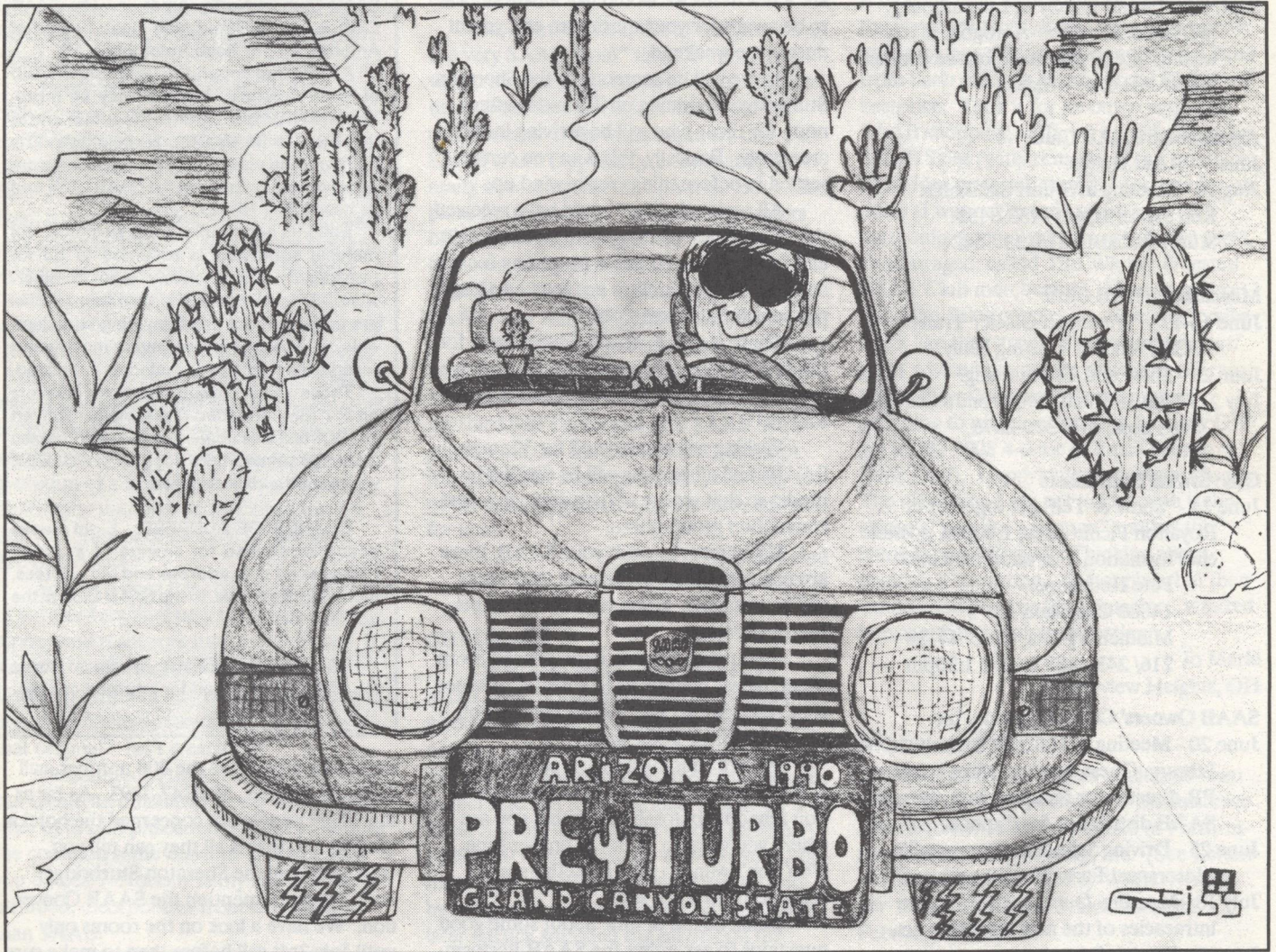


# NINES

THE SAAB CLUB NEWSLETTER

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June  
1990  
no. 193



Drawing by George Reiss, Phoenix, AZ

Amateur Sleuthing: A New SAAB coupe?  
A/C pulley bearing replacement  
Stainless steel exhaust for the 9000  
Keeping a 900 5-speed tranny alive  
Vintage SAAB racing update

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## Regional Club News

### Calendar of Events

**1990 National SAAB Owners Convention**  
Aug. 3-5 - Sturbridge, MA. See May issue for details. Mike, 508/ 525-2110.

**1990 International SAAB Clubs Meet**  
Sept. 8-9 - Grand Duchy of Luxembourg.  
HQ hotel: Sheraton-Aerogolf. If you wish to attend this meet, please contact the SAAB Club office.

**Appalachian SAAB Club**  
June 9 - Road Rallye.  
Aug 18 - Meeting at Stuart Sadikoff's.  
Ken Edwards, 615/ 753-3153.  
Stuart Sadikoff, 615/ 337-5424.

**Milwaukee SAAB Club**  
June 16-17 - "Wisconsin Glacier Trails"  
SCCA National Touring Rally.  
June 23 - Show and Tell meeting.  
July 21 - Clutch Clinic, Lemerond's Garage.  
Dave Parps, 414/ 375-2676.

**Ohio SAAB Enthusiasts**  
June 24 - "Show & Tell" get together at  
Royalton Picnic Area, 1:00pm, possible club formation. For additional info:  
Pete Rechnitzer  
14880 Cherokee Tr.  
Middleburg Hts, Ohio 44130  
216/ 243-1488 before 1:30pm

**SAAB Owners' Club of Canada, Inc.**  
June 20 - Meeting at Hillcrest Branch  
Library. Guest speaker: Mike Johnson,  
PR director for Passport Int'l, the new  
SAAB distributor for Canada.  
June 25 - Driving School at Shannonville  
Motorsport Park (Fabi Track).  
July 18 - Meeting. Guest speaker on the  
intracacies of the new insurance act.  
July 22 - Driving School  
Aug 17 - Driving School  
John Casey, 519/ 576-4320.

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

**Vintage SAAB Club of Washington State**  
Watch this space for details on Fall Meet.

### Make Convention Reservations Soon!

Just wanted to let everyone know that things are proceeding smoothly concerning the 1990 SAAB Owners Convention. There are a few items we would like all attendees to be aware for your maximum enjoyment during the weekend.

There will be someone at the Sheraton Sturbridge beginning on Thursday afternoon for those who will be arriving in the area early. Basically, this is so you can get settled in before things really wind up.

All regional clubs should have received the NC '90 club package with all the details and forms to help them in preparing for the convention. If you have not seen anything, please call your local club.

There is a free oil and filter change for the first fifty long distance SAABs to arrive, courtesy of Spectro Oils and Charles River SAAB.

Parking will be assigned for Vintage SAABs and all parking will be divided by model so that we are able to arrange a nice convention group photo.

If you want to wash your SAAB, there are two car washes in the area, and water will be available. Bring your own buckets, soap and rags.

If you plan to bring items for the Swap Meet, please contact us in advance as space is by reservation only. Let us know if you want outside or inside space.

We are running a tightly packed show. It would be wise to review the full convention schedule beforehand so that you are where you want to be at the proper time. You don't want to miss something you really want to do or see.

Think ahead of time about some good questions to ask either the SAAB Performance panel or the SAAB Roundtable panel on Sunday. This will help to make these special Q&A sessions that much better.

Plan on a full day of events on Sunday, because we have quite a bit going on. In the past, people had thought the convention was over Sunday morning. We have awards and events going on until mid-afternoon.

If you are calling for rooms at the

SAAB Club of North America  
2416 London Road, Unit 900  
Duluth, MN 55812-2221  
218/ 724-1336, 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 5 1/4" 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.

**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.

Sheraton, do not call the 800 number, call the local number, 508/347-7393. As far as the "800" people are concerned the hotel is booked and that is all they can tell you. When you call the Sheraton Sturbridge, don't forget to mention the SAAB Convention. We have a lock on the rooms only until July 3rd; call before then to make sure you have a place to stay.

We at West Mountain SAAB Club hope all of you can make it to NC '90. It will be a great time for SAABers of all ages and we look forward to seeing you in August.

Dave Sullivan  
WMSC, President



## Letters to NINES

### Keep 'em FWD

Through it all -- Ford, then Fiat, takeover rumors, the shock of an unexpected General Motors deal -- I remained calm. I even came to accept, perhaps welcome, GM as SAAB's saviour. But now, talk of rear-wheel-drive on, not one, but two future SAAB's?! That's not just too much. That's ludicrous.

Every SAAB ever built has been a collection of unique and advanced engineering concepts coming together in a way no other car could match, in look or in driving feel. A keystone of that "feel" has always been front-wheel-drive. As SAAB Soundings noted in 1985, "Although the suspension system is the key factor in the 900's handling, it doesn't work alone. Front-wheel-drive helps the car track straight and true, and virtually eliminates any tendency to oversteer..." Add the 900's impressive weight distribution and braking system that progressively puts more power to the front wheels, and you have the continuing evolution of a handling and engineering philosophy that over 40 years has turned untold numbers of rational people into SAAB fanatics.

So, what does this most nonconforming of automakers plan now that it has more money and resources than ever before? It wants to conform, to Mercedes, BMW, Lexus and Infiniti, and build an ultra-high priced competing rear-driver. Now, isn't that original? Isn't it exciting?

Undoubtedly, those SAAB engineers can create an outstanding rear-driver. But what of SAAB philosophy? And what about the common sense concept of doing what you do best? Nobody in my opinion, Audi included, incorporates front-drive better than SAAB.

I appreciate SAAB's problem in developing a front-drive competitor to the BMW 7-series or Mercedes S-class. But when Audi went upscale with its 100, it's answer was four-wheel-drive, not a total reversal of its own proud front-drive heritage.

It's not that I hate rear-wheel-drive. I know well the pros and cons of rear- and

front-drive, having spent five enjoyable years with a Volvo 242 GT. But SAAB has made a philosophy, a cult, out of front-wheel-drive. Evolving to four-wheel-drive is fine. But relenting on rear-drive now is pointless.

Of course our new SAAB executives will say that the point is to make SAAB appeal to greater masses. And they would tell me that, since my interest remains with the 900 and its eventual replacement, which will be front-wheel-drive, I have nothing to worry about.

But I am worried, about the dilution of the very SAAB "soul" that GM promised would be guarded. We SAAB fanatics have never been able to explain that "soul" in words alone. Only when inquirers drove a SAAB could they clearly understand, so many becoming instant converts. But with plans for rear-drive, V6s and even rumors of a GM V8, I'm not sure any of us will know exactly what a SAAB is before long. And if we SAABers can no longer define a SAAB, how will GM define a market for it?

It is a tribute to SAAB that, despite my anger over this rear-drive lunacy, I remain committed. Just this week I took delivery of my third 900 Turbo and fifth SAAB in 15 years. And the car was flawless. Perhaps Margrit Adler had a point last year: buy two of the existing models, one for now, and one for later.

Bill Bartman  
Alexandria, VA

### saablove

I read with relish Bill Briggs' story about truck drivers with pilot error and the grieving process ("My car! My Car!") after a major collision... same thing happened to me, then the insurance people expected me to feel safe in a rental Honda. Right-O. I loved SAABs for 20 years before scraping up \$7,000 to purchase an '83 900S w/24,000 miles (after Mint '83 Mustang was totaled by indigents - another story). Not one year later a truck smashed my car/self on the freeway... had a mystical experience - trip thru tunnel of lights, looking at my body trying to find a way back. Voices asking what I did with my life. Must have given the wrong answers as here I am, none the worse for wear (Thank SAAB) and that whole episode (elaborate discussions with God) convinced me that the correct answer to the question what I did with my life is: "I had a

Good time, thank you very much." Didn't go so well for the car, tho -- the insurance people said: "blablablabla \$6600 - take it or hire a lawyer." Took it. Was not financially prepared to purchase another car or psychologically prepared to battle an insurance company - no find another affordable SAAB (cried). Bought a used Buick with every bell-&-whistle, small consolation. Worked more overtime. Felt like an illegal alien in the SAAB Club with a Buick. Geewhiz. A year goes by, the Buick is blowing blue smoke, muffler fell off on the way back from ritual Labor Day retreat in Massachusetts; get home and find a letter from Saab offering an additional \$2,000 off best price. Took it for an omen and went SAAB shopping; suffered untold abuses by SAAB Sales (witty remarks about not being Mercedes material; they did not care for my attire (I was not exactly taken with their natty suits + only sold the cars) & like that). Discouraged; called Tim Winker & tested SAAB Club membership. He said never mind the Sales people; SAAB Club/Service is not like that (true). Got moral support/great advice/opinions on pricing + courage; better than Consumer Reports; went shopping to more dealerships & finally DID get an '89 900S 4-door (w/small loan from Bank Dad). Happyhappyhappyhappyhappy. The only thing I am not tickled with is the colour ("just like a woman"), altho' the name is nice "Cirrus". Thinking about painting it turquoise... or hot pink; but then would need plaid or floral interior... a mixed blessing that it is already rusting.

Jo Marie  
Broadview Heights, OH

### More on PVE

I would like to add an additional "two cents" to the controversy over the existence and customer relations policies of Performance Vehicle Engineering, Inc. (See Letters to NINES by John Wesley White, November 1989, and Robert J. Bornaschella, February 1990.)

