with the throttle, which uses a friction lock to hold its setting. This concept is similar.

I designed, built, and installed it myself, using standard pneumatic components, two sheet metal parts and a machined part, all for under $150.

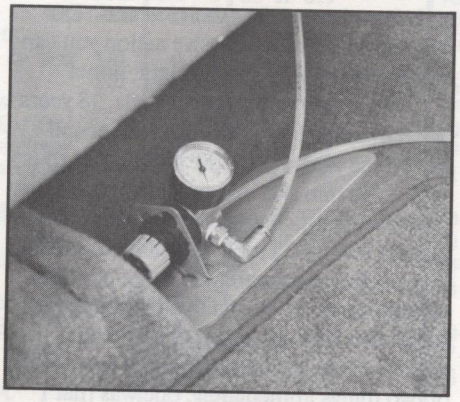
The circuit is shown below. A reservoir holds compressed air which is regulated to an on/off (2-position 3-way) control valve. The valve controls a single acting, spring return pancake cylinder which acts to pinch the edge of a disc on the throttle butterfly shaft. A disc brake effect. All components are connected with 1/4" O.D. nylon tubing.

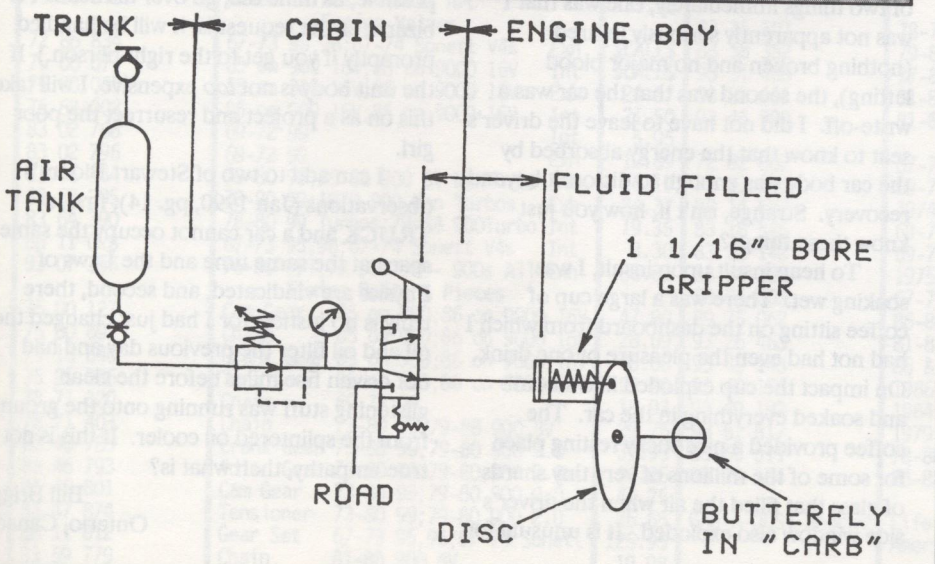
The air tank hides in the trunk and can be filled at most any service station, but I prefer to hand pump it to 150 psi. The air supply lasts for about 200 throttle sets because the eight feet of tube from the control valve to the cylinder is filled with windshield washer fluid to minimize compressibility. Also, the regulator is set at 30 psi, the lowest pressure which keeps the disc from slipping when the unit is on.

There are some pros and cons to this type of system. Pros - low cost, easy installation, simple and rugged componentry, no electronics. Cons - needs periodic refills, won't hold constant speed on mild hills (not even a closed loop cruise control will hold a constant speed on steeper hills as I found out when I drove a rental car through Tennessee.)

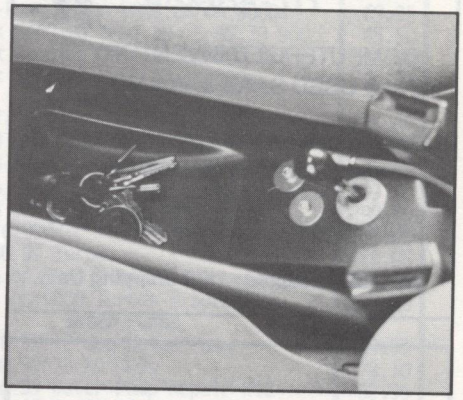
I really enjoy this cruise control, because it was my own creation, because it is different from all others, and because I saved $300 by not using a dealer installed control.

John Boles
Brookfield, WI





Above left: Gripping cylinder and disc attached to throttle shaft.
Below left: Control valve is under the rear seat.
Below: On/off switch is between the front seats.



