



NINES

THE SAAB CLUB NEWSLETTER

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September
1991
no. 206



Saab 9000CS - Sedan handling in a 5-door

Future Saabs

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Saabs on the lawn
at Crystal Mountain

Regional Club News

Great Lakes SAAB Club (W. Michigan)

Oct. 12 - Fall Color Tour

Jan. 18 - Winter Party

Jim Laman, 616/335-5215

Milwaukee SAAB Club

Sep. 22 - Barber Saab race at Road America with CART Indycars

Sep. 23 - Meeting at Pizza Hut, 75th & Mill Rd. 7:30pm. Saab video night & nominations for elections.

Oct. 25-27 - Press On Regardless Pro Rally, UP Michigan.

Bonnie Zwiebel, 414/541-9203.

Montreal SAAB Club

Monthly meetings on 3rd Tuesday of each month thru April at Town of Mount Royal Curling Club.

John Donald, 514/344-2413

or fax: 514/344-3269.

First Central Ohio Drive-By

Sep. 15 - Picnic, 10am-6pm. Camp Mary Orton, just north of I-270 on Rt. 23, Columbus, Ohio.

Dave or John, 614/486-5331.

Ohio SAAB Club

Oct. 26 - Fall Family Gathering, 5pm-10pm. E. 222nd St. & Lakeshore Blvd.

Pete Rechnitzer, 216/243-1488.

Western Penn. SAAB Club

Sep. 28 - End of Summer & Dennis Sweeney 5th Anniversary Picnic at Sweeney farm. Call for details & map.

Dennis Sweeney, 412/238-0900.

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

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.

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Letters to NINES

Convention Thanks

The Northwest SAAB Owners would like to thank all '91 convention attendees - you helped us make the weekend a great success. Lodging at Crystal Mountain was filled to capacity, and 326 meals were served at Saturday's barbecue banquet.

We were gratified to draw such a large group considering the distances many had to travel. The staff at Crystal said we were the most organized group of any size that they had the pleasure to work with, and the committee, in turn, is appreciative of everyone's cooperation during the event.

We would like to acknowledge the participation of Robert Sinclair and Steve Rossi of Saab Cars USA, and David West of Saab Automobile AB. Their presence, and that of their gracious wives, was much appreciated. And thanks also to Erik Carlsson! Erik's participation is always a enjoyed by SAAB owners.

We hope you all enjoyed your trip to the Northwest. Thanks again.

Northwest SAAB Owners
Convention Committee.

More convention Thanks

It was good to meet you last weekend during the convention - what a great success. I have lots of great memories, but perhaps the best was Saturday morning as I truned off the highway for the final six-mile jaunt to Crystal Mountain Resort. Ahead of me was a beautiful red Sonett and behind my '88 9000T was a 900 - three generations of SAAB engineering excellence. To this day I don't know who the other drivers were, but we experienced a brief moment of shared joy on that beautiful early morning. As we approached the first speed advisory sign showing a series of S-curves and a 25 mph suggested speed, we each in unison accelerated into that first turn - each remembering again why we choose to drive a SAAB.

Thanks to the Northwest SAAB Club for all their work on the convention. And thanks to you for your efforts on NINES. Here is my subscription for two more years.

Mike Nowling
Veradale WA

Added enjoyment

I don't usually write notes with subscription renewals but I must! You and NINES have increased my enjoyment and appreciation for my '85 900 Turbo about ten fold! No kidding! I liked it before I started reading NINES, and I love it now.

With your help I have improved the Turbo by adding sway bars, semi-metallic brake pads, a Calloway APC box from Group 6, and I can't wait to install the stainless steel brake lines and the Redline gear oil. I love all the useful information in NINES.

I guess the only real problem is that now I have the fever and I almost want to make the thing run forever. Who would buy new SAABS to support their sales? Somebody has to buy them or there won't be any when it finally wears out! Guess that's only a theoretical problem. Too bad more people don't recognize the quality in SAABS.

My recent experience in putting in the APC box is a good example of quality. I'm no mechanic but I could easily root around under the back seat to change a box held down by three screws. Even though my car has spent it's life in very corrosive environments what did I find under there? Coated steel. Solid supports. Not rust. Awesome. It was like looking at some part of an airplane except the coating on the metal was the wrong color. This non-mechanic is impressed!

Jim Quan
New York NY

No GM styling, please

I have read, with great interest, the articles that have appeared in NINES concerning GM's monetary contribution and joint ventures with the SAAB organization. All well and good. An honest and straightforward business deal will be beneficial to both companies.

What I do not want to see taking place is an audacious effort on the part of GM to influence SAAB styling. Confirmation that this will not take place is evident in an article titled "No Big SAAB" in the latest issue of NINES. One only has to witness some of the 1991 GM offerings of bath tubs on wheels (Chevy Caprice, Buick Park Avenue and Roadmaster, etc.) from the hands of GM stylists. I think that some of these people hold degrees in plumbing fixture technology.

Turning to another subject, when I had

our 1988 900S in last February to our local dealer that we purchased the car from (new) for its 30,000 mile check, there was a brief discussion on the use of Japanese-made NGK spark plugs in these fine pieces of machinery that SAAB creates. The explanation is that the NGK is a hotter plug, therefore it is THE plug to use.

What is wrong with Bosch? With the background and tremendous wealth of ignition technology that Bosch has, why is it that this European manufacturer cannot produce a hot spark plug for "very hot" SAAB 16-valve engines, found in superlative SAAB cars?

As a buyer of GM cars for three generations, I bid a final good-bye to GM in 1974 with the purchase of a new 1974 SAAB 99 LE sedan. I drove it for 16 years and sold it back to the selling dealer in May 1990. The car is now on display, permanently, in Country Motors showroom in Butler, Penn. It is a black 4-door, one of only 13 special order cars produced.

In closing, I fervently hope that my next SAAB will be as uncontaminated as possible and will be as unique and as classic as our 1988 SAAB 900S is.

James Oliver
Butler PA

Attacks on Letters

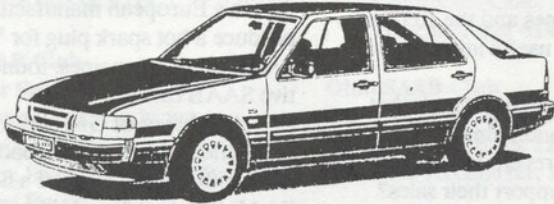
I was appalled to see the Letters page of NINES used for an *ad hominem* attack by one reader upon another ["Another view on McCue" - June 1991]. Based upon my own experience {Letters - October 1990}, I have every reason to suppose the experiences related in the May letter are common, and to empathize with its writer. As for attacks, that's what editing pencils are for!