I first learned about PVE via a favorable article in the November 1988 issue of Smoke Signals, the publication of the SAAB Club of the National Capital Area. On November 10, 1988, I spoke with Mr. Bornaschella, who described the kit and its installation. He told me that PVE had approximately 200 such kits in use. When I requested some technical literature on the



package, he explained that they were preparing a detailed catalog which would be available "in a few months". He told me that my name was now on his mailing list, and that I would receive the information as soon as it was printed.

Having heard nothing, I called PVE on March 23, 1989, and spoke to someone named David. He said "the boss" was out of town, and he would have him get back to me upon his return on March 30th.

Having heard nothing, I called on May 4, 1989. This time I spoke with a woman who explained that information sheets were currently being printed. She again took my name, address and phone number, and promised to send the material to me.

Having heard nothing, and planning a business trip to the immediate vicinity of PVE's location in Old Lyme, Connecticut, I called on October 3, 1989, hoping that I could make an appointment to visit them. The woman who answered told me that PVE was in the process of moving from Old Lyme to another location (which she would not disclose). She told me that all systems, literature, etc., were packed in boxes, and that no one would be available to meet with me, or to forward any literature, for "a few weeks", but that she would make sure that I received the material as soon as PVE was settled into its new location. To date, I have heard nothing.

Please note that, in between the above documented discussions I have made at least three other phone calls and left messages on their answering machine. None of these messages has ever been returned.

Jerry Wachtel  
Baltimore, MD

### Freedom to make mistakes

Something recently got my dander up. When I was a little boy I was brought up to believe that America is the land of the free and brave. Free speech is one of the attributes of democracy, and it is the American goal to liberalize.

Now that I've seen the world, I have come to believe that America is the land of money, lawyers and get-rich-quick-ers.

Why am I writing all this? Because I would like to see the return of 5 minutes of hate. To hell with people that think TV is real life, and the same with those that think that anyone, just anyone has more responsi-

bility for what they do, than they do themselves. If someone wants to run his car with three wheel brake cylinders, he should, and he should have the right to talk about it. I have the write to read about it. But I have to take the responsibility if I do the same. This must be understood when we publish something in this newsletter.

Another debate: I consider myself to be a Jack Ashcraft fan, but I don't like the front of Jack's 3.5 Sonett. He's also been wrong about something just about every month this year, but never anything major. I'm writing this to point out two things: One, Jack we are watching you closely; two, do not underestimate or take Jack's contribution for granted. Let's all join in

and thank Jack for the effort.

And while we are at it, (thanks to) Tim for putting out one of the best marque newsletters. I think it's the best of the SAAB newsletters, and I prefer almost every aspect of it to those of the Lotus newsletter I'm getting. And Tim is doing it with less members and less money. Let me say that I think Tim is in line for a raise.

Last but not least, I loved the headliner fix (in the April 1990 issue). I had to stop reading twice because I couldn't see anymore for tears of laughter in my eyes.

Peter Bach  
Usingen, West Germany

### The 95/96 Four Speed is Dead

It may be very difficult to believe, but The Source says that this screaming headline is true. The official announcement is expected as early as next month. The truth of the matter is that the fantastic four-speed is being replaced on the 95/96s by the classic three-speed. Yes, but wait, there's more:

The Factory is about to announce the return of the thrilling three-speed transmission coupled to a three-speed axle. This, of course, will bring an almost zen-like harmony to the 95/96 line. Imagine, the Mighty Three Two Stroke engine, with Triple Intercooled Turbos, pouring that 89 heart pounding horsepower through our beloved three-speed and then swung around to the drive wheels by a three-speed axle. Oh the engineering perfection of it all!

As you might have guessed, only the 95/96 models will have this feature as standard equipment. Those cars enjoying this technical perfection will have "three by three by three" added to their model names. The badge of this engineering blessing will be displayed, discreetly, on the front fenders as "3X3X3". The only other clue to the presence of the three-speed axle will be the axle shifter mounted on the crafty column shifter wand. To change the axle ratio one need only twist the shifter lever forward to shift the axle ratio up and back for down. The Source says the system is so cleverly engineered that it is very simple to use and very effective. Apparently The Factory drivers have easily mastered split shifting and can race through what is effectively nine shifts with very little practice. One can hardly imagine what the Vigen-like acceleration thrust must be like!

The question left begging is: Why not on the 9500/9600s as well? The Factory believes that the new cars will be more mainstream and that the true connoisseur always demands the "original" when buying exotic high-performance cars.

The complete new lineup next time. Until then, best wishes,

*Simon Du Stroke*



## Doktor Nio's SAAB Klinik

Submit your questions with as complete information on the problem as possible, also giving the year and model of SAAB. Problems of general interest will be answered here. No requests for personal replies please. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact an authorized SAAB dealer or repair shop.

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

The cold start performance of my '82 non-turbo manual 900 (76,000 miles) has been less than satisfactory for a long time. I installed the Lambda lockout kit in '87, but it didn't help much.

In response to Don Andrews' note in the Oct. '89 issue, I checked the auxiliary air valve and found it was not open fully when cold. I replaced it. I also checked the warm-up regulator as described by Tim Buja in the Jan. '88 issue. The regulator was stuck closed and since the repair, the car runs much better. Thanks to both of you.

Now the only trouble is that about 15-30 seconds after a cold start (50°F and below), the engine speed drops from 1200 RPM (normal warm-up speed) to below 500 RPM, sometimes nearly stalling, about every five seconds. This happens 4 to 6 times, gets progressively less severe, then all is okay. I disassembled and cleaned the transient enrichment valve, but the problem has not disappeared. Any suggestions?

Eric Frank  
Pittsburgh, PA

*It sounds like the mixture could be too rich. During the period when the warm-up regulator was not functioning properly, the basic mixture may have been adjusted on the rich side to compensate the lean running condition. Now that the control pressures are where they should be, the overall mixture is too rich until the oxygen sensor takes over and begins to control it. Run the engine until fully warm and adjust the mixture to the lean side of the pulse-ratio.*

I have an '87 900 Turbo with a dealer-installed SAAB-Guard alarm with the remote and motion sensor options. Over the last year the alarm goes off without any obvious provocation -- I have watched this happen several times in parking lots with no one near the vehicle. I thought it might be an overly sensitive motion detector, but it still happens with the detector switch off.

The dealer tells me he can't find

anything wrong. I've made three trips there and it always works for 2-3 weeks after I get it back, then the fireworks begin again.

Jim Wilkerson  
Eaker AFB, AR

*Our resident electronics wizard mentioned the motion detector as being the culprit in past instances of false alarms. Unplug the motion detector, don't just switch it off. Test the system for awhile and see if it malfunctions, then request a new one.*

I love my '86 900, but I've found one annoying and potentially dangerous, yet mundane, problem in an otherwise great-driving car. The windshield seems to become dirty rather quickly and the wipers do not adequately clear the windshield of whatever is "gumming" it up. Even if it has been cleaned recently, a light rain renders the windshield translucent. I haven't had this problem with other cars I drive in the same area. I've tried various cleaners, different blades and blade holders. I suspect the angle of the windshield might be part of the problem, but if you have any suggestions, I'd be glad to try them.

Tom Capehart  
Herndon, VA

*I always felt the 900 windshield shape was great and the wipers, Bosch Micro-Edge, to be excellent. There may be a problem with air-borne chemicals, fumes and other pollutants that are adhering to the glass. Try pure vinegar or ammonia to cut through the film. Rain-X, if used in the past, will streak if it is not reapplied on a regular basis. There are detergents available for the washers. You may even want to try the washer fluid heater as the hot water may cut through the road film and clear things up.*

I have been having trouble with belt noise on a couple of my 900s. The belts are especially noisy during cool, damp weather. Can you recommend any brands or types that might be less noisy?

Also, can you give a rough idea of the

life expectancies of the timing chain, steering rack and pump, alternator, water and fuel pumps, etc., for the purpose of preventative maintenance. I would consider replacing or rebuilding these items if I knew they were at or near the end of their service life.

Robert Schenk  
Rockford, IL

*The A/C belt on H-engines is almost always the noisy one. Try smearing it with coarse rubbing compound then running the engine. This de-glazes the pulleys and should quiet the belt. Continental makes a great cogged belt that seems to stay quiet longer than others.*

*Shame on you for anticipating component failures on your SAAB. Here's my opinion of the inevitables you can expect:*

*Timing chains: B-engine - numerous adjustments up to 120k miles, then replacement. H-engine - The chain's not the problem. Replace the early tensioner. Loctite all guide bolts so they don't fall off.*

*Early power steering racks suffer from morning sickness regardless of mileage. Pumps seem to last forever.*

*Alternators, for the most part, last the life of the car, but expect to replace the regulator/brush assembly around 90k miles.*

*B-engine water pumps leak every 80k miles or so. H-engine water pumps last about the same, but are cheaper to replace.*

*Electric fuel pumps go for about 120k unless they are pumping something other than pure gasoline.*

Quick question: Ever hear of anyone taking a 9000S and adding an aftermarket turbocharger? Would the modifications to the engine be more than the savings in buying the "S"?

James Powers  
San Diego, CA

*Quick answer: Buy a new 9000S 2.3-16 and forget about turbochargers. The price didn't go up but torque and horsepower certainly did!*



## Parts Dept. Clearance

Deep discounts to move 'em out!

Part #	Description	Qty	Price
02-73-383	875 Radio kit	1	889.90
75-22-360	Turbo cyl hd Assy. H-eng	2	729.30
02-73-409	87 Hi-line radio	1	643.50
75-22-352	Cyl. head, B-eng	1	643.50
02-09-767	Control unit	1	641.30
88-93-529	Steering gear	1	548.90
02-09-726	Turbocharger, 85-87 16v	2	502.70
02-09-544	Turbocharger, 81-82½	2	493.90
96-11-336	Dash Assy.	1	458.80
69-17-223	Frame Assy.	1	457.05
02-84-299	M88 base radio	2	442.20
93-62-817	Lambda Elec. Unit	3	441.10
94-81-979	AC compressor	1	432.85
92-29-725	Side plate	3	423.50
91-01-585	Pwr Steering pump	1	378.40
02-77-566	R Spir - outer	1	350.35
95-54-429	Belt system ECU	1	348.70
87-10-832	Gear set	1	339.35
95-22-640	EDU display	1	312.95
82-84-044	Windshield	1	301.40
69-63-813	Elec SR motor	2	298.10
02-47-023	M89-90 Equalizer	1	289.30
02-46-140	M88-900 Alarm system	1	281.60
96-57-446	Door trim, Tan	1	280.50
89-42-609	Power brake booster, -86	1	276.65
94-80-955	AC Evaporator, 81-	1	267.30
02-71-395	Starter, 900, 85-	1	255.75
69-75-064	SR panel Assy.	1	251.35
69-44-849	Bumper cover	1	246.95
89-37-047	Rack	1	237.60
75-36-923	Fuel pmp, 87-, B201	2	223.30
93-61-015	Fuel pmp, 82-86, B201	2	221.65
02-11-334	Wheel,	1	211.75
75-98-311	Oil cooler	1	209.55
75-42-897	Frt Drum Assy.	1	207.90
95-90-517	Fuel/Temp Inst., 88 900	1	208.25
96-19-560	Seat cover, A33	1	202.95
92-80-439	900 Windshield, Brz. 83-	2	202.95
92-55-209	Window reg RH	2	201.85
92-55-233	Window reg LH	1	201.85
75-96-019	Control valve	1	196.35
02-09-213	Fuel dist, 75-78 US, 77 UF	1	196.35
40-65-397	Box w/amp	1	195.25
98-83-232	Elec. mirror Assy.	2	194.70
95-26-757	ECU Cruise ctrl.	1	192.50
95-90-905	Speed ctrl ECU	1	188.10
82-18-398	Front fender, 75-78 99 LH	2	187.00
98-69-694	Door trim, Red	1	183.15
78-74-720	Ft. Brake calliper LH, -87	1	176.55
78-74-738	Ft. Brake calliper RH, -87	1	176.55
94-37-054	Door trim LH	1	175.45
02-43-006	9000 5dr rear Decor panel	1	175.45
89-90-574	CV joint, outer, 86-87	2	172.15
69-13-651	Gray spoiler,	2	171.60
94-73-109	Trunk trim, gray	1	168.30
85-81-084	Fuel/Temp Inst., 83-87 900 2	1	166.65
02-10-559	Saab Guard Alarm	1	164.45
87-11-343	Sprocket	1	164.45
97-27-231	Door uphl, L20	1	164.45
83-34-997	Fuel pump, B201, -82	1	161.70
92-52-719	Door skin LH	1	160.60
98-38-061	Door trim, C20	1	160.60
98-37-642	Door trim, C15	1	160.60
98-37-659	Door trim, C15	1	160.60
69-41-934	Glass bronze, LH	1	158.95
89-42-773	Wheel hub	1	158.95
89-09-061	Wheel hub	1	157.30
76-33-738	Seat back cover	1	152.35
00-24-554	Sedan spoiler	1	150.15
97-04-743	Door trim, Red	1	148.50
82-74-359	Wheel housing, outer LH	1	147.95
95-09-654	Light Assy., LH	1	146.30
85-87-024	Vacuum pump	1	144.65
02-57-709	900 Ft. Speaker, HI-Perf, pr 1	1	141.90
78-74-688	Spoiler kit	1	141.90
93-92-762	Lambda probe	1	141.90
	AND MORE...		

## Noller Saab

2946 S. Kansas Ave., Topeka, KS 66611

1-800-235-3673

(Ask to be transferred to Noller Saab)  
If you have any questions, please call.