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Death of Sabina: A genuine SAAB story

At approximately 8:15am on Wednesday, February 21st, I was on my way to work in the city of Guelph, Ontario, Canada. The sky was blue and the sun was shining and a full slate of activities had been planned for the next 24 hours, one of which was to attend the Saab Owners Club of Canada, Inc., meeting.

As one proceeds out of Guelph on Highway 7, there is one point where the road makes a very sharp left bend of approximately 80 degrees. I drive around this bend every day and have done so hundreds of times without much thought about the hidden danger. And this particular morning was no different as I lazily swung into the corner at 25 to 30 miles per hour.

Due to the geometry of this corner layout, one is routinely accustomed to turning into the path of oncoming vehicles with the understanding that they are going to make the rather sharp turn when they reach the bend in the road. You can imagine the shock I got when the five-ton truck coming in the other lane did not even attempt to make the turn and came steaming across the yellow line at 35+ miles per hour. I didn't realize that he wasn't going to turn until he was about two to four feet from the yellow line and obviously not changing speed or direction. At this point I was probably only five or six feet on my side of the line and in the path of the truck. With the combined speeds and distances involved there was less than 100 milliseconds in which to take evasive action. Do you know how much evasive action you can take in 100 milliseconds? Right, none!

The driver of the truck (male, 18 years old, 8 months driving experience, second day on the job) was on the brakes, but to no avail. The thin skiff of sand on the road was not offering much grip and my poor Sabina (a 1985 900 SPG) took a combined velocity impact of approximately 60 miles per hour directly on the nose of a five-ton truck with an 18-foot box and a load of something inside. At the instant of impact I was aware of two things immediately; one was that I was not apparently seriously injured (nothing broken and no major blood letting), the second was that the car was a write-off. I did not have to leave the driver's seat to know that the energy absorbed by the car body was enough to distort it beyond recovery. Strange, isn't it, how you just know these things?

To heap insult upon insult, I was soaking wet. There was a large cup of coffee sitting on the dashboard from which I had not had even the pleasure of one drink. On impact the cup exploded like a bomb and soaked everything in the car. The coffee provided a nice sticky resting place for some of the millions of very tiny shards of glass that filled the air when the driver's side window also exploded. It is unusual for me to put on sunglasses for the short trip to the office, however, if I had not been wearing them I would have had glass in my eyes for sure, because my hair was full of glass, it was down the back of my neck, it was in my mouth and grating between my teeth, and it was stuck to my jacket and my face because of the coffee. What a mess!

Two City Works crew employees who witnesses the accident could not believe I walked from the wreck. I, on the other hand, could not believe that I did not strangle the asshole who was driving the truck. The SAAB has a reputation for being a very crashworthy car, but it was the one feature of the car that I did not want to test. Now I can attest to its ability to absorb impact and leave the driver's cockpit relatively undisturbed. Had I been six feet further along the road and received the impact directly on the door, I think the picture would have been somewhat more bloody. Had I been driving a CRX or a Porsche, or any other "thin car", I would not be writing this because the truck would have come over the top of the car and taken my head off. Pleasant thought, eh? It has made for some real interesting dreams the past few nights.

Since the accident I have received a decent settlement from the insurance company and, after a bit of a search, found a fully dressed '86 Turbo to replace poor Sabina. But Sabina may rise like the Phoenix from the ashes. I am awaiting a price quote from Saab on a unit body as a part. (Yes, it is possible to buy one and you can get it finished any way you want from primer base coat to factory finish paint. If you need one and the dealer says it isn't possible, as mine did, go over his head. As bizarre as the request is, it will be handled promptly if you get to the right person.) If the unit body is not *too* expensive, I will take this on as a project and resurrect the poor girl.

I can add to two of Stewart Bloom's observations (Jan 1990, pg. 14); first, a TRUCK and a car cannot occupy the same space at the same time and the Laws of Physics are vindicated, and second, there truly is no justice, for I had just changed the oil and oil filter the previous day and had not driven five miles before the clean glistening stuff was running onto the ground from the splintered oil cooler. If this is not true empathy, then what is?