I remember as well, with some resentment, the editor's suggestion that something must have been amiss with my own report since my dealer is one of the largest and (in his view) there must be SAAB owners who do like the service. Keep in mind though that my dealer is the *only* SAAB dealer in a city (Manhattan) of about two million residents and into which almost one million additional cars drive five days a week. Notwithstanding this, they market *very* aggressively. As for their customers' satisfaction, check out the Powers report. In any event there's likely as full and unfortunate a written service record on Dr. Giacomuzzi's car as there is on my own.

To sum up with an analogy: If a restaurant gives food poisoning to fifteen percent of its customers, it is a lousy

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restaurant, no matter how many persons say they enjoy its food. Frankly, if that's the best Mr. Sinclair can do, then good riddance. Perhaps his replacement, with European and Porsche experience, will be more customer oriented. SAAB will have to be, to compete effectively in their market sector.

As for the SAAB wheels, they have been reported to be "soft" in other journals and that has been my own experience in this pothole capital of the world. Since changing to the far less expensive MSW type 2, as good looking to these eyes, I've not had that problem.

In response to another letter seeking alternatives to authorized repair in the New York City area, I've had good experiences, so far, with Eurocars Excellence in nearby Brooklyn (718-782-3521).

Mel Meer
New York NY

Opinions expressed in Letters to NINES are those of the writer, and not necessarily those of the SAAB Club. Please limit your letters to 300 words.

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40020	76-80 99,900 Non Tbo	85.86
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03010	Dist Cap - Most Saabs	5.18
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04144	Rotor 82-85 900T; 82-87 900	9.52
04168	Rotor 1985 900	7.80
09105	Wires 72-80 All 99s, 900s	12.95
09106	Wires 81-87 900, 900 Turbos	12.95

BOSCH IGNITION PARTS

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03010	Dist Cap - Most Saabs	5.18
04038	Rotor 78-80 99,900 Tbo.	4.55
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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

On the instrument panel of my '89 SPG, between the parking brake indicator and the brake fluid indicator, there is an "Anti-Lock" indicator. Is this because ABS was offered on European '89s?

Also, how can I get those neat headlamp washers offered on '91 900s?

Tonish E. Jones
Ellsworth AFB SD

I will simply assume that your '89 is a late production example and the lamp gel was introduced during the transition to ABS. However, SAAB has been known to field test new equipment in other markets prior to including it in the American line-up.

Unless SAAB has a kit in the works, you will have to order headlamp washers and wipers piece by piece. Keep in mind that one motor lists for over \$220.00.

The water pump on my 1976 99GL 2-door recently started leaking out of the weep slot area. I replaced the pump with a new Saab p/n 8346546, as I have the 8-cog model. After filling the system with a 50/50 mixture of Saab coolant and distilled water, the pump still leaks out of the weep slot area. All hoses were replaced so I am very sure the pump itself is still leaking.

Which seals keep the coolant from leaking out of the weep area? How do you prepare O-rings and other gaskets before installing (e.g. putting oil on the oil filter gasket before installing) or do you install them dry? How do you prepare gasketed surfaces (wet sand with 600 grit, solvents, scrapers)? Do you use gasket sealer on the pump cover gasket, the intake manifold gasket around the coolant passages, or anywhere else, and if so, what brand?

Ludi Billings
Irvine CA

The seal located directly beneath the impeller is the coolant seal. Its spring loaded carbon ring rides against the smooth machined area on the bottom of the impeller. If this seal is not perfectly seated in the housing, the pump may seep. The lower seal that is located right above the shaft bearing is an oil seal to keep crankcase oil from coming up through. The o-rings around the brass housing are also oil seals and may be dipped

in motor oil before inserting the housing. Just scrape the gasket surfaces clean and use Permatex High-Tack adhesive in the intake manifold. The pump cover will seal tight with a bead of silicone sealer.

You may want to double-check the system pressure cap. I seem to remember water pumps leaking because of the cooling system running under higher pressure than the pump seal could withstand. Try an eight pound cap.

I am contemplating the installation of a Group 6 APC box in my 1987 9000 Turbo. Have you had any experience with it? Although I am looking for better performance, I do not want to run the risk of damaging the engine.

Raymond Drabik
Coquitlam BC Canada

Since the APC system is so protective of the engine, as long as the boost is being monitored by APC and you use the highest octane fuel you can find, there's no chance of damaging the engine. Anyone out there using the new Group 6 "box"?

How can I re-wire the horn on my 1990 900 3-door so that it works while the ignition is off? This would be useful if someone is backing into one's parked Saab.

David Yee
Louisville KY

This change is applicable to all models with a horn relay and single pole horns. Remove the two screws holding the fuse box chassis and lift it up far enough to gain access to the connections to the individual fuse busses. Unplug the wire leading to the horn relay and reconnect it to an unswitched fuse buss such as the brake lights. Be certain you connect it to the fused side. A valuable but inexpensive tool for any do-it-yourselfer is a simple 12 volt test lamp. It really helps in tracing electrical gremlins.

I have an '86 9000 with automatic transmission. At 32,000 miles, the cooling lines in the radiator failed causing antifreeze to be forced into the transmission. The dealer replaced the radiator and flushed, but did not replace, the transmission.

Though it seems to work normally and the fluid has been changed twice, can I expect a normal life span from the transmission?

Timothy Dwight
Cincinnati OH

Although it is up to the discretion of your dealer's district service rep, I would think the transmission should have been replaced. Take note of the May NINES reprint of service information about coolant/ATF contamination. I would notify your dealer again and get it on record that you have had serious problems related to the contamination problem. Do this before the warranty expires. If you do not get any satisfaction, consult SAAB Cars USA Customer Service to have the local service rep investigate.

I hear a rattling sound under the hood when I start my '87 900S. It sounds like the radiator fan is rubbing against the housing. The fan and housing seem to be secure.

Also, after replacing the brake pads, I feel a little dragging every time the wheel gets to a certain position.

In taking car of my Saab, I used a name brand trim conditioner and it seems to have faded the plastic chrome-like trim around the windows. Can it be replaced? Is it like the molding that held the windshield of my '66 VW bug?

Stephen Wynne
Dallas TX

I wouldn't think the fan would be running when you first start the car. You may be hearing the hydraulic cam followers rattling for a short time, or the timing chain tensioner is of the old style and the chain will rattle at low engine speeds.

'87 900 models seem to have chronic front caliper problems similar to what you are describing. Take the pads out, back off the piston, reinstall the pads and pull the hand brake up seven or eight notches before pumping up the brake pedal. Hopefully you'll establish more pad to disc clearance.

The plastic/chrome seal trim is easily replaced and yes it is similar to your old bug. Use lots of rubber/glide tire mounting lubricant or soapy water to facilitate inserting the new trim.