## SAAB NEWS

### 9000 makes one lap into Guinness book

"I have never driven a car that's as good and stable on a long journey as my three-year-old Saab 9000," said Thorkild Mortensen of Horsens, Denmark. And he should know, since he and Paul Holt have just made the Guinness Book of Records by driving from Skagen in northern Denmark to Gibraltar in southern Spain and back again -- a distance of 4,493 miles -- in 63 hours and 17 minutes. That's an average of 71 miles per hour.

The Saab's performance trimmed the previously held record by 6 hours and 33 minutes. The naturally-aspirated 9000 consumed 185 gallons of fuel, an average of 24.3 miles per gallon, and only one-half quart of oil.



### Saab sales still down

First quarter sales of Saab cars have continued to drop despite the new management at Saab Automobile AB. Worldwide, unit sales for the first quarter were 24,700, down 15 percent from the same period in 1989. According to Saab-Scania president, Georg Karnsund Saab Automobile will keep showing losses until it can succeed in reducing costs, improve use of factory capacity, and boost sales.

Peter DuPont, Swedish automotive specialist with UBS Phillips & Drew, a London brokerage house, said, "It helps justify their decision to sell half the business. What we're seeing is their North American business in substantial decline and Swedish sales significantly down. There is also quite strong cost pressure in Sweden and they can't do anything on the price front." Sales of new Saabs in Britain, another important market for Saab, continue to be strong.

DuPont predicts it will take strong measures to make Saab Automobile profitable. Volume will have to be increased at Saab's plants, "or you have to take an axe to the cost structure."

Saab Automobile President David Herman has predicted profitability for the Saab-Scania/General Motors joint venture by late 1991.

### Prognostication: Three new Saabs by '96

Georg Kacher is at it again, this time in the May issue of *CAR*. Updating stories outlined in the May issue of *NINES*, Kacher leaks a few more details of Saab models in the works.

The 900 replacement, codenamed project 102, is still expected in 1992. As previously told, the new 900 will be offered as a 3-door, a 5-door and a convertible. A 9000 coupe and its "drophead" derivative are unlikely as a result.

The next new Saab will be a new Saab, last month referred to as the 9000-plus. It is now known as project 108, and should compete with the 7-series BMWs. Expect it to be rear-wheel drive with traction control standard. All-wheel drive may be an option on the big Saab, and possibly, with help from Goodyear and GM's Lotus, active suspension. Power will likely come from a V6, or possibly the American North-Star V8.

Project 106 is the future 9000. Björn Envall, Saab's chief designer, has penned a traditional Saab; a front-wheel drive model that should be available in notchback and hatchback styles like the current 9000. If the 106 uses the upcoming GM V6, David Herman, Saab's president, says, "Our application will be different and more high-tech. The Saab version must be technologically more advanced, and we need better torque characteristics, too. You may see us do a 2.7 instead of a 2.5."

SAAB NEWS is compiled from news releases issued by Saab-Scania of America, Inc., and from articles published in automotive magazines.



## New Saab dealer system for Canada

In an effort to achieve wider distribution and service of Saab cars in the Canadian market, Saab Automobile AB is replacing its current distribution system. Passport International Automobiles, the import marketing division of GM of Canada Limited, has been appointed as exclusive distributors of Saab passenger cars in Canada. The new arrangement will take effect on September 1, 1990.

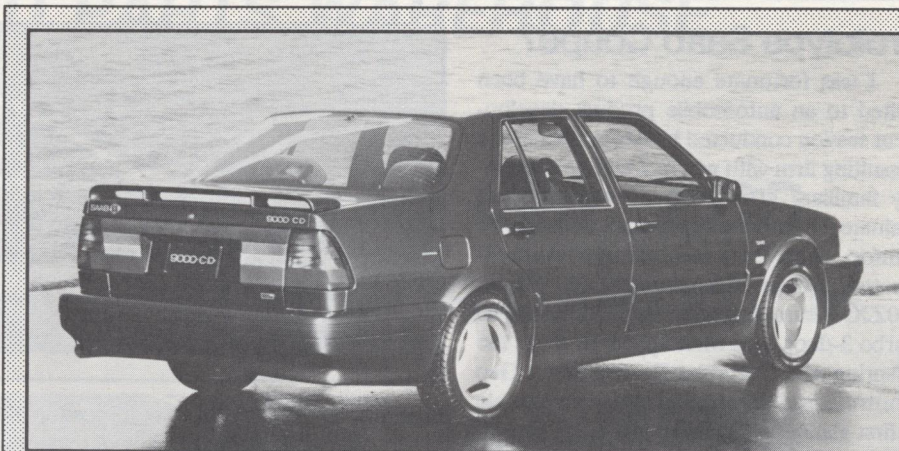
Saab-Scania Canada, Inc., a wholly owned subsidiary of Saab Automobile AB and distributor of Saabs in Canada since 1986, will be dissolved following the transfer of operations to Passport. The existing network of 32 Saab dealers will also be eliminated, though the Saab dealers could apply to become Passport dealers.

There are 63 Passport dealers currently, with an additional 20 expected to be appointed by the end of 1990. In addition to distributing the Saab 900 and 9000 series, Passport dealers will continue to carry the Impulse, Trooper and Pickup models from GM partner Isuzu of Japan, and the Optima, a version of the German Opel Kadett built by GM's South Korean affiliate, Daewoo. Passport has also been named as Canadian distributor for the General Motors Saturn lineup.

David Herman, President and C.E.O. of Saab Automobile AB, said that current sales levels of 1000 to 1500 cars annually wasn't enough to justify a separate sales organization for Canada. "By joining forces with Passport, we can now cover most of the country and provide a far greater level of service to existing and future customers," said Herman. "Thanks to Passport's experience in handling imported cars, we get instant access to a larger and established network well suited to Saab's needs."

In a letter to Saab dealers in the United States, Robert J. Sinclair, president of Saab-Scania of America, Inc., said, "The new distribution network in Canada brings with it the great opportunity for increased volume in that country, which is in the best interest for all of us at Saab. In addition, American Saab owners traveling in Canada will now enjoy the advantage of even better service and parts support, which will translate to increased consumer satisfaction." There are more than 300,000 Saab owners in the USA.

Canada is considered a key market for Saab, and this move is in line with the company's determination that Saab gets a



### Aerodynamic Styling Package for 9000 CD

A new Aerodynamic Styling Package, now available through all 363 U.S. Saab dealers as a dealer-installed option, offers reduced air resistance and improved road-holding for the already aerodynamic 4-door 9000 CD.

The new aerodynamic styling package was developed according to the tenet that form must follow function. Styling package components -- a front bumper cover with a deep, integrated spoiler that includes fog lamp provisions, rocker sill extensions, flared wheel arch moldings, and a rear bumper cover with an extended under-bumper valence -- are fitted around the Saab to manage airflow over the vehicle's surfaces. As airflow improves, fuel consumption decreases, along with wind noise, and wind resistance, while side-wind sensitivity and high-speed stability are improved.

All Aerodynamic Styling Package components are made of tough, durable Urethane plastic, the same impact-absorbing material used in standard Saab bumpers. A Saab equipped with an Aerodynamic Package retains the 5 mph bumper integrity of the standard vehicle. Original mounting points are used to reduce the risk of corrosion. The material is pre-primed, degreased, and is ready to be painted to match or contrast the car's body color.

"We have added this dealer-installed styling package to our accessory line to give 9000 CD and CD Turbo owners the option to further develop their Saab's performance prowess and distinctive appearance," explains Edward N. Kaplanian, Saab-Scania of America's national parts manager. He continued, "The visual result is a well-tailored, distinctly aerodynamic form."

Saab's styling package for the 4-door, along with similar aerodynamic packages for the Saab 900 and 9000 hatchback models, were approved after thorough tests including wind tunnel and brake cooling analysis, as well as "real world" durability tests.

Saab Aerodynamic Styling Packages, like many other major Saab options, are warranted for the duration of the 3 year/36,000 mile New Car Warranty or the 12-month/unlimited mileage Parts and Accessories Warranty, whichever is applicable at the time of installation. Suggested list prices for the styling packages are \$2,500 for the 9000 CD or CD Turbo, \$1,980 for 9000 hatchback variants, and \$1,363 for 900s, plus the cost of paint and installation.

stronger presence here.

To ensure maintained Saab awareness in the marketplace, there will be a clear Saab identity at the Passport dealers carrying the Saab make.

Saab cars were first distributed in Canada by Scancar Ltd., beginning in 1974. In 1978, the dealer network was taken over by BL Canada (later called JRT Import), distributors of British cars such as Austin, MG,

Jaguar, Rover and Triumph.

Saab-Scania Canada Inc. was established in 1986, and currently employs 40 people. Some of those will be offered positions at Passport to support the Saab operation. The remainder will get assistance in finding other employment, including the possibility of working in the GM of Canada operation.



## Prototype Saab Coupe?

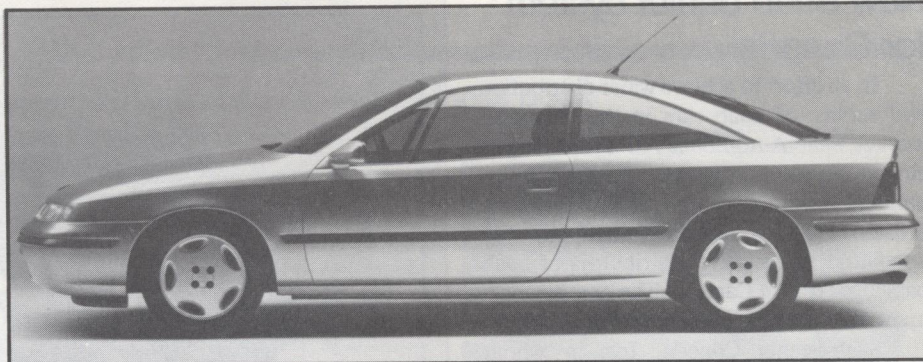
I was fortunate enough to have been invited to an automobile product development session conducted by Abt Associates, a consulting firm with whom I was professionally familiar. The invitees were asked to evaluate the exterior appearance and interior comfort of six 2+2 sport coupes: Audi 90 Quattro Coupe, Thunderbird SC, Nissan 300ZX, Acura Legend Coupe, SAAB 900 Turbo 3-door, and what appeared to be the offspring of a Chevrolet Beretta and a Geo Stormating -- interesting but unremarkable at first glance. Only when it was my turn to evaluate the front view of this mystery car did I realize it was a prototype SAAB coupe!!

The grill was characteristically SAAB, modified, of course, to fit the low front profile and there was a very conspicuous Saab-Scania emblem that was too large for the hood area. The side profile had the contemporary sloped nose and high tail a la Eclipse/Talon/Laser. The rear hatch latched at the top of the taillight panel, resulting in a 10-inch lip to overcome while loading or unloading. In my attempts to uncover clues to this coupe's origins, the only thing I could uncover was that the window glass was PPG Italy.

The interior was a hybrid of familiar SAAB accoutrements and "foreign" components. The instrument cluster was directly from a 9000 and the steering wheel contained a SAAB SRS airbag. The headlight switch was rotary and in its familiar position at the left, along with the fog lamp switch -- both, however, had a more convex designs than the current 900/9000 switches. The heater/AC controls were a throwback to the 60's with pushbuttons reminiscent of an electric stove lined up beneath an assortment of ideograms. The trip computer looked like an add-on from J.C. Whitney. The radio was not a Clarion but had a SAAB label and what appeared to be European bands (possibly merely a prop).

The front seats were leatherclad and possessed headrests rising on two chrome stalks -- the seat adjustments were unlike any of today's 900 or 9000 seats. The rear seat-backs were split 60/40 and could be tilted forward without lifting the seatbottoms; the rear headrests were identical to current offerings.

Under the circumstances (namely, a sealed bonnet) it was difficult to obtain first-hand mechanical details of the prototype. The evaluation materials specified that this vehicle possessed a 2.5 liter 24-valve 6 cylinder engine driving the front wheels and was priced



at \$25,000. Options that would possibly be available included 6-speed manual transmissions, 4-speed automatic transmissions, rear spoilers, ABS, anti-spin traction, and wool upholstery. Possible engine and drive combinations ranged from 2.0 liter 16-valve front wheel drive at \$21,000 to 2.3 liter 16-valve turbocharged all-wheel drive at \$31,000. I believe the 6-cylinder engine was only listed with front wheel drive.

As the session progressed it became evident by the direction of the questions and focus that SAAB was at least one of the sponsors of this affair. At the end, a few of us were invited to participate in a focus group discussion the next evening. When I pulled into the parking lot the next evening and saw six 900s parked there, the sole sponsor's identity became clear. During the ensuing panel discussion, all seven participants expressed great enthusiasm for the performance and design features of our 900s and only two expressed any hesitation about buying another. When explicitly asked whether the prototype could or should replace the current 900, there was a unanimous "nay".

Several expressed disappointment with some of the design aspects of the new coupe -- limited rear visibility, inadequate sun visor range of motion, "that damn 10-inch lip" at the hatch, assorted interior appointments. As a group we agreed that instead of replacing a current model, SAAB should pull out the leather, the trip computer, the ACC and market the coupe as an entry level vehicle at \$18,000. It would be nice to see a Sonett niche filled again....