Bill Briggs
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02 69 167		69-73 99 1700cc,1850cc	STD	33.95
02 69 175		69-73 99 1700cc,1850cc	.25mm	33.95
02 69 183		69-73 99 1700cc,1850cc	.50mm	33.95
02 69 357		73-80 99; 79 on 900;86 on 900	STD	44.59
02 69 365		73-80 99; 79 on 900;86 on 900	.25mm	44.59
02 69 373		73-80 99; 79 on 900;86 on 900	.50mm	47.75
		Rod Bearings		
02 69 084		67-73 95,96;67-74 Sonett	STD	$CALL$
02 69 092		67-73 95,96;67-74 Sonett	.25mm	$CALL$
02 69 134		69-73 99 1700cc,1850cc	STD	18.95
02 69 142		69-73 99 1700cc,1850cc	.25mm	18.95
02 69 159		69-73 99 1700cc,1850cc	.50mm	18.95
02 69 308		73-80 99; 79 on 900;86 on 900	STD	33.50
02 69 316		73-80 99; 79 on 900;86 on 900	.25mm	33.50
02 69 324		73-80 99; 79 on 900;86 on 900	.50mm	33.50
		Piston Sets		
75 20 802	9.25:1	75-80 99;79-88 900 2000cc 8V	STD	269.95
75 20 836	9.25:1	75-80 99;79-88 900 2000cc 8V	.50mm	264.95
75 20 885		82-85 900 Turbo with APC	STD	319.95
75 20 893		82-85 900 Turbo with APC	.50mm	319.95
75 20 901		82-85 900 Turbo with APC	1.0mm	269.95
75 20 984		85-86 900;86- 9000 16V Turbos	STD	$CALL$
83 11 722		1972 99 1850cc only	.50mm	209.95
83 11 730		1972 99 1850cc only	1.0mm	175.00
83 48 989		72-mid 1975 99 8.7:1	STD	189.95
83 52 510		72-mid 1975 99 8.7:1	1.0mm	292.95
83 52 536		72-mid 1975 99 8.7:1	.50mm	225.00
83 58 376	9.25:1	75-80 99;79-88 900 2000cc 8V	1.0mm	263.95
83 67 559		78-80 99:79-82 900 Tbo wo APC	STD	239.95
83 67 583		78-80 99:79-82 900 Tbo wo APC	.50mm	263.95
83 67 591		78-80 99:79-82 900 Tbo wo APC	1.0mm	246.95
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75 20 513		73-80 99; 79 on 900;86 on 900	STD	45.69
83 89 413		1972 99 1850cc only	STD	45.95
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75 22 352		76-80 99;79-80 900 B Engine		559.95
75 22 741		81-88 900 8 valve H engine		575.00
83 63 624		2000cc Head with valves rebuilt		1199.95
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75 60 154		85 on 900;86 on 9000 16 valve		5.40
83 02 705		69-72 99 1700cc,1850cc		6.75
83 50 944		73-80 99;79-80 900 2000cc		5.40
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83 56 057		75-80 99;79-80 900 Non Turbo		189.95
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93 08 610		81-82 Turbos without APC		239.95
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72 86 834		67-73 95,96;67-74 Sonett V4s	Exh	$CALL$
75 00 077		85 on 900 16V;86 on 9000 16V	Int	$CALL$
75 00 085		85 on 900 16V;86 on 9000 16V	Exh	24.97
75 62 002		85 on 900 16V;86 on 9000 16V	Int	21.50
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83 02 796		69-72 99	Exh	12.69
83 46 884		73-80 99;79-88 900 8V NonTurbo	Int	16.19
83 62 295		73-80 99;1979 900 Non Turbos	Exh	24.37
83 64 390		78-80 99 Turbos;79-88 900Turbo	Int	19.35
88 11 028		67-73 95,96;67-74 Sonett V4s	Int	8.30
93 07 356		76-80 99T;79 900T;80- 900s All	Exh	38.81
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75 00 127		Cam Gear 85 on 900;86 on 9000 16V		47.80
75 00 697		Chain 85 on 900;86 on 9000 16V		28.69
75 18 640		Crank Gear 85 on 900;86 on 9000 16V		48.60
75 85 086		Tensioner 85 on 900;86 on 9000 16V		59.99
78 71 320		Chain 69-72 99		18.93
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83 46 785		Crank Gear 73-80 99;79-80 900 2.0		37.95
83 46 793		Idler Gear 73-80 99;79-80 900 2.0		34.95
83 46 801		Cam Gear 73-80 99;79-80 900 2.0		41.25
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88 11 812		Gear Set 67-73 95,96;67-74 Sonett		125.95
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88 17 405		Tens. Kit 81-88 900 8 Valve		19.98
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83 58 509	73-80 99;79-80 900 2000cc	225.00
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93 36 850	Oil Pump 81-82 900 thru #52784	69.95
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78 74 670	Switch 69-79 99;79-80 900	8.96
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02 09 544 + Core	81-mid 82 900s without APC	469.95
02 09 627 + Core	Mid 82-84 900s with APC	469.95
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83 14 627	1974 99 Hatchback only Rear	54.95
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83 26 142	69-74 99 Front	36.99
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88 38 005	67-73 95,96 V4s Rear	31.39
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93 26 463	81-83 900 Rear	63.35
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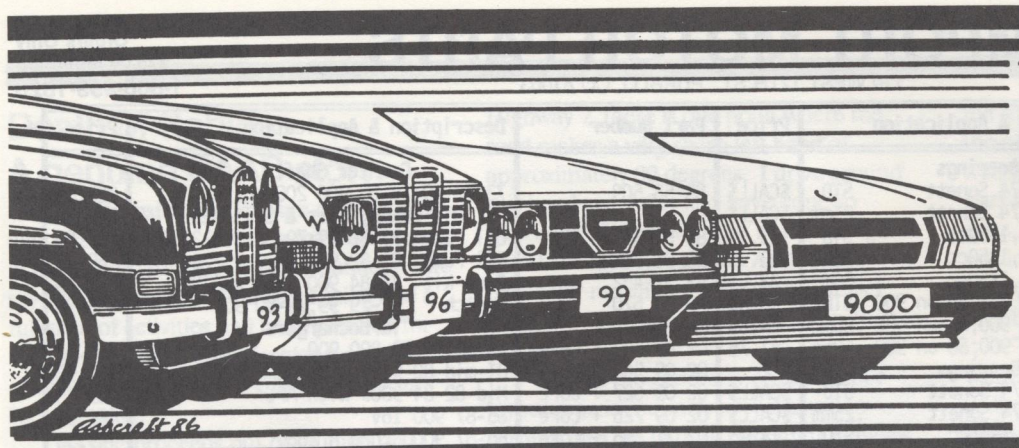