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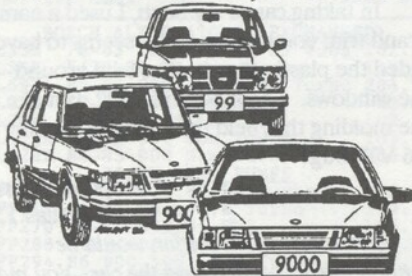
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Saab unveils second generation 9000

Not due here until 1993 model year



Saab Automobile AB has taken the wraps off its first new car model since its formation as a joint venture between Saab-Scania AB and General Motors Europe AG, an expansion of the 9000 family.

The new model, known as the 9000 CS, features a redesigned nose and tail, and improved structure for "sedan refinement in a hatchback configuration". (See the July/August NINES, page 7.)

The front end is more wedge-shaped with a slight modification of the grille design that has become the trademark Saab look. The grille design will remain so for future models. The headlamps are shorter in height to blend with the new wedge shape.

The rear looks similar to the sedan shape with a high trunk, but is in reality a hatchback design. Lifterover is low as in other 9000 models. A full width decor panel accents the area between the taillights. The 9000 CS is 9cm longer than the 9000 5-door and 2cm shorter than the 4-door CD.

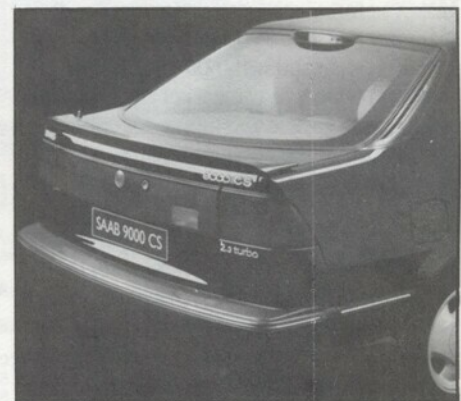
The structure of the CS has been strengthened in the C-pillar and top so that the chassis flex inherent to hatchback designs has been virtually eliminated. The suspension gets a larger anti-

roll bar, and heavier rear springs and shocks. As a result, handling is better than in the 5-door 9000. Side impact and rear impact protection is also improved.

The interior remains much the same as current 9000s. (Why mess with perfection?) The 2.3 litre engine and drivetrain will be the same as in the other 9000s

Saab hopes to sell 35,000 of the 9000 CS's in 1992. The new 9000 will not be available in the U.S. market until the fall of '92 as a 1993 model.

Translated from *Saab Idag* (Saab Today) by Todd Kneeland



The trunk opening on the 9000 CS combines hatchback versatility with sedan styling.

SAAB NEWS

Saab Automobile hopes to get out of red

The drastic restructuring that has been going on at Saab Automobile AB may be paying off, as the company has announced it expects to return a trading profit on a monthly basis in the final quarter of 1991. Though Saab showed a loss of 1.57-billion kroner (US\$238 million) for the first six months of this year, the second quarter loss was a 20 percent improvement over the corresponding period of 1990.

The restructuring has included the closing of the Malmö assembly plant and concentration of production at the Trollhättan facility. The company is aiming to break even on annual sales of around 100,000.

Saab expects to sell 91,000 new cars this year worldwide, and is planning for 100,000 units in 1992. Sales in 1990 were 93,000 cars.

Clarification on the Big Saab

Saab has not dropped plans for a third model, but those plans may be modified a bit. Saab Automobile AB continues to evaluate where they would like to position their future models in the automotive market. There is even a chance that the third line could be priced *below* the current 900 and 9000 lines.

While it has been traditional for high-powered cars to have rear-wheel drive, Saab is also investigating the possibility of offering a front-wheel/all-wheel drive luxury model to compete against the likes of the BMW 7-series and the S-class Mercedes-Benz. The larger engined German cars have been coming under fire in their home country by the Greens lately, and BMW has dropped plans for one extra horsepower limited edition model as a result.

Saamba, anyone?

The Saab 9000 Turbo has gone on sale in Brazil, imported by General Motors do Brasil. Retail price in the South American giant will be \$110,000US. Projected sales during 1991 - about 50 units.

GM recently began importing the Chevrolet Lumina APV (about \$80,000) to Brazil and will also import the Cadillac Fleetwood.



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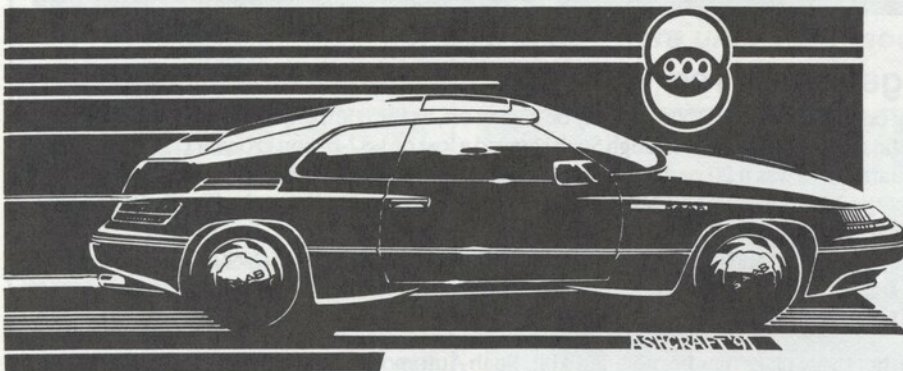


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Left: A possible configuration for the new 900 by Jack Aschraft.

The next 900

Hints dropped by Saab officials at the National Saab Owners' Convention have given us some insight into the replacement for the Saab 900, currently referred to as Project 104.

Since the 9000 has not been quite the success Saab had hoped despite, or perhaps because of, its more mainstream styling, the replacement 900 will look more "Saab-like". Bob Sinclair says that if you saw it parked on the street, you could tell from the shape that it is a Saab.

Some things will have to change, however. The hood will no longer be hinged at the front, due in part to regulations in some countries that do not allow the hood to fall in front of the headlights, and also to save weight. Speaking of headlights, expect the new headlamps to be of the smaller composite design to cut wind resistance.

The trend in automotive design is longer wheelbase with shorter overhang at both ends. As a leader in aerodynamic design, a new Saab design can be expected to fit that criterion. Three-door and five-door body styles are planned, as well as a convertible version. A unique taillight design is rumored to part of the package.

With a more sloping hood, the future "900" will have a transverse engine layout. This makes perfect sense as the transverse layout for the 9000 has worked well -- the 9000 manual gearbox in particular has proven to be quite reliable. The powerplant will be a 2.0 liter version of the balance-shaft engine currently installed in the 9000. A Saab version of a European GM V6 may be possible later.

The current 900 is limited in the wheel and tire sizes that can be fitted due to clearance problems at the rear. The next small Saab has been designed to handle

wheels up to 17" for those who want a sportier handling package. And speaking of handling, Saab knows that in some markets, such as Switzerland, all-wheel drive has become a marketing necessity, so the chassis has been tailored to handle an all-wheel drive option, though it is not yet certain when or even if it might become available.