Unfortunately during this discussion, information flow was unidirectional in that the moderator would not answer any questions about the prototype. Nor would he respond to my speculation that this vehicle was not a "real" SAAB but rather a GM Saturn 2+2 coupe in SAAB clothing (would the engineers in Trollhatten really build in a "10-inch lip"?). With the exception of the

taillight treatment, the photo in April's issue of *Road & Track* resembles my memory of the coupe. My guess is that GM/SAAB is testing the feasibility of marketing a high-end Saturn through SAAB dealers.

Having revealed all this information, I guess I won't be invited to any future product evaluations....

Donald Y. Young  
Palo Alto, CA

*The car shown at the "product development session" is an Opel Calibra, as confirmed by Don when shown photos of the new Opel coupe (courtesy of the Opel Drivers Club of America). The Calibra was modified with a Saab grille, gauges and badges. Several Saab dealers have also seen the car. Saab may be considering their own version of the new Opel. The Calibra is to be built in the Saab-Valmet factory in Finland beginning next year.*

*While the coupe under evaluation may be a future Saab, it may also be part of a survey by another manufacturer in an attempt to market a Saab-like car. Labeling a prototype with a different name is a trick that has been used before... by Saab.*

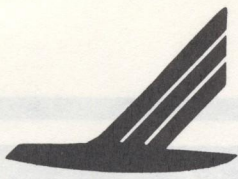
*In 1967, when Saab needed to test the future model 99 under real conditions, the company didn't want people to guess that the test car was what it was.*

*Using letters from the "saab sport" nameplate, engineers spelled out "daihatsu" on the hood. Daihatsu is a real auto manufacturer, but there were none on the roads in Sweden.*

*The "daihatsu" 99 is now a resident of the Saab Museum in Trollhattan. - TW*







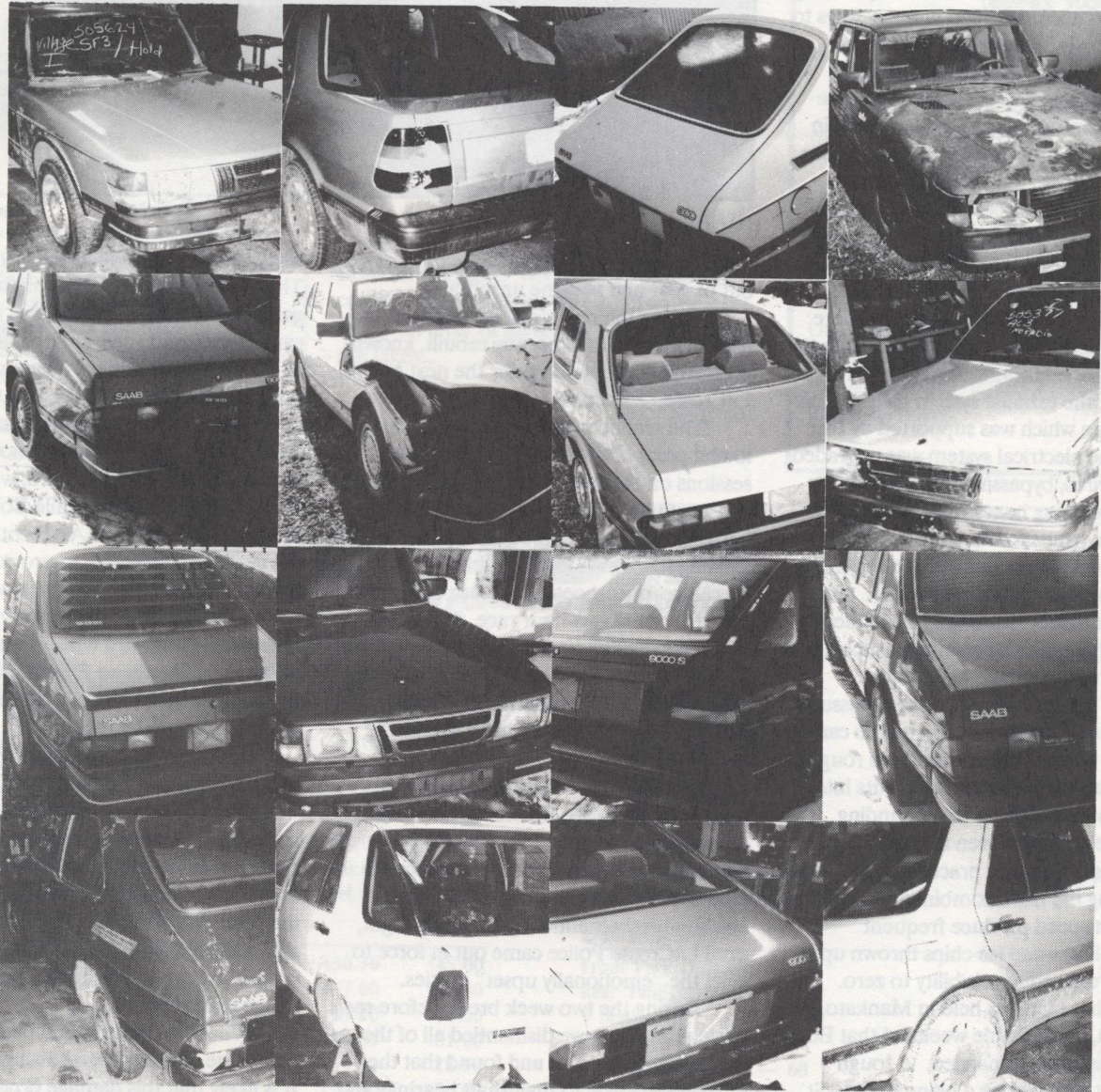
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## Trail of Frozen Tears

After running several races per season for a number of years in the International Ice Racing Association series, we decided this was the year to "go for it". With Mark finishing up his schooling and possibly moving out of state, and Bob approaching old age, it was now or never to participate in all seven of this years' ice racing events.

Campaigning a 1978 SAAB 99GL 2-door for the third year, we felt that reliability would not be an issue. The car was running well and had been modified in many ways to keep it that way. Upper and lower front shock mounts had been reinforced; the front mount base had been welded to the frame and a much larger bolt was used, in addition, the front transmission mount was heavily reinforced; the steering column brackets were reinforced (they had stress cracked which nearly left the steering wheel in the driver's lap after a race - SAAB's Generation-I tilt-wheel?); the right side motor mount was replaced with the more solid type used with air conditioned cars; the SEV Marchal alternator was replaced with a Delco unit; the exhaust system included only the headpipe which was supported by two hangers; the electrical system was upgraded with new wires, bypassing the original fusebox and using heavy-duty switches in place of the ignition switch.

Safety modifications included rollcage, six-point safety harness, window net, and a rear quartz amber running light. Although we certainly wouldn't need them, substantial front and rear tow rings were added.

All of the modifications are necessary because racing on ice is tough on the car - as well as the driver. Frozen lakes are rough and the studded tires wear deep ruts into the ice so suspensions take a pounding. Tire failures are common even though use of inner tubes is standard practice. Snow banks lining the track combined with sliding sideways at speed produce frequent rollovers. Snow and ice chips thrown up by other cars can reduce visibility to zero.

The first race was held in Mankato, Minnesota, on the same weekend that Bob's mother was being remarried. A tough choice, but Bob was on a plane back to St. Paul just hours after the ceremony so that we could make the race on Sunday. Upon our arrival in Mankato on Sunday morning, we found the track well suited to our SAAB. Despite starting from the back of the field, we moved up quickly. Forty minutes into

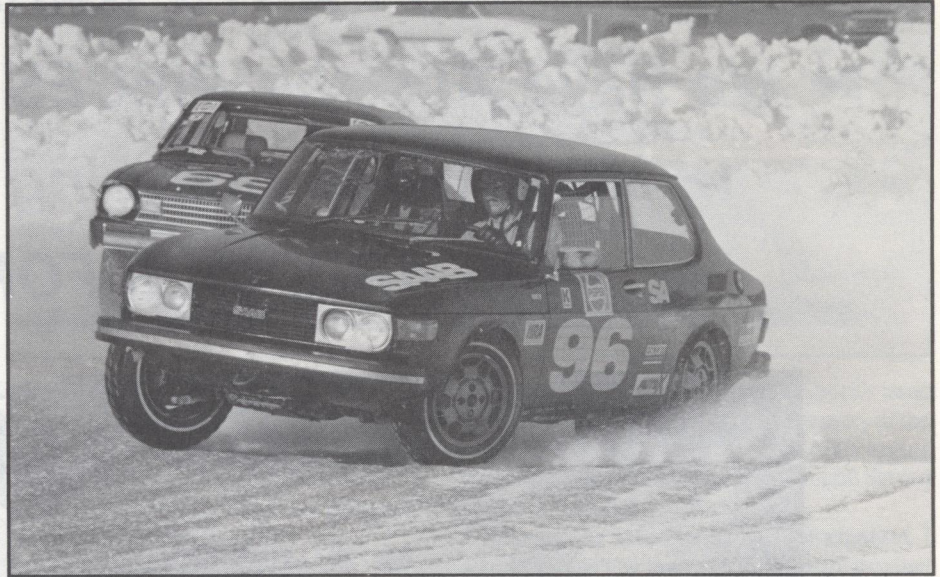


Photo by Rick Corwin

the race, however, the transmission popped out of gear and became unshiftable.

During the next week we replaced the transmission with a recently rebuilt, known good unit in preparation for the next race at LaCrosse, Wisconsin.

The second weekend proved to be the lowest point of the season. Qualifying sessions on Saturday were hampered by the consecutive shredding of two alternator belts. The car was geared poorly for the twisting track with few straights and was, therefore, uncompetitive. After only twenty minutes of the two-hour race, the transmission failed again. Fortunately, we were able to finish the race locked in third gear, even though a collision pushed in the front fender which proceeded to chew up a tire by the end of the race.

Our spirits were further dampened when a motorist slid his Renault into our tow vehicle. Sleep deprivation was yet another problem in LaCrosse; boisterous crew members on another team kept us awake with their antics on Saturday night, until LaCrosse Police came out in force to evict the "emotionally upset" parties.

During the two week break before race three at St. Paul, we dismantled all of the broken transmissions and found that the failures were due to mainshaft bearings and broken mainshaft housings. With new parts and proper set-up, we felt the car would be bulletproof.

Saturday at St. Paul was disastrous as the car was nearly unshiftable. Then during qualifying, the cam carrier self-destructed

when running the engine at only 6,200 rpm. This set the stage for a long night in the garage. We began by replacing the cam, cam carrier, and valve spring that had failed. We found the shifting problem was due to a broken pressure plate. By 4am the car was, once again, race ready. Unfortunately we were nearly dead. The three-hour race was uneventful until the last third, when a front wheel parted company while Bob was driving. Fortunately, SAAB enthusiasts in the audience were able to provide tools to replace the wheel out on the track. A lugnut from each of the other wheels secured the wayward wheel for the balance of the race. Again we finished well back in the field, but felt a sense of accomplishment just completing the race.

Race four, at Eau Claire, Wisconsin, was a highlight of the season. The track was well suited to our car thereby making us competitive. More importantly, we experienced no mechanical failures, with the exception of sagging oil pressure throughout the race. We finished a respectable third and collected \$100 for our efforts. When we put the car on the trailer, the oil pressure gauge read zero!

We found that the rod bearings had failed due to a crack in the oil pick-up tube. It is likely that this damage occurred during all of the transmission exchanges.

A very strong field showed up for the Forest Lake, Minnesota, race. We were put in a competitive position when many of our faster competitors crashed while running hard. Coupled with our newfound reliabil-



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ity, we were able to finish in fourth place  
with only a couple of dents to the body.

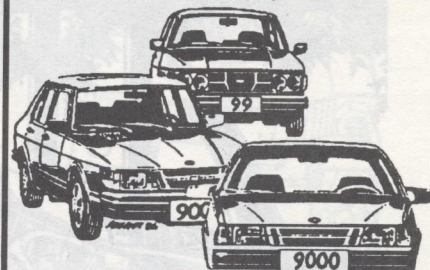
Race six was scheduled to be held in  
Duluth, however, this race was cancelled  
due to poor weather conditions.

The last race of the season was held at  
Thunder Bay, Ontario. After an intense day  
of qualifying, we were able to find a relaxing  
diversion in the form of a women's gymnastic  
exhibition. The race on Sunday was  
made more difficult by the extremely hard  
banks of ice which lined the narrow track.  
Fortunately, we avoided major contact with  
the banks to finish third out of three cars in  
our class.

Well, it was a short Winter - two  
months with seven race weekends and a  
steady diet of mechanical repairs and  
bodywork in between. We achieved our  
goal, but aged several years in the process.  
Would we want to try it again? Our SAAB  
is running fine and we have more transmis-  
sions on the shelf. With a short Summer,  
cold weather could be here soon and a  
beautiful layer of ice should start forming on  
the lakes...