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Sonetts For Sale

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'73 Sonett III, Green, in decent shape. Work has been done on undercarriage. AM/FM cassette. Everything works. $3,200 obo. Joe Speiser, Wells, VT. 802/ 645-0213 after 7pm.*

'73 Sonett, badly rusted pan, not driven for 5 years. Car is complete, engine & trans okay. $750 obo. Wayne Kosht, 108 Lycoming Dr, Coraopolis, PA 15108. 412/ 264-7096.*

'71 Sonett, used daily, or '73, stored. Must sell one. California cars, alloy wheels, many spares including transaxle & shop manuals. $1,400 obo. Max Mellner, 6808 Park Ridge Blvd, San Diego, CA 92120. 619/ 287-3864.

'68 Sonett V4, rare, with correct V4 engine, 45k mi. 1 of 10 remaining in U.S. Extra engs, trans, spare body, many spares. $5,800. Howard Davies, PO Box 605, Thornville, OH 43076. 614/ 246-4734.

93s, 95s & 96s For Sale

'76 96, rebuilt heads, MSS exhaust & intake, new gas shocks, springs, alloy wheels, tires. Body very good, many extras. David McHugh 35 Nathan Hale St, Fairfield, CT. 203/ 334-4344.

'73 96, Yellow, clean in & out. California car. New engine with mild performance cam, ported heads, bronze guides, etc. 20M tranny, new brake system. $3,800. David Kronen, Woodland Hills, CA. 818/ 703-7323.

'73 96, Lemon Yellow, 170k mi, relatively clean, body fair. Weber carb, radials, good compression, stainless mufflers, recent work, transmission mysteries, extra parts car. ~~$1000.~~ $500. Peter Reimuller, PO Box 4, Point Arena, CA 95468. 707/ 882-2001.*

Two '73 96s, 1 Blue, 1 Corvette Yellow. Both in very good mech cond, much recent work. Cosmetics good and very good (blue needs drivers seat work). Low-cost delivery available. Offers? Steve Phillips, Minneapolis, MN. 612/ 423-2289.

'72 95, good engine & trans. Many extras including good spare engine & trans. Run every day. Some rust. $1,000. Julie Yocum, Box 34, Mapleton Depot, PA 17052. 814/ 542-4289.

'70 95, quiet trans, new Diehard, valve job, radiator rodded, new brakes, hydraulics. KYB gas/new lever shocks. Extra interiors, more. $800 obo. MUST SELL! Michael Fremer, Midland Park, NJ. 201/ 670-6319.