The current 900 chassis began as the 99, a car whose design goes back to the mid-1960s. Much of the current model is still built using '60s technology. The future model will make better utilization of robotic construction methods and should take less time to build, thereby cutting cost.

The future "entry level" Saab has already been shown to consumer clinics, and several models have been undergoing testing in the Southern California desert this summer at the hands of Swedish students.

Though the model designation has not been finalized, *Automobile* and *Car and Driver* magazines recently reported it would be "990". The overwhelming preference of Saab owners at the convention was to stick with "900", just as BMW

continues to identify its cars as 3-, 5-, and 7-series, and Audi has stayed with 80, 90, 100 and 200 as model designations.

Might the new 900 make a good rally car? Erik Carlsson has high hopes. At the roundtable discussion, when asked whether Saab would ever return to rallying he replied, "When asked the same question two years ago, I said I don't think so. Last year I said I hope so. This year I believe we have something."

Carlsson indicated that all-wheel drive would be a necessity to be competitive in international rallying, and that Saab should return to the rally scene to help improve their sales, especially in the European markets. The former rally driver's influence is still strong at Saab, where he continues active in public relations, so his opinions are given plenty of weight at headquarters.

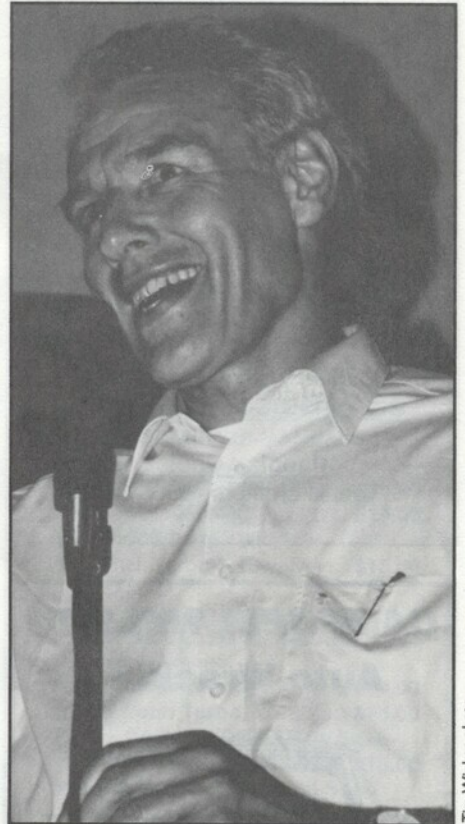
Now about the ignition key location... Saab purists insist that the ignition should be on the floor as it has in the 99 and 900 for over twenty years. That location has, however, been criticized by the automotive press. Saab engineers have planned the ignition switch in either location. Those who attended this year's convention were told where the ignition switch will be, but were asked not to reveal the location. A hint in the next NINES.



Automobile magazine offered this rendition of the 900 replacement in the September 1991 issue. Drawing by Mark Neeper. Reprinted with permission.



Alan Fein photos



Tim Winker photo

360 Saabers gather for '91 National Convention

Ah, what a sight! 150 SAABS at 4000 feet. Surrounded by pointy pines and snow capped peaks, Crystal Mountain Resort, situated deep in the Cascade Mountain Range near Mt. Rainier National Park, provided the perfect backdrop for the 1991 National SAAB Owner's Convention. Over 300 enthusiasts gathered. Many participants took the 2000-foot scenic climb via chair lift to view Mt. Rainier from the restaurant at the summit, or drove to Mt. Rainier's Sunrise Lookout from the safety of their SAABS.

And SAABS, of course, were the main attraction. Among the most noteworthy were those owned by the Tennis brothers. Pat and Sean Tennis have taken particular care in restoring their two strokes, a clearly religious task worthy only of the most faithful. Those who attended "Brother Tennis's" Sunday morning two-stroke service experienced the Genesis.

"...then three were produced. Yea three. Three from two. That is two in three. And he looked upon it and saw that it was good...

"And so it was at this time in the chosen land, a son was born up. Yea, the son of Carl. Of Carl's son he was. Erik

*Carl's son, from on the roof he came.
"Have you seen the Shrike?"*

Those having fallen prey to the sin of "Fordication" were asked to repent on this most holy occasion by giving up a cylinder.

Judged People's Choice by popular vote was a moss green 1955 92B owned by the brothers Tennis. Others in their SAAB stable included a 1956 93, a '63 96, a 1967 MC 850, and '67 and '69 Sonetts (II and V4). Other cars worth particular mention were Richard Hansen's '72 99 (purchased new), Jeff Friederichsen's 96MC V4, Bjorn Collin's '74 Sonett III and Shawn Irelan's 1958 93B and baby blue '64 95.

Saab Cars USA provided four new cars for conventioners to test drive, including two 9000 Turbos and a 9000 CD Turbo. The fourth, a Monte Carlo

Below: Lining up for the group photo. Nearly 140 Saabs (and one Volvo 544) made this year's photo.

Top left: A semi-circle of Saabs at Crystal Mountain Resort.

Top right: People's Choice winner, a 1955 92B owned by the Tennis brothers of Seattle.

Above: David West of Saab Automobile AB hints at future products



Convention attendees were asked to vote for their favorite SAAB in each of several categories. This year's winners:

Two-stroke 92 / 93 / 95 / 96

Tennis brothers, Seattle WA
1955 92B

V4 95 / 96 / Monte Carlo

Mark Rheude, Covina CA
1973 95-V4

Sonett

Jeanne Carson, Corvallis OR
1969 Sonett V4

99

Bob Casselton, Redwood Vly CA
1975 99

900

David Shirley, Beaverton OR
1986 900

9000

Douglas Morse, Hayward CA
1988 9000 Turbo

Peoples' Choice

Tennis brothers - 1955 92B



Alan Fein photo

Yellow Special Edition 900 Convertible, attracted special attention. The cars were in almost constant use and drivers praised the 9000's handling excellence. Erik Carlsson agreed. The 9000 tops his list as the car he has most enjoyed driving.

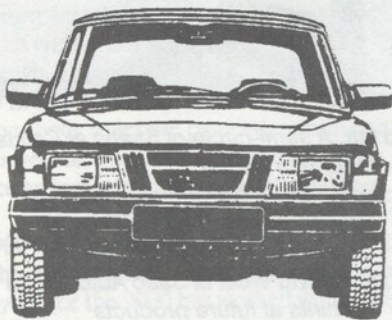
Future production was a hot topic this year. Special guests Bob Sinclair, retiring chief executive officer at Saab Cars USA, Inc.; Steven Rossi, head of P.R. at Saab Cars USA; rally great Erik Carlsson, and David West, head of product planning for Saab Automob-

ile AB in Trollhattan, were on hand to answer questions in Sunday's Roundtable Discussion, and to address future product issues. While Bob Sinclair reassured owners that GM is leaving design up to Saab, David West took the time to hear owner opinion about such production issues as style and key location.