Mark Osterbauer  
Bob Swinehart

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Hood Protection Strip	37.50	29.00
Chime Relay	52.10	41.00
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Whale Tail 900 3 dr.	556.00	500.00

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Front Park Lens 77 - 80	44.30	35.00
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Rear Taillight Lens 77 - 80	71.70	57.00
Wagonback Tail Lens	71.70	57.00
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95-96 Front Fender — 68	144.50	115.00
95-96 Front Fender 69 —	184.50	147.00
2 Stroke Front Muffler	63.00	50.00
Sonett III Front Header	57.40	46.00
Sonett III Rear Muffler	66.40	53.00
Rear Brake Shoes - Girling	29.95	22.00

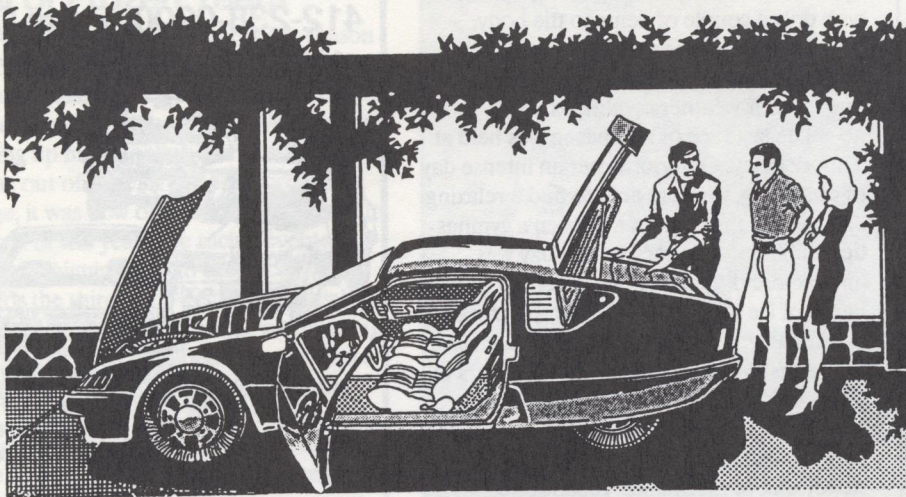
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## SHIFTIN' GEARS

by  
Jack Ashcraft

### ALTERNATORS & ACTION

I call your attention to a short, snide letter from one John Schreiber (NINES, March 90) that indicates how much smarter he is than the rest of us (me in particular) regarding removal of Saab 900 Turbo air conditioning brackets, alternators, et al. Every once in a while a wrench somewhere figures out a better way to do a job. It may save some time, save some knuckles, or maybe even save a few bucks. It's

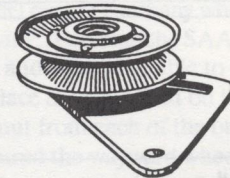
one thing to SAY how good you are on some job and entirely another to take the time to write a little article for NINES to prove it. The purpose of the newsletter in the first place was to share ideas about SAABs. If you really want to convince me about your alternator and air conditioner acumen, Schreiber, write an article about it for NINES so all of us can benefit from it. I'll be the first to applaud a better idea.

### 900 TURBOS & SQUARE BEARINGS

I don't know how I get so lucky. Another 900 turbo dead as a doornail on my doorstep recently and among its maladies was an air conditioner belt tensioner pulley with square bearings. As you know I get hives just thinking about working on the aft regions of a 900 engine, but some guys will do most anything to pay the rent.

Examination of the miscreant pulley indicated that the builder (Japanese, by the way) did not intend for the pulley to be repaired--the parts were riveted together (Fig 1). My

Fig 1



friendly SAAB dealer indicated that the price was about \$45 but it would have to be ordered. Clearly a "fix" was in order because the yuppie who owns the car was hot for the highway.

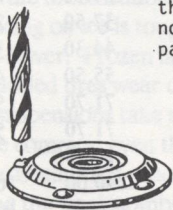


Fig 2

With the pulley supported in a vise, I centerpunched each of the four rivets, being careful to get the punch centered on the rivet and to support the bottom side of the rivet. Let's not distort the pulley, here. Then I drilled off the head of the rivet with a sharp 7/16" drill bit (Fig. 2) taking care not to drill into the cap plate.

Next, using a small pipe ( a deepwell socket would also work), I tapped out the 4 rivets with a pin punch (Fig. 3) and lifted off the cap.

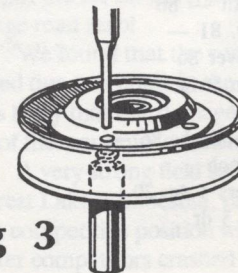
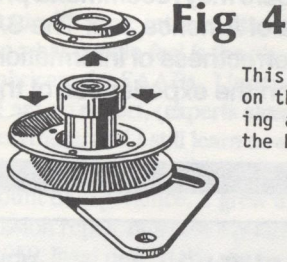


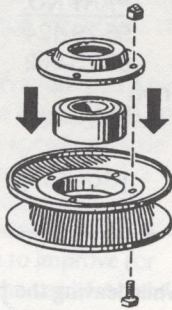
Fig 3





**Fig 4**

This exposed the bearing. A gentle tap on the pulley on each side of the bearing and the pulley dropped away from the bearing (Fig. 4).

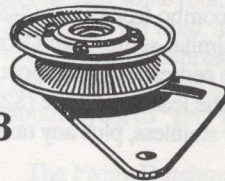


**Fig 6**

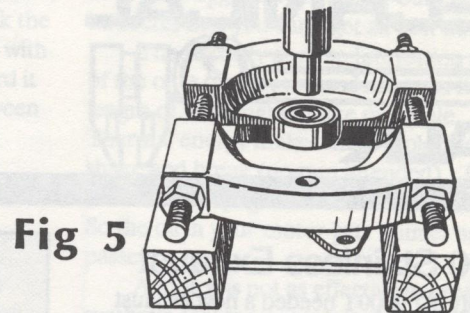
Reinstallation was easy enough. Push the new SKF bearing into the pulley (this one pushed in by hand) (Fig. 6). Set the cap back on and install with 4 aircraft bolts and nylock nuts. I added a drop of lock-tite to the threads to let me sleep better.

Set the pulley onto the mount (Fig. 7) and press the assembly down against the shoulder of the mount with the press. Take care that you press only on the INSIDE race of the bearing as you press it home.

Here is the finished unit ready to install (Fig. 8). It runs true and should last at least as long as the original. Total cost to Mr. Yup was about the same as a new one but he was back on the road and happy as a clam. For the home fixer, the cost of one bearing and 4 aircraft bolts and nuts is well under ten bucks, quite a saving from SAABs list price, and no waiting.

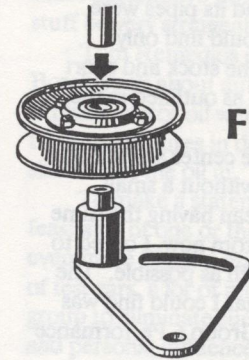


**Fig 8**



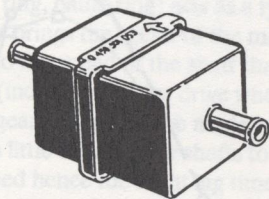
**Fig 5**

The bearing now has to be pulled off the mount. There is not a lot of clearance to put on a puller but the standard bearing puller fixture shown (FIG. 5) works fine. The wooden blocks give clearance in the press for the mount to drop away from the bearing and a light push was all it took to remove the bearing from the mount. The dead bearing was a Japanese NACHI 6203 NSL, a sealed unit easily replaced at the local bearing house with an SKF of the same number, for about six bucks.



**Fig 7**

## V4 SUPER FILTERS



**Fig 9**

I've used these Bosch fuel filters on SAAB 95, 96 and Sonetts for a number of years (Fig. 9). They were originally intended to handle the greater filtering needs of fuel injected engines and work wonderfully well for carbureted cars. They will pass only objects smaller than one micron (one millionth of a meter) in diameter. This filter, number 0-450-901-053-850, is the least expensive of the Bosch FI filters,

has the proper 1/4" pipe size on both ends and easily mounts alongside the left front part of the V4 engine with no clearance problem.

Note that these filters are directional. That is, the fuel must flow in the direction indicated by the arrow on the case. Point the arrow towards the carburetor and you're all set.

## NEW BOOKS, PRODUCTS & MIDNITE OIL

I've been spending a lot of late hours working not only on TWO new books about SAABs but two products as well. An electrical systems book takes novice or experienced mechanic completely through the circuits of the a number of SAABs. A Source book gives a giant compilation of

interchange parts, specs, facts and NEW STUFF on the Sonett, with much of it applicable to the 95 & 96. Complete rebuilt V4 distributors and replacement 95, 96 & Sonett clutch master cylinders rounds off the products. See ads elsewhere in this issue. Keep the older SAABs ROLLING! SKOL!



# 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.

## 9000 Stainless Exhaust

My '87 9000T needed a new exhaust center section recently, and - since evidence shows that I keep my SAABs for 9-12 years each - I decided to replace the original system with a stainless steel system from the catalytic converter aft.

First, I tried to find a shop locally that could fabricate a stainless steel pipe, without the small muffler, to replace just the center section that was rusted out. Only the pipes fore and aft of the muffler were holey. The rear (larger) muffler and its pipes were okay. But no luck. I could find only replacement parts for the stock and sport systems (non-stainless) as outlined in the accompanying table.

Since replacing the center section with like materials, with or without a small muffler, would only mean having the same problems a few years from now, I opted to go stainless now as much as possible. The only stainless system that I could find was the Borla outfit from Group 6 Performance

ITEM	SOURCE	PART NO.	PRICE
Center stock	Saab	93-79-124	\$139.00
Rear stock	Saab	89-75-062	\$199.50
Center stock	Midas (Installed or not)		\$157.45
Rear sport	Saab	02-74-639	\$327.00
Rear sport	Group 6	--	\$149.95
Center stock	Group 6	[Goerlich]	\$275.00

in Tucson, Arizona. At \$450 it is not inexpensive, and at first glance it doesn't look like \$450-worth of parts.

The system comes in three sections - two pipes and an aft section containing a small muffler about the size of the stock small unit. The folks at Borla claim an increase in horsepower (data on the graph below is for the 900 Turbo), so the system compares favorably in price with a stock center/sport rear combo from Saab (\$466), and not far off a similar setup from Group 6 (\$425). The Saab center/Group 6 sport combo would be the least expensive (\$289), so I paid \$161 for stainless, plus any taxes or shipping.

The system comes with two U-clamps to mate the three sections and has welded-on hanger hooks in all the right places. The only problem was with the forward pipe which is flared exactly like the pipe from the cat and not beveled as was the stock pipe. A trip to the local parts store yielded a steel ring beveled on both sides to fit between the flared pipes and still allowed the flange bolts to mate. Also, minor bending of the rear-most hangers on the car was required to get adequate spacing between the muffler and the spare tire well. A slight change to the angle at which the rear pipe exits the muffler would make for a better fit.

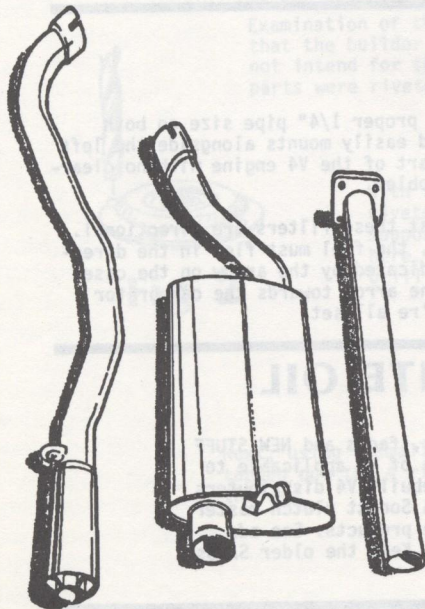
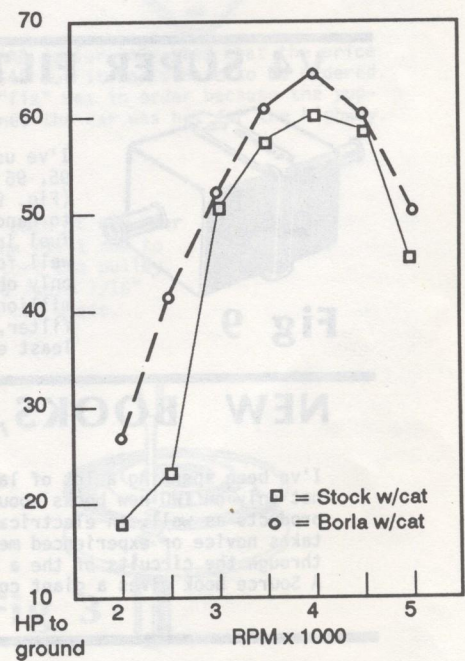
One concern was that the Borla system might be unacceptably noisy, but there is only a slight increase in sound over the stock system at idle, and a pleasant, deep tone under acceleration. Any performance increase is too subtle for me to detect during my most exacting acceleration condition - going from zero to Mach 0.1

while leaving the parking lot to join the onslaught of high-speed, homeward-bound traffic after work. Perhaps it's the panic of the situation. Anyway, I'll be taking data for signs of better gas mileage in the weeks ahead and report on my findings.

So far I'm pleased with the system since my main interest is long-term economics. Only time will tell.

John F. Betsill, Jr.  
Weatherford, TX

900 Turbo, stock vs. Borla





## 5-speed gearbox hints

I've read with some interest the various thoughts on what people feel is the "best" transaxle lubricant for SAABs. Understand that I feel I am no expert, (experts already "know" everything, and I still learn new things all the time) but do speak from a certain amount of experience. I grew up in the transmission repair business my father started in 1950, lived next to the shop in my youth, and have run the shop for the last 18 years.

These are some observations that I feel may be of interest. Almost every SAAB 900 I have ever driven with a 5-speed transaxle has had a "balky" (read "gear clash") 1-2 upshift, especially when cold; this includes the three I've owned personally. Without exception I have been able to improve (or "cure") this gear clash by the use of Amsoil Synthetic 10W-30 engine oil in the transaxle, and by recommending a special shift technique. I ask my customers to pause for the shortest time in neutral between shifts, as if to make each shift a two-part motion, instead of just slamming the lever back (this is, after all, no Muncie 4-speed!). You may be surprised to find out how fast the shift can still be completed this way.