Four 95 wagons: '70, '69 & two '68s. One '70 96 sedan. Good bodies. One runs, plus too many parts to mention. $1,500 obo. Bob Englehart, PO Box 1476, Ames, IA 50010. 515/232-4477. inquired June 4

'69 95-V4, 126k mi. Good body, some engine work, new alternator, slave cyl, brake shoes. Rblt clutch MC, wheel cyl. Spares alone worth the price. $375. Fred Au, 3763 Randa Ct, Las Vegas, NV 89104. 702/ 457-2768.*

'67 96 2-stroke, Beige. Exc. restored condition, all original. $4,000 or trade for early Sonett. Ted Marshall, Wilmette, IL. 708/ 256-8688.

'65 95. Moving soon, must sell winter car. Looks & runs good but rust is winning. $350. Steve Verkouteren, Box 71 Rt 1, Swanton, MD 21561. 301/ 387-6647.

'61 GT750. Many original pieces, some missing. Car runs, but needs restoration. Older rust repair performed; should be redone. Garaged. $3,000 obo. Jerry Wachtel, 226 E Montgomery St, Baltimore, MD 21230. 301/ 727-0499.

'56 93, restored. Concours winner at Tulsa Nat'l Convention. $4,000 firm. Jerry Adams, Meyer Garage, McIntire, IA 50455. 515/ 737-2239.

2-Stroke & V4 Parts

Sonett V4 rear glass, has crack but does not leak, $150. Shop Service manual for 900, 5-vol. set, no binders. $100. David Kronen, Woodland Hills, CA. 818/ 703-7323.

Last call before going to the shredder! Two '68 96 2-strokers, one with eng/trans still in. Hoods & fenders removed. FREE! You haul. Also: Rblt 3-cyl eng for one above car, with trans & radiator. $290. Will deliver w/in 250 mi. Bob Johnson, Box 431, Mt Airy, MD 21771. 301/ 829-0690.

5 Sonett alloy wheels, incl. two Vredestein snows. Exc. shape, $350. Set of 4 chrome hub caps for '68 96, good cond, $35.
Ted Marshall, Wilmette, IL. 708/ 256-8688.

Several crates of old misc. Saab parts for various models. Willing to trade for old Alfa parts. Trades only. Charlie Dodson, Annapolis, MD. 301/ 267-9245.

Three 2-stroke engines, run good. $250 each. Jerry Adams, Meyer Garage, McIntire, IA 50455. 515/ 737-2239.

From '72 96: Horn, $7. Jack, handle, wrench & bag, $12. Fuel pump, $10. Windshield wshr pump, turn signal sw, W/W sw, fusebox, park brake cables, $8 ea. Hdlt buckets, $10. Bezels, $12. Coil, $5. Dist, $15. Hubcaps, $15/set.Fan blade, $10. Heater motor, $12. V-reg, $5. Rear bumper center, $18. Grill, $45. Trans, $110. Dash w/good overlay, $50. Much more, call. Monty Tarr, Route One Box 385, Catlin, IL 61817. 217/ 443-7402 days, 427-5203 eves.

Sonett chassis panels, new old stock, front parts only. Make offer or trade for Sonett, 900 or 750 series Alfa Romeo parts. Dave Trulli, Los Angeles, CA 213/ 337-1492.

'73 Sonett parts: nose w/headlamps and body fiberglass only, good condition.
Dale Habas, 6564 Gaage Ln,
Hugo, MN 55038. 612/ 653-0616 eves.

99s and 900s For Sale

'88 900 Turbo 3dr, Automatic, Leather, Rose Quartz, 31k mi, extended factory warranty, bought new in South Carolina. Super clean, well maintained. $16,900.
Tom Brookfield, 82 Wood Creek Dr,
Pittsford, NY 14534. 716/ 385-6482.

'82 900 Turbo, 5spd, Grey, 68k mi. Superb interior, exterior, mech. Pre-post luber, polyair springs, P8s on '86 wheels + 4 steel w/ Hakkas. No smoke, kids, rust, wrecks, pets, races. $5,000. Jim Mutter, Colorado Springs, CO. 719/ 576-1132.

'81 900 Turbo, 4dr, 5spd, Silver w/blue interior, 107k mi. Solid but fair condition, some rust, crack in windshield, nice interior. $1,200.
Phil Gibbs, 202-26 23 Ave,
Bayside, NY 11360. 718/ 352-0088.

'79 900 Turbo, 5dr, Rebuilt head and turbo. New timing chain, new Black paint w/red interior. Good runner. $2,200. Misc. 99 pieces, too. Tom Gillespie, Cedar Rapids, IA.
319/ 366-8016 W, 319/ 362-0815 H.