This year's tech sessions included Bosch LH and K-Jetronic fuel injection systems, a turbo clinic by Frank Freeman of Group 6, the Tennis brothers two-stroke clinic, Pirelli Armstrong Tires, Jack Ashcraft's famous Sonett 3.5 project car and the roundtable discussion. Those of you who missed this year's convention, and

Top: Mark Rheude's award winning 1973 95.
Below: A camouflaged Saab "Combat Coupe", built by a restorer of military vehicles.

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Alan Fein photo

Who was in that Red Car anyway?

On Saturday afternoon at the 1991 National SAAB Owners Convention, Pirelli Armstrong Tire Corp. sponsored a Poker Rallye to Sunrise at Mount Rainier. As the cars were lining up, you could see the anticipation in the drivers' eyes as they selected the first card of their hand for the ride up the mountain. I had the opportunity to drive Dave LeMay's 1991 900T with Dave and George Celedinas as my co-pilots. After all the cars were lined up, the rallye began. Being the good natured person that I am, I foolishly allowed the Official Pace Car, a red 1991 2.3 litre 9000T, in front of me. As we leisurely drove down the road from Crystal Mountain Resort to the first checkpoint, I could tell that the Red Car would not be happy tailing behind the six or eight Saabs that were in front of them.

Once we passed the first checkpoint, the Official Pace Car began to set a new pace up the mountain to Sunrise. Being the true 900 fan that I am, I just couldn't let that 9000 outrun me, so I, too, picked up the pace. As we approached the second checkpoint, we had already passed two or three Saabs and many other cars. The climb up the mountain got steeper and steeper, I continued to weave and bob up the road on the tail of the Red Car. I even hit the rev limiter and had to back it off a little bit as we continued to climb.

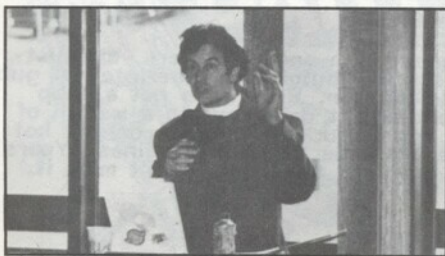
When we passed the lookout point at

6100 feet, the Red Car stepped on it and took off. Since the car I was driving was not mine and the curves were getting much tighter at that point, I became more cautious and didn't downshift as quickly as I should have, even though Dave and George continued to urge me on. At that point the Red Car really took off. Maybe it was the Pirelli Tires that made the difference. We continued at incredible speeds up the mountain and even managed to pass the car that had the poker cards to be give out at the final checkpoint. We never did get our final card, but our hand was so bad that it didn't matter anyway. Two cars did have winning hands and a decision was made by drawing a card at the banquet that evening. Congratulations to John Hlavka on winning a set of Pirelli Tires for his Saab.

At Sunrise, we had the opportunity to roam the park area, take pictures and relax while admiring the breathtaking scenery of Mount Rainier. When it was time to go back down the mountains, I was happy to let Dave drive his own car, while I enjoyed looking at the snow-capped mountains and beautiful wildflowers.

So who was that in the Red Car anyway? I'll never tell.

Jenny Trostel
Delaware Valley SAAB Club
Wilmington DE



Left: Brother Pat Tennis preached the gospel of tow-strokes.

Below: Pete Brock was an unexpected guest.

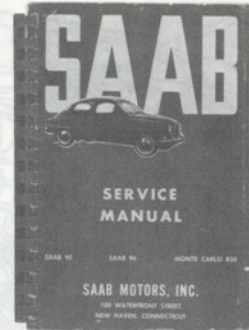


even those who didn't, can look forward to a book of transcribed tech sessions.

Folks in Ohio have expressed an interest in hosting next year's convention. We will let you know as soon as possible so you can plan early. Regardless of location, where there are SAABs, the view will always be spectacular.

Joan Oswald

Introductory Offer Saab Service Manual for 95, 96, and Monte Carlo 850 1961 thru 1964.



This 250-page reprint of the Saab factory manual covers the early 850 engines as well as the 750-GTs and the Monte Carlo 850s. Size 5 1/2 by 8 1/2, and bound just like the original. A must for two-stroke owners, or those curious about the inner workings of the Mighty Three.

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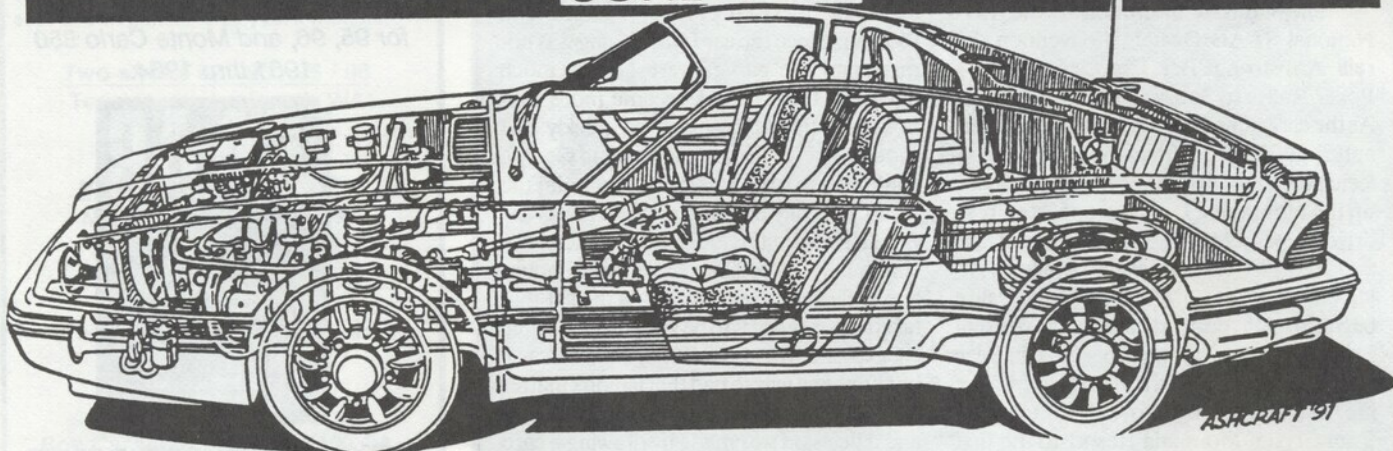
#125 - The First 40 Years of Saab Cars
- by Bjorn-Eric Lindh (1987). The most complete history of Saab available. 200 pgs, 500 illus. \$29.50

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SONETT 3.5



SHIFTIN' GEARS

By Jack Ashcraft

CONVENTION COMMENTS

Extensive convention coverage is given elsewhere in this issue, but I have some short comments:

The Crystal Mountain scenery was splendid, the weather superb, the convention organization satisfactory and driving the Saab 2.3 turbo 9000 was nothing short of sensational. We--Kathy (my wife), Chris (sideways autocross son) and me--especially enjoyed talking face-to-face with many people who were only voices on the phone before the convention.