I have heard various theories put forth about why this is so common a complaint with this car. The one I buy is that the transaxle was originally designed as a 4-speed, and when it was redesigned as a 5-speed the added mass of the extra gears made it difficult for the synchronizer rings to bring the counter gear up to the same speed as the output shaft. A synchronizer ring (blocker ring, baulk ring) acts as a type of clutch. It brings the speed of the mating gear up to the speed of the shaft that is coupled (indirectly) to the drive wheels, so that the gear change can be made smoothly. It takes a little time for the shafts to come up to speed hence the slight lag time. There's nothing wrong, it's just different.

The Amsoil seems to put less drag on the gears. The only down side that I've been aware of using Amsoil is that it also seems to leak out "better". It does not create leakage, but it does show an seal weakness that might already be present.

Why do pinion bearing failures seem to plague these cars? You've got me there. In most of the cases I've seen, the bearings seem to have failed due to *brinelling*, a hardening, and subsequent welding/pitting of the bearing, caused by the failure of the

lube to "float" the roller between its races. I do think it has little to do with how thick the lubricant is. I believe it has more to do with the lubricant film strength, i.e., how hard it is to squeeze all the lube out from between mated parts. The new lubricants (both synthetic and petroleum based) have excellent film strength properties. Hopefully this type of failure is in its waning stages.

Many people have complained of a problem engaging reverse when they park their car so that they can remove the ignition key. Try to make a habit of engaging revers before using the parking brake. If you also release the service brake at the same time you engage revers (so that the car might roll and inch or two) you'll find that the transmission engages smooth-as-silk.

Engaging low gear in a panic at a traffic light after having the transaxle in neutral and the clutch out is in my opinion more damaging to the transaxle, than holding the clutch pedal down is to the release bearing. Release bearing failures are very rare anymore. You will often find the shifter hard to engage when the gears "clash" (teeth are not lined up). It is easiest to engage low gear while rolling to a stop, if your leg doesn't get tired, and leave it in gear with the clutch depressed. No harm done and you won't have to flail the shift lever about trying to "get" low gear.

Ed van Kan

The Flying Dutchman Transmissions  
Arlington, VA

## Deep in oil

I is my intention to bring the oil discussion to a grinding halt. Just to establish my authority, I am a Veterinarian working as a Biochemist.

Motor oil is not much more than a mixture of hydrocarbons. The conventional ones are "distilled", a little like whiskey. The synthetic oils are built like a string of pearls out of smaller hydrocarbons. Both systems have their disadvantages.

Distilling never gets the product 100 percent pure. So depending on how much you pay, the last ten percent of the oil is more or less suitable for lubricating your engine or tranny.

To build a large molecule out of smaller ones, you have to activate the smaller molecules so they will react with one another. It is the secret of the chemist how

to get this aggressive activator out. But it's no secret that you can't get all of it out.

The viscosity and the lubrication ability of the oil is directly dependent upon the length of the spaghetti-like molecule. Thermal energy makes these molecules shake and break (no pun intended). The shorter the "spaghetti" the thinner the oil. So the oil in your motor gets thinner as time passes.

A motor is not as effective in breaking synthetic motor oil so it lasts longer, but at higher temperatures and with time, synthetic oil would bake to "oil sludge" as well.

Oil is recycled. Everybody's old oil is distilled again and reused. The only objection I have is that no one can say what you are putting in your motor. I mean everything on this planet could show up in this mixture (brake fluid?, coolant?, any other automotive fluid?). So if you use this stuff be very stringent about health safety.

Tom Remedios provided me with a Bosch book about automotive design which explains motor oil weights as roughly being the temperatures in degrees Celsius you should run the oil in.

To make a statement about the feasibility of one or the other type of oil, even more about a mixture, you need a lot of test cars, a lot of miles, and a control group to eliminate such things as weather and personal influences such as distance driven each day, how you accelerate, oil change intervals and numerous possible mechanical variations.

In general you can say that putting in one-half or one-third synthetic oil will extend the life of the oil. But no one knows how much.

I'll fall in with Steve Goldberger and say that the way you drive (also turbo warm-up and cool-down time) and oil change interval is more significant for motor life than which oil.

Finally I will pass on one of the few simple truths of life: You *can not* change the oil too often! The only restriction to that is economy and ecology.

My grandfather painted his barn with motor oil. The color that come out was some red, silly maybe, but he and my father put about 300,000 miles on a Model T. Alas, nothing grew around that barn and probably still doesn't.

Peter Bach  
Usingen, West Germany



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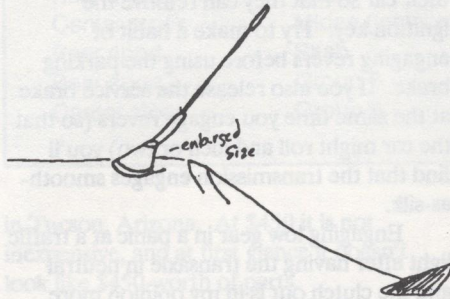
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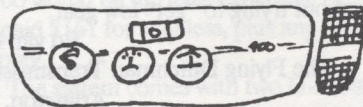
## Alternate antenna and additional accessories

In past issues I've read quite a bit of information and complaints on the SAAB 900 electric and whip antennae. On my '81 900T, I wanted to implement either an electronic antenna, or something to give it a sportier, more aggressive look. I chose to go a completely different route, the route of VW 16-valve machines, new Audi Quattros and Porsche 928-S4s -- the Fuba Betaflex D



antenna. It installs with only moderate effort and drilling, works great and looks 500% better than any antenna on the road. I rubber plugged the old hole; you can't even notice it.

Here are a few quick ideas for anyone who might have the ability to produce some SAAB 900 accessories that I feel would sell quite well if introduced to the marketplace:

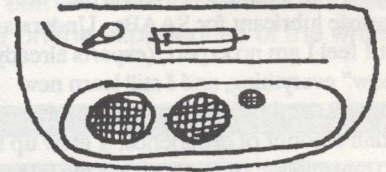
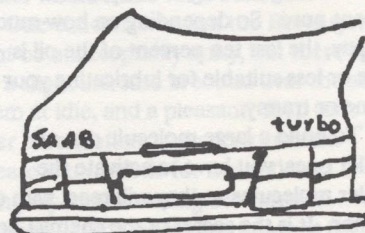


For Rallying -- A replacement glove box door with reinforced gauge openings for the co-pilot. (By the way, I am strongly for Saab once again making a name for themselves on the rally circuits -- very important to help declining sales.)

For everyday drivers:

- A glove box insert/organizer, so whenever you step on the gas with the glove box door open everything stays in place.

- An aftermarket O.E. style rear decor panel for 900s.



- A fiberglass tight-fitting map pocket enclosure that could be fabric covered for larger custom car stereo speaker installations. That sealed map enclosure could make one hell of a speaker enclosure!

- An elastic cargo net like the one offered by Saab for the 9000, in a 900 version, so we can take tight turns without everything tumbling.

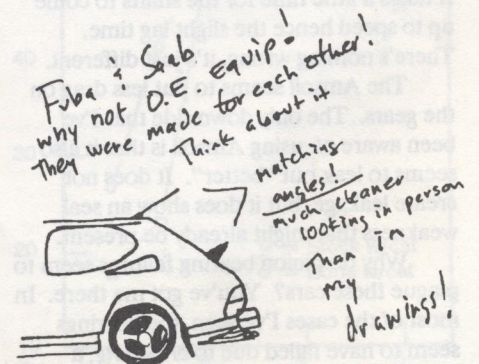
- Replacement flared wheel arch trim like those found on sportier VWs and Audis. Black matte of course!

Last, but not least for now -- any suggestions for repainting the chipped black matte window trim on many early '80s 900 Turbos? Regular spray paint peels after about 6 months. I see this problem a lot!

Brian Beaver  
Fairfield, CA

Some of the items you seek may already be available through one of the specialty catalogs for SAABs -- Group 6 Performance in Tucson, AZ; Roadsport in Atlanta, GA; Motor Sport Service in Jamestown, NY; or ipd in Portland, OR. Group 6 and Roadsport are regular advertisers in NINES.

As for the black matte spray paint, a product called Anodize Black was described in the March 1988 issue. It is made for those surfaces which don't normally hold paint well, such as aluminum. At that time the price was under \$10 a can. - TW.





## How's your fan belt?

Some variation may occur in Saab fan belt sizes. For example, most 1981-83 cars use a 9.5x983 rather than the listed size of 9.5x975.

Also, some 1981-82 900s used a different size power steering pump pulley. As a result, these cars use a 9.5x1250 or a 9.5x1255 belt rather than the listed sizes of 9.5x1268 or 9.5x1275.

Most 9000s mid-1988-on use a different multi-V belt. These are the cars with 115 amp alternators. The Saab part number is 75-96-679.

S.A.V.E. newsletter  
Costa Mesa, CA

## Restored Sonett-II

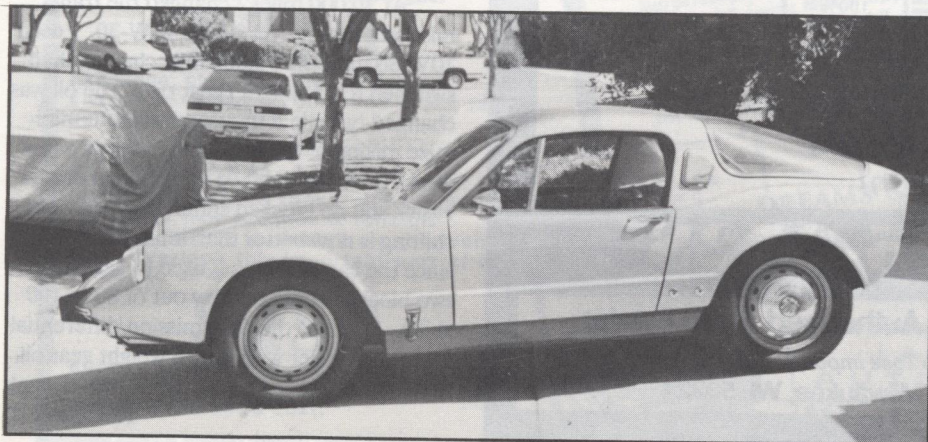
Enclosed is a photo of my 1967 Sonett 2-stroke, #171. I just received it from Bud Clark of J&B Imports after a complete restoration. I feel he did an outstanding job as you can tell by the picture.

I purchased this Sonett in 1974 from the dealer here in Ventura who had sole it new. It had 111k miles on it. The original engine had been replaced by a pre-mix engine. I drove it every day till 1976 when I bought a '74 SAAB 99LE.

Since then it was kept in a garage with only intermittent use (weekends, etc.). Over the years I bought most of the pieces to restore it - correct 850MC engine, new exhaust, new gaskets, tires, shocks, etc. The plan was to restore it myself, but after fifteen years, marriage, 1½ kids, there was no time!

After much soul searching I called Bud. We agreed on a price (which came in lower) and a year later I got the car back.

Bud says this car is completely rust-free. The engine is brand new, it has a new interior, all as close to original as possible. It



## Dash mounted cold start booster

My 1982 900 Turbo was slow starting when first started in cold weather. The car had over 100,000 miles when it started acting up.

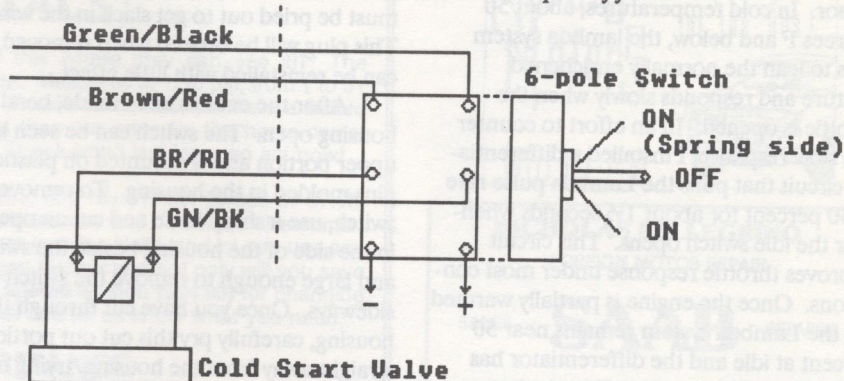
I took it to a very good shop in Louisville. They replaced the warm-up regulator, adjusted the auxiliary air valve, and checked fuel pressure. I checked the small brown wire at the starter also. The cold start valve was putting out fuel when the engine was turning over, but still no

SAAB instant start.

I added a six-pole switch, spring loaded on one side, just "ON" on the other. I hit the spring side of the switch for a second then turn over the engine. Instant Start! If the engine fades, I hit the switch again and the engine picks right back up.

Allen Hockman  
Brandenburg, KY

*This is a pretty common fix for CIS cars. Most folks use an automotive version of a "doorbell" button switch for that extra squirt of fuel.*



has Koni shocks, Continental 155x15 tires and a Nardi wood steering wheel. Believe it or not, it is the original (silver) color.

The Sonett has 155k miles on it now. Bud feels that it might be the nicest Sonett around. I want to get to a convention to show it around and off!

Well, gotta go. I'm going out to the garage to sit in the Sonett. I still can't believe that after all these years it really is restored.