'78 99 EMS, Silver w/red interior, 78k mi. Orig owner, A/C, S/R, P6s, snows on wheels. Always garaged, excellent condition. $4,000.
Mike Stern, 447 NE Hazelfern Pl,
Portland, OR 97232. 503/ 232-7836.

'78 99 EMS Wagonback, 94k mi. One ownerm freq. oil changes, all service records. New front rotors & calipers, exc. mech. cond. 4 mounted snow tires, serv manual, complete SAAB Club newsletters from 1975. $1,200 obo.
Mike Perlmutter, Sherborn, MA. 508/ 655-7516.

'74 99 Combi Coupe, 4spd, 123k mi, Sepia Metallic/Cinnamon. Professionally repainted/ restored. Immaculate in/out. Runs strong, handles like new. $1,800 obo. Photos available. Todd Allen, 53 Crest Dr,
Bernardsville, NJ 07924. 212/ 210-5574 W, 201/ 766-4454 after 8pm.

'73 99 EMS, Yellow w/B&W side stripes, alloys, carbureted, driven daily, collectible. $2,495. Send SASE & $5 for 4 photos. Also parts for all models. Can deliver anywhere in continental U.S. Ken Edwards, Rt 3 Box 116,
Jonesboro, TN 37659. 615/ 753-3153.

99, 900 & 9000 Parts & Accessories

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

99, 900 headliner recover kit, comes with glue, 3½ yds of material and complete instructions, $77.50. Other parts available. Monday thru Saturday, 9am to 8pm. Trollhattan Motors Inc.,
310 George Av, 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.

900 parts - Best prices. Engines, transmissions, body parts, etc. Free locating service. Gaylon-Walker Imports, 307 E. Lincoln Way, Ames, IA 50010. 515/233-2201.

Parting out 6 99s & 13 900s, 1973 thru '85 T. New OE sunroof deflectors for 99, 900 & 9000, $45. Rod Beckner, 604 E 1st,
Albany, OR 97321. 503/928-6351.

900 parts: 4 185/65 Gislaved snows, almost new, on Inca alloys, $300. Set of thermoplastic winter floor mats, gd cond, $25. Thule roof rack, $40. 900 bra, $40. 900 dog gate, $25. Saab red corduroy seat covers, exc cond, $75. +shpg. Ted Marshall, 620 Isabella St,
Wilmette, IL 60091. 708/ 256-8688.

Michelin TRX 180/65HR390, 6/32"+ tread left, $40. Richard Bohn, 34 Alsun,
Hollis, NH 03049. 603/ 465-2108.

'81 900 parts: block, $100. Head, $200. Intake manifold, $30. AC compressor, $20. Ign computer, $30. Turbo wheels, some with good tires, $50 ea. Phil Gibbs, 202-16 23 Ave,
Bayside, NY 11360. 718/ 352-0088.

'82 900 Turbo parts: engine complete (almost), short block professionally rebuilt.
Ken Perry, LA, CA. 213/ 391-8866.

Roll cage, fits 900 series. Safety Devices cage suitable for Showroom Stock or Rally. $250.
Len Schrader, NJ. 210/ 627-0616 W, 879-6740.

Set of four '84 Turbo wheels w/new 195/60 tires. Exc cond. Jeff at Capitol Imports, Milwaukee, WI. 800-225-2528.

'86 900S, left rear door, electric, all parts except interior. Frame damaged, suitable for reskin, no rust. B/O all or by parts, you ship.
Butch Schartau, 5361 St. Mary Dr, Rochester MN 55901. 507/ 288-0044.

Wanted, All Models

Sonett V4 red/amber tail light lens, and front amber side marker light lens. Dave Trulli,
Los Angeles, CA. 213/ 337-1492.

Pirelli CN-36, 175/70x15. Must be new or unused. 99 Turbo owners, check your spare. Also need early Turbo Inca wheels, P/N 8939662 or 0022343. Creighton Demarest,
17 Lake Dr, Darien, CT 06820. 203/ 324-7639.

Wanted for 96: 4 Sonett wheels, rear window louvers, reverse lens (pair), outside mirrors. For '81 4dr Turbo: SR deflector, rear window louvers, '82 or newer wheels. All as close to new as possible. Brian Garrett, 4263 Taylor NE, Ogden, UT 84403. 801/ 399-1790

750cc block standard or Sport. Cash or trade, reasonable. Pat Tennis, 5710 322 Ave NE,
Carnation, WA 98014. 206/ 333-4585.