We enjoyed our conversations with the Saab people--Bob Sinclair, Steve Rossi and David West. And very special, long-time friend from Saab, the Rallymeister, Eric Carlson.

It was also nice to finally come beard-to-beard with your NINES editor, Tim Winker, who scammed Saab out of a 900 Convertible--yellow, yet--for a few days.

We did have the 3.5 Sonett at the convention at the invitation of the NW Saab Club and we appreciated the opportunity to show the unfinished car and use it as the basis for a couple of forums on restoration.

Perhaps the sounds of the convention will be the most memorable, especially the snarl of a couple of well-tuned V4s coming up hill, or the early morning being prodded into consciousness by the urgent rasp of a two cycle Monte Carlo. It was an enjoyable weekend.

THE FAST V4

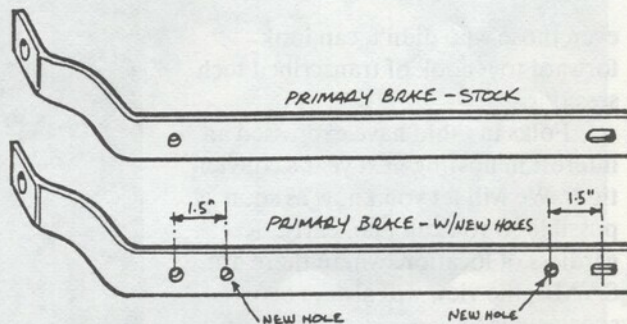
I have received quite a number of inquiries about our performance parts for the V4 engine and given a lot of advice about how to go about building a good, reliable performance engine that also gives decent gas mileage on the street. Much of that comes together in a new booklet, THE FAST V4, which touches on in-

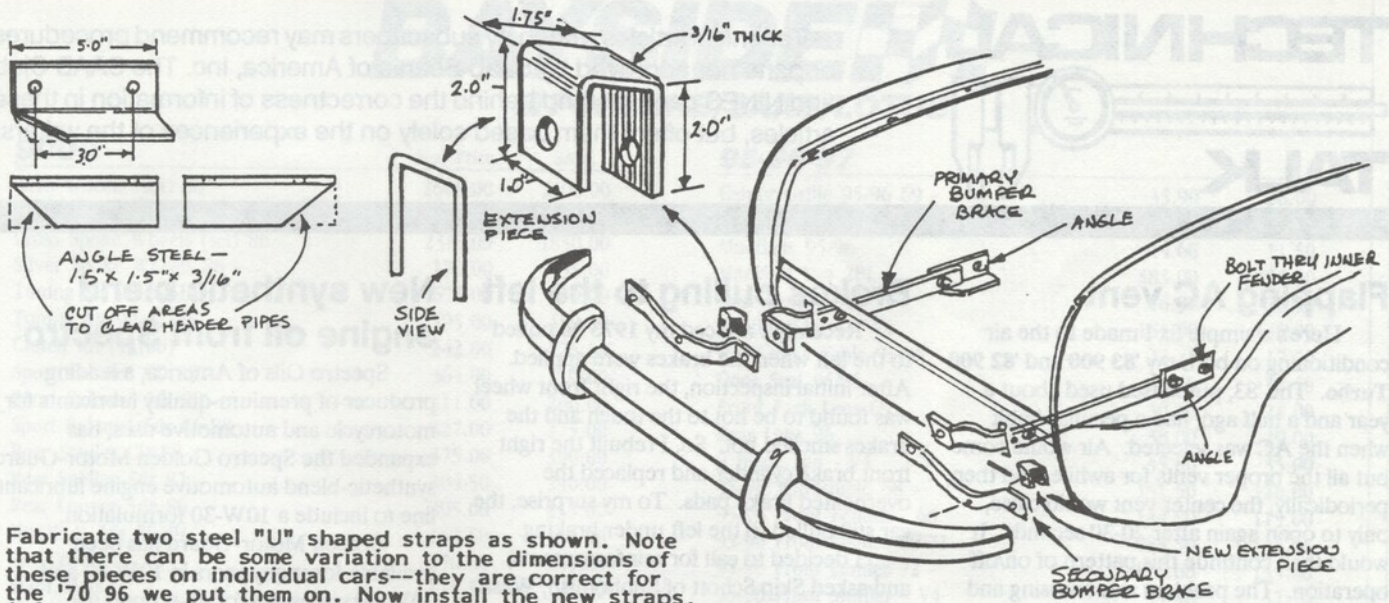
take manifolds, carburetion and air filters, exhaust systems, camshafts, distributors and the internal gubbins to keep it all together. While it is not a shop manual of V4 rebuilding, it does contain a wealth of V4 go-fast advice and includes a chapter on the hot rod parts we have available for these engines. Years of experience are put into this book--don't miss it.

96 SNOOT SAVER

The Saab 95/96 has a sort of vulnerable snoot, if you stop to think about it. Judged by today's standards the front bumper is a bit low and much too close to the grille to be very effective to fend off neanderthal Buick drivers who park by ear (back up 'til you hear glass break). Moving the bumper forward a bit can help the problem and is easy to do:

Remove the hood and the front grille sheet. Remove the bumper and the secondary braces, then remove the main bumper braces themselves. Drill two new 3/8" holes in the braces as shown. Cut two pieces of steel angle and drill the holes as shown. Prime and paint the steel angles. Mount the angles to the main braces and reinstall in the car.





Fabricate two steel "U" shaped straps as shown. Note that there can be some variation to the dimensions of these pieces on individual cars--they are correct for the '70 96 we put them on. Now install the new straps, (after painting), the secondary braces and the bumper. Eyeball the bumper from the side. Often the rear ends of the bumper may droop, which means you must bend the main bumper mounts so the bumper once again sits level on the car. Once that is set right, reinstall the front sheet, hook up the lights, put the hood back on and motor off with the happy knowledge that you have given the nose of the car at least a fighting chance if it has an encounter with a little old blue haired lady in a Bimmer at the Safeway parking lot.