Bob McNary  
Ventura, CA

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## 900 goodies

### Oxygen sensor

It was interesting to read going to use oxygen sensors at lower temperature. I've had a heated sensor in my '83 900 since last summer. The heated sensor was installed in an attempt to minimize a warm start problem at 65-90 degrees F. The sensor starts working shortly after backing out of the driveway. Both heated and unheated sensors exhibit an undesirable tendency to lean the mixture when they first begin to function. The heated sensor gets through this period more quickly than the unheated sensor. In cold temperatures, about 50 degrees F and below, the lambda system tries to lean the normally enriched mixture and responds slowly when the throttle is opened. In an effort to counter this slow response, I installed a differentiator circuit that pulls the Lambda pulse rate to 50 percent for about 1½ seconds whenever the idle switch opens. This circuit improves throttle response under most conditions. Once the engine is partially warmed up, the Lambda system remains near 50 percent at idle and the differentiator has little effect. This summer I'll get a better idea of how the heated sensor and differentiator circuit work at 65 degrees and above.

### Power door locks

We've had a couple Saabs with non-functional power door locks. The problem has been a corroded 3/4" microswitch in the left front door. This switch can be replaced with a little careful surgery.

The switch housing is sealed and must be sawed in half to gain access to the switch. The cut should be made on the wire side of a line centered between the mounting holes. Cut from the rounded side down to within 1/4" of the straight side. Carefully cut around the corners leaving the straight side uncut. The wires run along the straight side in this area. The plastic plug in the bottom must be pried out to get slack in the wires. This plug will be broken when removed, but can be reinstalled with little effect.

After the cut has been made, bend the housing open. The switch can be seen in the upper portion and is mounted on plastic pins molded in the housing. To remove the switch, use a sharp knife and cut an opening in the side of the housing beside the switch and large enough to remove the switch sideways. Once you have cut through the housing, carefully pry this cut out portion straight away from the housing, trying not to break the pins in more than one place. Now the switch can be removed by carefully unsoldering the old switch. This is a stan-

dard switch size and a replacement may be obtained from Radio Shack. Cherry makes a sealed version (DC-3 series) that is moisture resistant. After soldering the new switch in and reassembling the cut out portion and plug, the housing can be mounted on its bracket and glued back together. 5-minute epoxy works fine and the bracket acts as a jig to hold the housing straight. One of these repairs has lasted a year without a problem.

### Floppy dash vents

Several of our 900s have had one or more floppy dash vents. I installed a fiber washer over the bottom pivot pin to obtain a tighter fit.

Getting the vent out is a trick. The vent is made to snap in over a top and bottom pivot pin. Getting the vent back over these pins requires some careful prying. The object is to raise the forward part of the vent hinge over the pin while pulling rearward on the vent.

A small flat screwdriver with a 1/8" wide blade can be used in one of two ways. In one, the forward portion of the vent hinge (the part ahead of the lateral split through the pivot pin hole) must be pried up by inserting the screwdriver under the vent next to the pivot pin and pry up on the forward portion only. Use care.

The other approach is to put the screwdriver through the vent and into the lateral slot right next to the pivot pin, and carefully prying the front portion of the hinge up. It is best to do this on a warm day.

Once the vent is out, a thin (0.03" thick) fiber washer, 0.38" OD by 0.19" ID, is slipped over the bottom pivot pin. Reinstall the vent by holding it parallel to the dash in position and pushing forward.

### Manual transmission lube

At 30,000 miles I changed the transmission oil in my '83 900 to 10W-30. I used 10W-30 until the 90,000 mile change, then switched to 75 weight (gear oil). The oil was changed twice in a thousand miles to minimize mixing of the two types. Within a few weeks of changing to 75W, shifting became easier and no blocked shifts occurred. The shifting is now better than it has ever been since the car was new. I used to get one or two blocked shifts per day out of 80 to 100 shifts. It seems the transmission/differential is slightly noisier with the 75 weight gear oil.

R. Schenk  
Rockford, IL

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## Are SAAB people crazy?

One of the inmates in the mental health facility in the recent Dudley Moore/Daryl Hannah movie, *Crazy People*, carries a 1976 SAAB brochure with him at all times. He constantly spouts technical details of certain SAAB models. He writes an ad for the Saab 9000. Moore's character even refers to him as "SAAB". And when all the inmates are awarded with cars for their efforts on behalf of the advertising agency, guess who gets his dream car, a '76

GLE (though it looked more like an EMS)?

*Crazy People* takes a sharp stab at the advertising world, but falls apart by trying to make the movie a love story. Like most Dudley Moore movies, it's funny, but probably won't win any awards.

The SAAB Club assisted with research on this film by trying to clear up the SAAB technical data in the script. Don't know that we helped much, but it's nice to be considered an authority.

Tim Winker



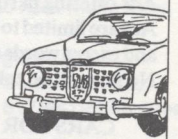
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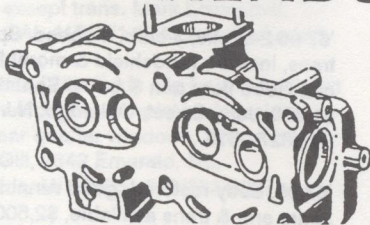
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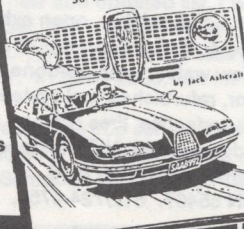
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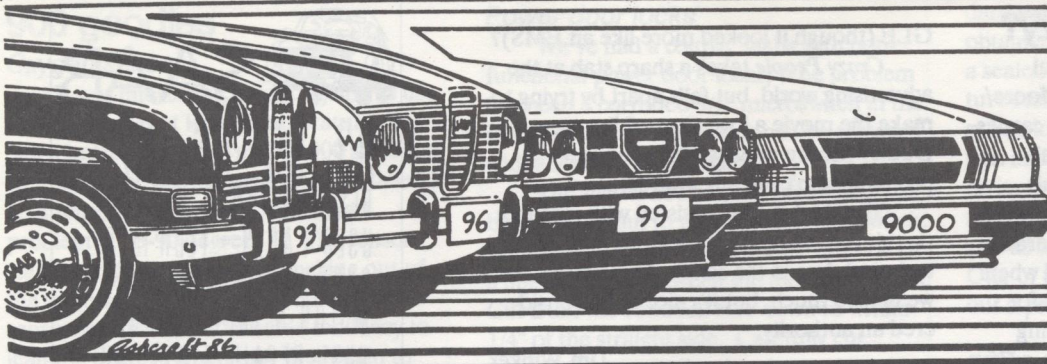
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# SAAB SWAP

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.

## Sonett For Sale

'74 Sonett III, Blue, new paint & upholstery, excellent condition inside & out. 130k mi by older, careful driver. Must see to appreciate. \$2,995 obo. Bob Johnson, Rt 3 Box 550, McGregor, MN 55760. 218/426-3854.\*

'73 Sonett III, Lime green, fully rebuilt V4, sport exhaust, alloys. Basket case '72 Sonett included. Many parts & extras, manuals. \$3,350. Keir Keightly, 542 San Clemente Way, Camarillo, CA 93010. 805/987-6443 eves.

'73 Sonett III, MSS heads, valve train, exhaust, street cam. 2-bbl Solex carb, factory air. No body damage, pan rusted, clutch stuck. \$1,500 firm. Charles Lean, IL. 815/385-9089.

'72 Sonett III, Beige, Texas car, 56k careful mi. New paint & upholstery, stored winters, must see to appreciate. \$3,995 obo. Bob Johnson, Rt 3, Box 550, McGregor, MN 55760. 218/426-3854.\*

'71 Sonett III, Yellow, great body/frame/interior, runs/handles better than new. MSS exhaust w/ Supertrapp, MSS carb, new Pirellis, more! Former SCCA champ. Featured in 4/89 Auto-X mag & 3/89 NINES. Super clean. I'll miss her; need garage for new project. \$3,500 firm. Mike Ancas, Pittsburgh, PA. 412/921-0827.\*

'70 Sonett III, #70500226. MSS exhaust, carb & cam. Trans rebuilt by Mile-Hi Saab. Extra parts & manuals. Some pan rust, but car is restorable. \$1,500. Dan Beaubien, RR 1 Box 139, Sioux City, IA 51108. 712/239-5054.

'69 Sonett V4, fully restored, no rust, 78k mi, all new parts, plus extra engine, trans, more. \$4,500. Matt Martin, 6 Sampson St, Sayville, NY 11782. 516/589-3470.\*

## 93s, 95s & 96s For Sale

'73 96, Lemon Yellow, 170k mi, relatively clean, body fair. Weber carb, radials, good compression, stainless mufflers, recent work, transmission mysteries, extra parts car. ~~\$4,000~~. \$500. Peter Reimuller, PO Box 4, Point Arena, CA 95468. 707/ 882-2001.\*

'72 96, very good original Tan body and interior, needs freewheel and CV work, strong engine. Owned 12 years, needs good home. \$800 firm. Rich Twedt, 2514 Franklin Ave, Cedar Rapids, IA 52402. 319/365-5868.\*

'71 96 Ice Racer: Solid, roll bar, open exhaust w/spare stock exhaust. Excellent rebuilt trans, rebuilt heads, new water pump, re-done & modified radiator, refurbished fuel system, spare motor, Lindorfer 'ice' tires & more! \$650. Set of rust-free doors, \$120. NEW LF fender, \$90. Sean Coleman, 3537 19th Av S, Minneapolis, MN 55407. 612/724-4752.

'70 95, good engine w/spare, 2/3 MSS exhaust, 4 Sonett rims, fenders new 4 years ago, pan good, needs clutch work, interior rough, many spares new & used, trans rebuilt 20k mi ago. \$350 obo. Peter Miller, NJ. 201/338-0521.\*

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.

'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.\*

'69 95-V4, excellent throughout, driven daily, \$1,500. '69 96 w/low mileage V4, restorable or parts, \$400. \$1,600 for both. Robert Brown, Rt 1 Box 322-B, Pulaski, VA 24301. 703/980-8658 after 6pm.

'67 96 2-stroke, 3-carb, 4-speed. Spare eng & trans, interior, windshield & more! Mississippi car. Good floor pan & body. Sonett wheels. \$1,500. Jerry Sweet, Oakridge, NJ. 201/627-0616.

'63 96, body restored, good running condition, spare eng & trans available, \$2,500. '72 96, good running condition, \$850. Both will be at Nat'l convention in Sturbridge. Gary Norman, 17 Ridge Rd, Granby, CT 06035. 203/653-6373.

'60 93F with 750, extras include spare 750 engine, new gearbox, bed kit, factory tools, parts. \$5,500 obo. John Baird, Naches, WA. 509/653-2067 after 9pm PDT.\*

'59 93F, #67766. Rare. #3 condition. Large inventory spare NOS parts - will not separate! Buyer must be extremely responsible, collector desired. \$4,000. Steve Clayton, 229 15th Ave SW, Largo, FL 34640. 813/581-8445.\*



**2-Stroke & V4 Parts**

**Inventory Clearance:** 2-stroke, V4 and 69-73 99 parts. Send SASE for list. Misc. brake, electrical, locks, taillight lenses and carb parts. One good offer takes everything! Lighthouse Motors, Inc., Route 6, Brewster, NY 10509.

**Cleaning out:** 2-stroke, V4, B-engine. See us at the Swap Meet at the Nat'l Convention in August. Dick Lussier, 8 Lisbon Rd, Lisbon, ME 04250. 207/353-8285.

**Rolling chassis from '73 Sonett,** restored by RobJob, \$1,000. Rebuilt Sonett transaxle \$600. Spare doors (ass't colors), \$50 ea. Rebuilt starters, \$65 + core. Permanent replacement air filters (new) \$25 ea. Sean Coleman, 3537 19th Ave S, Minneapolis, MN 55407. 612/724-4752.

**Complete Sonett running gear.** Low mileage 1700cc V4, \$250. Good orig. Sonett trans, \$300. Complete floor shift linkage, \$50. Four soccer ball alloys with 50% 195/65-15 Continentals, \$150. Spacers to mount these on 96 front, \$20. Sonett steering wheel, \$35. Jerry Work, Spokane, WA. 509/535-7028.

**Complete '71 96 project car.** 16-year-old got SAABed out. Sonett running gear for sale in separate ad. Green/black body has few dents, no rust. Seats sheep skinned, new carpets, good headliner, no broken glass. Tow it away for \$200. Drive it away for \$750 if you want the Sonett running gear, too. Jerry Work, Spokane, WA. 509/535-7028.

**Parting out two Sonett III's.** Excellent glass & bodies, one exc engine. Alloy wheels, everything except trans. Mark Lowenthal, Woodside, CA. 415/851-8745 eve & wknds.\*

**Sonett III parts ('72):** Body clip from windshield aft, \$120. Two doors, complete w/speakers, \$150 ea. Rear quarter windows, \$20. many more. Ray Gill, 1842 Emerald, NE, Grand Rapids, MI 49505. 616/363-3357.

**99s & 900s For Sale**

'84 900 Turbo 3-dr, 5-spd, 81k mi, Diamond Blue, Tan interior. Exceptionally maintained through original dealer. New Pirellis, oil change every 2500 mi. \$4,900 obo. David Toti, New Haven, CT. 203/562-9005.

'83 900 Turbo 4-dr, 5spd, 93k mi, new MXLs, factory rear bar, as new, \$4,400. '74 99 Wagonback w/77 EMS drivetrain, solid, new Toyo 195/60s, \$1,000. Robert Brown, Rt 1 Box 322-B, Pulaski, VA 24301. 703/980-8658 after 6pm.