93B GT750, '58-'59 in any condition. Also Sonett-II 2-stroke parts. Visiting USA in June.
Bo Lindberg
Villavägen 18
S293-00 Olofström
SWEDEN.
Phone +46-454-91540.

'69 95 upholstery material or front seat kits in black vinyl with stamped, pleated center and bumper steel drip guard.
Gail Katz, 5050 Constitution Rd,
San Diego, CA 92117. 619/ 270-1908.

For late-model 96 V4: Front signal assemblies, centre grille, headlight chrome, rear fenders, rear bumper, two-barrel manifold, steel balance shaft gear, 68/69 gas gauge.
Frederick Campbell, 205A Gower St,
St. John's Newfoundland, A1C 1R2 CANADA.

One Lap continued from page 11

stock suspension. We have requested the factory anti-sway bar package for next year.

Thursday was capped by a visit to the International Motorsports Hall of Fame museum at Alabama International Raceway, better known as Talladega. In addition to several historic NASCAR stockers, Sir Malcolm Campbell's World Record Bluebird was on display, as was a SAAB 9000 Turbo, one of those involved in The Long Run endurance test of 1986.

Actually, the 9000 on display was car number 4, a black Turbo. It was used first to evaluate the feasibility of The Long Run, then became the training car, to give the Long Run drivers a chance to get used to the high banks at Talladega. During the endurance test, it was the camera car.

While we were standing around waiting our out time at the museum, the BMW M3 team came by looking clean and refreshed. The team had found a nearby cheap motel where, for $5 each, they had showered and changed clothes. We got directions and dashed for the car. Quick showers all 'round and we were ready to tolerate each other for another day or so.

Friday night in Donley County, Texas our team was awarded a citation by a Texas Ranger. We had been traveling with four other One Lap cars, all with CB radios and some form of radar detection device, two with scanners. We knew there were law officers in the vicinity so we were keeping close to the posted limit of 55 mph. Our Passport gave off one weak blip, hardly enough to bother stabbing the brake pedal, so I didn't. Minutes later there were blue strobe lights in the rear view mirror and I pulled over.

"Ah clahk chew at sixta-fahv mahlz peh owah, suh."

Now let me get this straight. We're driving across Texas, home of extremely long distances to anywhere, n a four-lane, divided highway, where if you ain't doin' eighty you're bein' passed. And I got a ticket for 65?

The guys with the scanner later told us the trooper had radioed that he clocked us at 62, not 65. And he radioed ahead to the next couple of towns that there was a bunch of race cars coming and, "You'll only git one chance and you'll probably only git one of 'em." We stuck to the posted limits for the next fifty miles and sure enough, there were

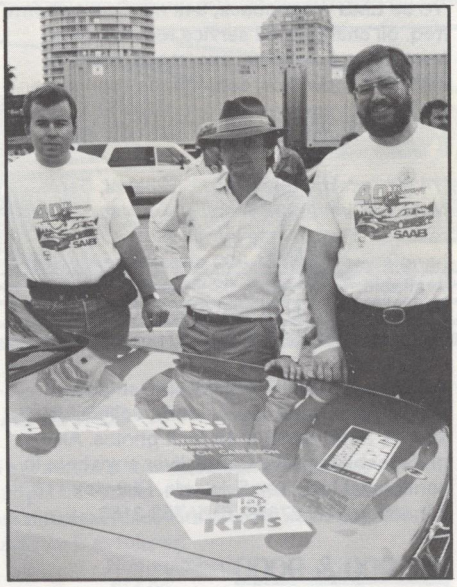

photo by Jill Copenhaver

The Lost Boys: (L to R) John "The Kid" Pentelei-Molnar, Satch Carlson and Tim Winker.

cars pulled over in the next several burgs. None of them were One Lap cars, however.

Dawn Saturday found us headed north near Pueblo, Colorado. Pike's Peak would be the penultimate competitive event. It was billed as a TSD regularity; we were given a speed of 38 mph and the mileage for each of the checkpoints. Any halfway decent navigator could calculate the arrival time at each checkpoint. About three-quarters of the way up the course we encountered snow on the road. With the Alaska Rally Team's cheerleader instructor at the wheel, the Saab was only 16 seconds late at the last checkpoint for a total of 20 points. A Pontiac Grand Prix Turbo STE was the only car that beat us up the hill. Some cars were several minutes late due to the combination of wide tires with little tread and high altitude. We were now in 9th place, but with only one autocross left, had little chance of catching the Aerostar.