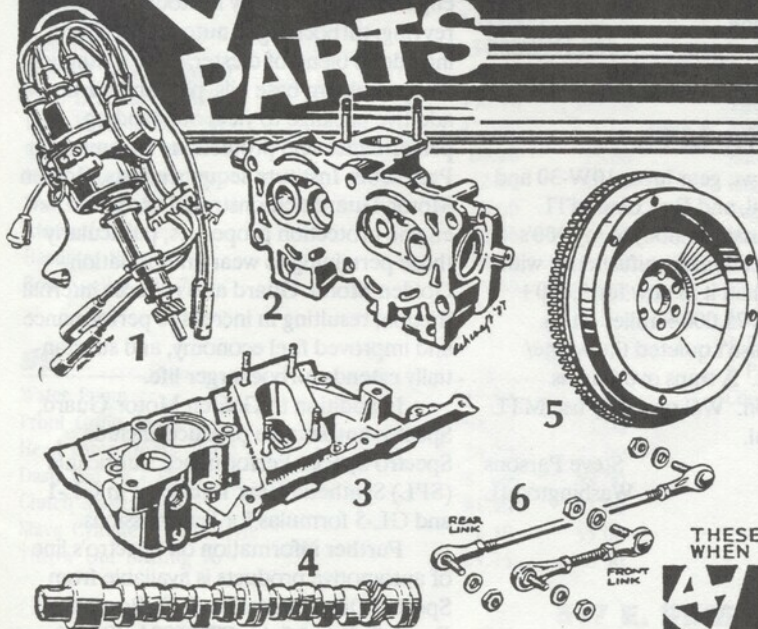
The modification will extend the bumper 1.5" and improves the front end appearance as well as giving the grille a bit more room in a parking encounter.

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TECHNICAL TALK



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Flapping AC vent

Here's a simple fix I made to the air conditioning on both my '83 900 and '82 900 Turbo. The '83, purchased used about a year and a half ago, had a peculiar habit when the AC was selected. Air would come out all the proper vents for awhile, and then, periodically, the center vent would close, only to open again after 20-30 seconds. It would then continue this pattern of on/off operation. The problem was amusing and annoying, but not serious enough to require serious troubleshooting.

Finally I had to do some work which required opening up the dash, and I decided to try to fix the vent problem. I spent numerous hours testing and researching before finding the problem - a cracked vacuum cap on the engine side of the firewall, where tube #7 from the vacuum selector switch passes through, causing a small but constant vacuum leak. This tube is not used on AC cars (meaning that it is capped off), but is still selected when the selector switch is in either of the two AC positions. As long as the engine was producing high vacuum, the leak was not enough to disrupt normal operation. However, during acceleration, which results in low engine vacuum, the vacuum tank would sustain normal operation for a few seconds, but eventually would be depleted, thus dropping out the servo controlling the vent. As soon as engine vacuum increased again, the servo would be reactivated, thus re-opening the center vent, and the pattern would repeat.

Later, I noticed the same problem starting on my '82, only this time it took all of five minutes to fix (I just used silicone sealer on the vacuum cap). I have heard as least one other owner of this vintage Saab describe similar symptoms, so I think it may be a fairly common problem. I think the problem would have been much easier to diagnose if the documentation in the factory manual had been a little more thorough.

R. Lynn Warren
Bellevue WA

Brakes pulling to the left

Recently I noticed my 1973 96 pulled to the left when the brakes were applied. After initial inspection, the right front wheel was found to be hot to the touch and the brakes smelled hot. So, I rebuilt the right front brake cylinder and replaced the overheated brake pads. To my surprise, the car still pulled to the left under braking.

I decided to call for reinforcements, and asked Skip Schott of Snohomish, Wash. (whom I view knowledgeable) for his opinion and he promptly diagnosed it as likely a plugged right front brake line. He went on to explain, "... the flexible brake lines sometimes break down inside with age, restricting the flow of fluid to the brake cylinder, which can cause the brakes to drag." He also said that he is seeing the problem more frequently now that the Sonett, 95 and 96 models are getting older.

The brake lines were replaced (left and right sides) and the braking problem was solved. The front brake part numbers are: Saab p/n 73-95-254, NAPA United #36947. The NAPA brake line's cost is considerably less than from Saab.

Jim Hallman
Oregon City OR

Switched to MTL

I've tried 75 wt. gear lube, 10W-30 and 10W-40 engine oil, and Red Line MTL (Manual Transmission Lube) in my 900's transmission. It definitely shifts better with the MTL. Have had it in now for 5,000+ miles (the car has 75,000+ miles on it).

The MTL hasn't quieted the whine/howl at 55 m.p.h.. A trans overhaul is probably due soon. Will probably use MTL after the overhaul.

Steve Parsons
Washington IL

New synthetic blend engine oil from Spectro

Spectro Oils of America, a leading producer of premium-quality lubricants for motorcycle and automotive uses, has expanded the Spectro Golden Motor-Guard synthetic-blend automotive engine lubricant line to include a 10W-30 formulation.

Golden Motor-Guard has been available for many years in 10W-40 and 20W-50 viscosities for all-around use, including street applications and all types of automotive competition, and in a super-start 5W-40 formula for winter and drag use. All of these formulations possess low volatility and high film strength, and far outperform conventional mineral oils in today's smaller, hotter-running engines.

The new 10W-30 formulation has been developed partly in response to a growing trend among automobile manufacturers to include the 10W-30 viscosity in owners' manuals as one of the recommended viscosities for new car applications.

Golden Motor-Guard is chemically engineered specifically for today's higher-revving, turbocharged auto engines, and includes a blend of diester/PAO synthetics and petroleum base oils, plus advanced additive package to yield outstanding performance and protection. In American Petroleum Institute sequence tests, Golden Motor-Guard demonstrated excellent engine protection properties, particularly those pertaining to wear and oxidation. Golden Motor-Guard also reduces internal friction, resulting in increased performance and improved fuel economy, and substantially extends turbocharger life.

In addition to Golden Motor-Guard, Spectro automotive products include Spectro Special Performance Lubricants (SPL) Synthetic Gear Lubricant in GL-1 and GL-5 formulas for transmissions.

Further information on Spectro's line of automotive products is available from Spectro Oils of America, P.O. Box 208, Route 7, Brookfield, CT 06804. Telephone: (203) 775-1291.

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	Reg. Price	SALE
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Brake Cylinder	72.00	55.00
Clutch Master Cyl. 69 -	87.50	68.00
Brake Pads — V-4	29.50	23.00
Rear Wheel Cyl. 96	36.90	28.00
Real Wheel Cyl. 95	28.50	22.00
Water Pump V-4	61.90	48.00
Dash Pad	135.50	105.00
Wheel 4 1/2" x 15"	69.90	55.00
Castrol 75W Gear Lube	2.80/pt.	1.73/pt.