'78 99 Turbo, Black w/Red interior. Body in excellent condition, good running condition, cold A/C, new headliner. \$4,500. Gerald Brumm, 3490 Pine Haven Circle, Boca Raton, FL 33431. 407/483-9398.

'82 900 3-dr, No rust, no body damage, no engine/transmission. Interior reasonable. Great shell for your NY car that can't pass the rust laws. \$750 negotiable. May deliver if you live near Watkins Glen (or another track) and can wait until race time. Richard Miller, 407 Bedford Dr, Richardson, TX 75080. 214/644-8112 H, 214/651-4242 W.

Two '75 99LEs, both 4-doors. Red one needs ring gear and minor body work, good for restoration, 160k mi. Brown one, 57k mi, has an oil leak and needs minor body repair. Morris Freedlund, 6426 Park Ridge Rd, Loves Park, IL 61111. 815/633-5147.\*

**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 7 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 voice/fax.

'78 & newer turbo, exhaust manifold, wastegate, fuel distributor, fuel system components, \$150. Blue Saab floor mats, \$40. Brad Coxon, Everett, WA. 206/348-6835.

**Close out on all Saab parts and accessories.** Old and new parts for all models. Our inventory is overloaded, selling all of our aged parts at cost plus 10% handling. Call or write for a new and updated list. List is by Saab part number. See our ad on page 6. Noller Lincoln-Mercury, Inc. 2946 S. Kansas Ave, Topeka, KS 66611. 913/267-2800, ask for Cliff.

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

**Parting out '79 900 Turbo.** Hood, radiator support, radiator, bumpers (new style bumper cover) '85 steering wheel, doors, windows, more. Steve Johanson, 6063 Greenridge Rd, Castro Valley, CA 94552. 415/886-1723.

'80 900 GLE Touring, 5-dr, solid body, new style Turbo alloys w/Rikens, plus orig. TRX wheels/tires. New water pump, strong motor till 5-spd failed, new clutch in box, other spares. \$1500 obo. J Hall, 325 9th St, Royal Oak, MI 48067. 313/548-0236.

**Calloway APC box** with instructions, \$300, no trade in required. New '88 stock exhaust and steering wheel for 900 SPG. Chris Gaddis, Arlington Hts, IL. 312/853-0071 weekdays.

'87 9000 rear muffler w/pipes, center muffler w/o pipes; good cond, no rust. Make offer. '77 99 VDO clock, \$15. 9000 front ash tray w/o lighter, \$10. John Betsill, 3809 White Settlement Rd, Weatherford, TX 76087. 817/441-8583 eves.

**Trailer hitch,** removable drawbar, equal to OE, complete w/2" ball, wire harness, nuts, bolts, pins; for 4-dr 900 from '81 on. \$70 ppd UPS in USA. Jerome Zechiel, 22 Fleet Pkwy, Culver, IN 46511. 219/842-2668 or 842-2171.

**Set of 4 alloy wheels,** Saab p/n 8939472, all straight and in exc cond, nuts incl. \$500. Dennis' Import Auto, Marquette, MI. 906/226-9704.

**82-87 900 parts:** used set mounted Gislaved 175/70 snows, center cap, \$250. Rear muffler kit, p/n 8818239, \$150. Two Bosch fuel filters p/n 9328519, \$30. Paul Ryll, 77 Mt Vernon St, Haverhill, MA 01830. 508/374-7970.

**900 Parts:** Factory Swaybar kit, rubber trunk mat (3-dr), 4 Gislaved snows on Saab steel wheels, Yakima roof rack. Al Shaeffer, 7015 Whitesburg Dr, Huntsville, AL 35802. 205/881-8668.

**Wanted, All Models**

**Sonett III wanted.** Top price paid for mint condition. Prefer with Air cond. Looking for fun, not a project. John Betsill, 3809 White Settlement Rd, Weatherford, TX 76087. 817/441-8583 evenings.

**Set of four used tires,** 195/50-15, the more used the better. Michael Tucker, 12 Alcott Ln, Pittsfield, MA 01201. 413/443-3305 eves.

**Three 850cc pistons w/rings,** .040 oversize, for 1963 96, 42hp ehgine. Would consider good used pistons with new rings. Dick Leighton, S. 221 Dishman Rd, Spokane, WA 99206. 509/928-4747.

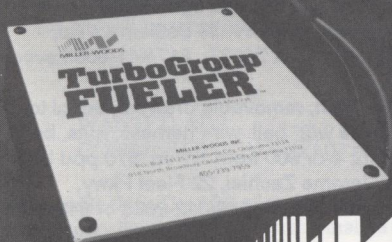


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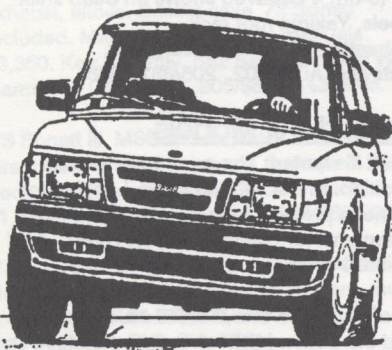
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*Wendell Francis' 1960 SAAB 93F vintage racer.*

### Vintage SAAB Racing '90

The Vintage SAAB Racing Group had an enjoyable weekend at the 12th Annual Walter Mitty Challenge at Road Atlanta on April 25-29. In attendance were two 93s, a two-stroke Sonett, and the historic 1954 Bandini/SAAB two-stroke. All beautiful, unique cars.

Randy Cook placed third with the Sonett-II in his group during the Sunday race. The car is actually a '69 Sonett-V4 that has been backdated with a two-stroke engine.

Ken Payne gave the few hardy spectators a show on Saturday when he moved Randy's red 1960 93F up from an 18th place start position to 5th on a well dampened track. If it had been wetter, Ken might have picked off a couple more of those more powerful cars. He would have liked to have gone out during the down-pour, but the corner workers had been called in due to severe weather warnings.

Wendell Francis' 93F, rebuilt after last year's rollover, ran well and was prettier than before in a two-tone green. He should have entered it in the race car concours. Don Buck, who shared our paddock area, received a second place trophy in the concours for his Shelby Mustang, a truly awesome machine. In my biased opinion, Wendell's 93 could have also received mention, it was that well prepared.

Cecil Stockard, SAAB Club member and driver/owner of the Bandini, was awarded the Bennett Trophy, presented to the Vintage/Historic Driver of the Weekend. The Bennett Trophy is awarded by a

panel of peers devoted to the resurgence and preservation of vintage racing, considering the recipients participation, spirit and professionalism. Cecil and his 850cc SAAB two-stroke powered Bandini are truly representative of the era that vintage racing recreates. Cecil, still driving in his '70s, was issued one of the first SCCA racing licenses in the Atlanta Region, and has been showing SAAB two-stroke vapors from his Bandini for quite a few years.

Cecil is planning to run the Bandini on the salt at Bonneville this year, "because they race cars there, and for the fun of it." I wonder if there is a record for 850cc cars over 35 years old. There should be!

Our plans for the rest of the summer: We hope to take the red 93 to Pittsburgh for a vintage race through the park in late July. The VSRG will return to Road Atlanta in August and October for SVRA races. We also hope to have a couple of the cars at the National Convention in Massachusetts.

Tom Cox  
Woodstock, MD

### Barber SAAB Update

Rob Wilson of Brentford, England, has won three of the first four Barber SAAB Pros Series events in 1990 to take a commanding points lead. Wilson's wins at Miami and West Palm, Florida, and Topeka, Kansas, plus a third at Road Atlanta, give him 75 points for the season. Another Brit, Johnny Robinson, won the Road Atlanta race, and is second in points with 45.



## MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

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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:

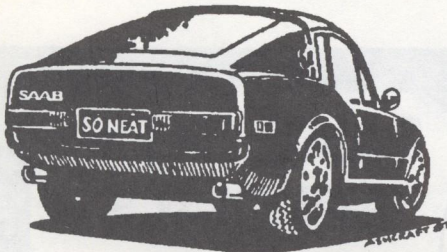
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

MAKE CHECKS PAYABLE TO 'THE SAAB CLUB'

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## From the Backside

The existence of the coupe undergoing marketing studies (page 8 of this issue), an Opel Calibra with Saab badges, was confirmed through several sources. The folks at Saab-Scania of America wouldn't confirm what it was, offering a nice vague statement about "... we are constantly evaluating possibilities..." but they didn't deny it either. While the prospect of a new Saab coupe is exciting, it also raises questions.

Bob Sinclair has repeatedly said that neither Saab nor GM want to engage in "badge engineering", taking an existing model from another manufacturer and slapping a different nameplate on it. General Motors' Geo division does that with Suzuki and Isuzu models, Chrysler does it with Mitsubishi. But Saab might design and build its own coupe on the Calibra chassis with a Saab drivetrain and suspension.

Saab desperately needs a new model to generate some floor traffic. A Saab version of the Calibra (let's call it a 9700) could do exactly that. The Calibra/9700 could probably be adapted in less than a year.

But the Calibra is just going into production in Europe and demand over

there should be great for the aerodynamic Opel. The Saab factory in Finland is supposed to help GM Europe overcome its shortage of manufacturing space, but it isn't expected to be ready for another year. That means it would probably be late 1991 before there was enough factory capacity to build a Saab coupe alongside the Calibra.

It would be nice to see a new Saab 9700 "Sonett" coupe, but I don't anticipate it happening for a couple of years.

The first of Saab's new TV commercials appeared Memorial Day weekend. The one I saw featured the new 9000S (2.3 version) and weighed the things people want in a car versus what they need. They "have to" have interior room for hauling, small exterior for tight parking, and safety for the family. They "want to" have a car that's fun to drive. The implication is that with other cars, one must make a choice - utility or fun. The tag line is, "We don't make compromises. We make Saabs." No sign of "the Most Intelligent Car."

Bruce Ashley of Santa Cruz, California, sent a clipping from the Mount Shasta Herald concerning two future Saab commercials. They were recently filmed in the Siskiyou County area, chosen because the hills and mountains looked European. "We wanted to say Europe, Sweden," said Tony Angotti of Saab's new advertising agency, Angotti, Thomas, Hedge.

Several rally cars from the Seattle area were involved in the filming. At least one Saab 96 rally car was among them. It appears that it will all be blended into the usual Hollywood wrong idea of what a rally is like.

According to the paper, the theme of the commercials is "a Saab is a car that can be used to run races or run errands." Could

this imply that Saab will be returning to competition, too?

Five black 1991 Saabs were used in the filming, model unspecified. At least one was damaged when it went over a specially built "yump". The fog lights, spoiler and part of a fender were ripped off when the car landed nose first.

Speaking of rallies, expect to see lots of SAABS on two upcoming SCCA National Touring Rallies. The Milwaukee SAAB Club is helping to put on "Wisconsin Glacier Trails" on June 16th. Two weeks later, June 30th, rallyists converge on Duluth for the "Wolf's Nose Tour".

Dave Parps is writing the course for Wisconsin Glacier Trails and has promised lots of fun roads. For more details, call him at 414/375-2676.

Your humble editor is again chairman for the Wolf's Nose. This year rallyists will travel to Ely, gateway to the Boundary Waters Canoe Area Wilderness, with a dinner break at the Chocolate Moose. Several Minnesota SAAB Club members have indicated they will be participating. Call me at 218/724-1336 for details.

New phone number for the SAAB Club office: 218/724-1336. (Actually it is an old number revived.)

As a footnote to One Lap, the last leg of my return journey, from Minneapolis to Duluth, was my first ride aboard a Northwest Airlink SAAB SF340. Fitting, I thought.

'Til next month

Tim Winker, Editor



# NINES

The SAAB Club Newsletter  
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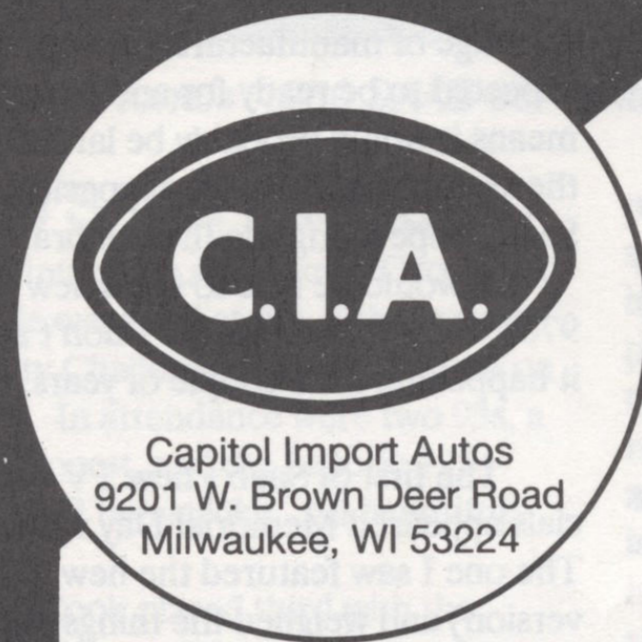
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## SAAB CLUB SPECIALS of the MONTH

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Air filter	7514722	900 16-valve	\$11.50
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Clutch Kit	8818148	5-spd non-Turbo	\$149.00
Clutch M/Cyl	8944977	900	\$59.95
Turbocharger	0209502	78-80 99/900	\$380.00
A/C expansion valve	9480914	81-89 900/9000	\$62.75
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