The final competitive event was on the paved oval at Las Vegas Raceway at 1am Sunday. With the car unloaded, I climbed into the sleeping bag and slept through the whole show. Good thing I did as a couple of hours later, The Kid woke me up to take over the driving chores into Los Angeles.

We were a little early for our in-time so we detoured to the Radisson Plaza Hotel, quickly checked in, showered and changed into our cleanest dirty clothes. Satch was the wise one among us; he had left a suit to be cleaned and pressed when we had departed a week earlier.

Then it was off to our final check in at Long Beach. A motorcade led the remaining One Lap vehicles through traffic headed for the Long Beach Grand Prix, we took a lap of the race course, and parked in a group where race spectators could gawk at our machines.

The winning team was Dick Corley, Angelo Pizzagalli and Tom Grimshaw, aboard the same Toyota Celica All-Trac that John Buffum drove to victory in '89.

Finishing fourth was a sentimental favorite, an Oldsmobile Silhouette van driven by Fay and David Teal and Jim Briody. Fay has Multiple Sclerosis and is confined to a wheelchair, but her pleasant smile and friendly attitude won the hearts of all of the other Lappers. They also raised lots of money for the fight against MS.

We were met at Long Beach by Saab's new PR guy, Steve Rossi, and his new bride, Lynn, Susan Schuman, and by Saab Club members Paul Florance and Jill Copenhaver. Saab's PR folks deserve special mention for all the effort they put into organizing our One Lap ride. Marie Warner and Karin Nobile couldn't participate directly, but they helped to insure that we had everything we would need for the journey, then requested updates just in case we had any trouble.

The 9000 was about the ideal car for One Lap. The teams that drove sports cars gave up sleeping room for maneuverability, while those who took vans or larger cars went for comfort over handling. There was enough room in the 9000 for one team member to lie down without being terribly cramped, yet the engine and suspension were good enough to be competitive with the prepared cars on the autocrosses. The 2.3 engine deserves special mention; it *is* as powerful and smooth as a six-cylinder, yet gets decent gas mileage - over 30 mpg on those sections where we traveled at 65 mph.

A good time was had by all, so much so that following the awards ceremony at Long Beach, we started making plans for next year's One Lap: A three-car team, at least one car equipped with all the factory available go-fast goodies. Steve Rossi just rolled his eyes skyward. But Steve, "Bob will understand!"

WEST MOUNTAIN SAAB CLUB

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Hosted by the West Mountain Saab Club

August 3rd, 4th, and 5th

WMSC is proud to host the 1990 National SAAB owners convention in historic Sturbridge Village, just one hour west of Boston. This special three day event will feature a scenic TSD rally, 10 unique Saab-related technical sessions, the impressive SAAB concourse, new & vintage SAAB parts swap and a Saturday evening gala banquet with SAAB guest speakers. We are looking forward to a great weekend, and hope to see you all there!!

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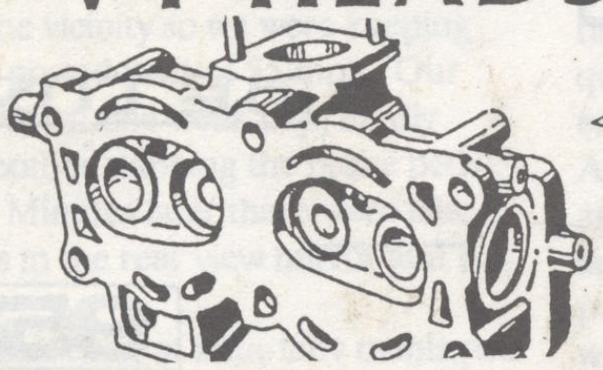

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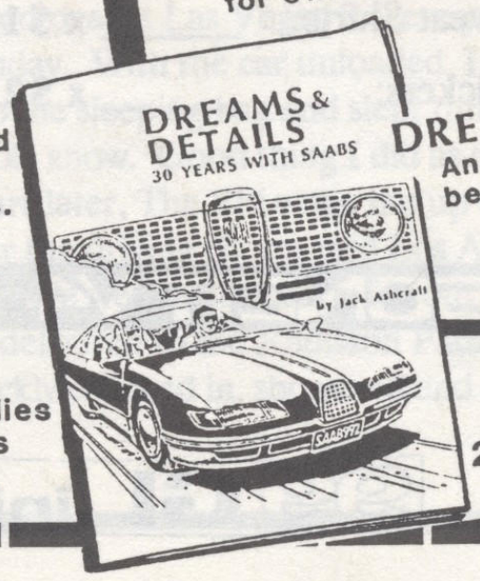

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