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185 x 65 Mounted	155.00	129.50
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Thermoplastic Mats (Pr.) 9000	70.30	56.00
Rubber Mats 9000	107.50	82.00
Rubber Mats 900	70.30	56.00
Engine Block Htr. 9000 90 -	150.00	115.00
Engine Block Htr. 9000,900	40.95	32.00
Washer Fluid Htr. 900, 9000	36.30	28.00
Thule Roof Rack 9000	110.00	85.00
Thule Roof Rack 900	64.10	49.00
6 Pair Ski Holder 9000,900	87.20	67.00
3 Pair Ski Holder 9000,900	91.00	69.00
6 Pair Ski Holder 900	105.50	81.00
Convertible Ski Rack 900 87 -	99.90	79.00

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VISA MC AMEX

The Zymöl Difference

"Why would anyone pay \$35.00 for car wax?" That's the normal response when someone looks at the price for Zymol. Well, why would anyone pay more than \$30,000 for a car when they could get adequate transportation for under \$10,000?

The answer is simple - it's that much better!

Zymol had a display at last year's national convention, but I didn't have my car waxed, nor was I able to attend their tech session. I wish I had.

Larry Swanson did. Larry has a black 1985 900 Turbo that he likes to keep looking nice. Over the past few years he has occasionally sent information and has written articles on various products for keeping a car's finish shiny and new. Larry was so impressed with Zymol that he started a company - Specialty Car Care Products - to distribute the line to Saab owners.

Actually, Zymol is more than a wax, it is a car cleaning system. The lineup includes Brite, a wheel cleaner; Treat, a leather conditioner; and Vinyl, for treating rubber, plastic and vinyl. All of the products are hand mixed in small batches using pure plant oils and their derivatives instead of

chemicals and silicones. Hold a Zymol container up to your nose and you'll recognize the aromas of coconut, lemon, cinnamon or apricot. Because Zymol uses only natural oils, no harsh chemicals are released into our environment.

People who view cars as art have taken Zymol to heart. At this year's Pebble Beach Concours, Zymol was the wax of choice on five first-in-class winners. Zymol missed being part of Best-In-Show when a 1947 Franay-bodied Bentley owned by Gary Wales missed the prestigious award by only one point. Zymol's technicians developed a wax specifically for the Bentley. Instead of using dried White Carnauba, they used the sap in liquid form. According to Chuck Bennett, who founded Zymol in 1982, "The results were magnificent! The Bentley had a depth and presence and a crystalline shine that this wax-maker has never seen."

Zymol plans to offer this special wax under the name Vintagé. The container will be a solid block of acrylic, cut like jewelry. The cavity created will hold the wax. This special mixture will sell for \$1500 a container, with 20 percent of the proceeds to go to three publicly-selected charities.

Vintagé will be marketed as "the wax that lasts forever". Once the customer has purchased the original container of Vintagé, it will be refilled at no charge for as long as they live.

Zymol is a small company, operating out of a 4,500 square-foot former chicken coop, with manufacturing, packaging and shipping all under one roof. All products are made from plant oils and their derivatives, they use recycled paper with soybean-based inks for their advertising.

The more exclusive waxes are brewed in a 3½ gallon trunion kettle. It can take two engineers ten hours to make only 56 containers. According to Bennett, "Our goal is to make the finest quality product that can be made and offer it to the true enthusiast."

The real proof is in using Zymol's products. When cleaning the painted surfaces, the first step is to use Clear, a mild lemon-based detergent, for the basic washing of the car. Like other Zymol products, it is made of all-natural ingredients and harmless to your car and to the environment.

Before waxing, HD-Cleanse is used to remove oxidized paint, minor scratches, and sticky tar or sap droplets that refuse to come off with regular washing. The HD-Cleanse

treatment also provides a fresh, clean surface to better bond the wax to the paint. Like other Zymol products, HD-Cleanse is made of natural oils - Montan oil, apricot kernel oil, and lemon seed oil - which act to emulsify oxidized paint and impurities instead of using abrasive particles as other car waxes or polishes may do.

Zymol-Wax products are based on a recipe for carriage wax found in the German town of Bischofsheim on the Tauber and dating back to the nineteenth century. The basic ingredient is Brazilian Carnauba, Number One Grade, used in concentrations of 25% to 61% depending on the particular product. The aroma is primarily coconut, though banana, honey-dew, cinnamon bark and pineapple oils are combined to form a moisture and ultraviolet barrier, not unlike applying a moisturizing cream to your skin.

The Wax is applied in small amounts and wiped off before it dries. Zymol's literature doesn't call it waxing, but rather "feeding" the finish. Zymol even suggests applying their wax with your bare hands. There are a variety of wax formulas - Cream for most applications, Carbon for dark colors, Japon for paint used by Japanese manufacturers, even one especially designed to work with Saab's paint formula - ranging in price to several hundred dollars. As indicated above, they will even blend a special formula for one specific car for those who are very serious about Concours competition.

All hype and exclusivity aside, the important thing is that Zymol works! It takes a little more effort to apply, especially with the extra step of using the HD-Cleanse a couple of times a year, but the result is worth it.

I was particularly impressed with Vinyl, which I used on all the black plastic/rubber exterior parts. They hold that black shine much longer than Armor-All or other silicone-based treatments.

Products under development include an ultraviolet resistant rubber treatment, a new brush for cleaning wheels with very small cavities, and a towel made of 100% cotton, yarn dyed and woven on 500-year-old looms in Ireland.

To order Zymol products, or if you have any other questions, call Larry Swanson at Specialty Car Care Products, 800-245-2546. Since this is not Larry's full time job, you may have to leave a message, or try calling in the evening.

Tim Winker

Specialty Car Care Products

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ZYMÖL is a non-abrasive car care system, using all natural ingredients.

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Carbon Wax (For Dark colors)	8oz.	\$35.00
Saab Wax (For all Saabs)	8oz.	\$35.00
Japon Wax (For cars built in Japan)	8oz.	\$35.00
H-D Cleanse (Use before Wax)	8oz.	\$15.00
Brite (Wheel cleaner)	8oz.	\$15.00
Strike (Removes oil & grease)	8oz.	\$20.00
Treat (Leather conditioner & treatment)	8oz.	\$15.00
Vinyl (Vinyl & Rubber trim)	8oz.	\$15.00
Clear (Car wash)	8oz.	\$15.00

ZYMÖL Starter Kit - includes wax (specify), 8 oz. H-D Cleanse, 8 oz. Clear, Car Care Booklet, Towel, Applicator, Window Decal, Jacket Patch. \$75.00

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Johnny Robinson has five wins in 1991 and a good shot at becoming the Barber Saab champ.

Professional racing, on a budget

Serious auto racing is expensive. Budgets for a major national racing series can run into eight figures. But for a driver to make it into Indycars, IMSA's Camel GTP, SCCA's Trans Am, or even NASCAR's Winston Cup, he has to first prove his ability. That takes time and money. A season of racing in Formula Atlantic or Indy Lights can run a quarter of a million dollars or more. A season in the Firestone Firehawk series for stock production cars can easily run six figures. When it comes to being competitive, there is the Golden Rule of Auto Racing: "He who has the gold, rules."

On the other hand, we have the Barber Saab Pro Series, where the cars are all the same - no advantage of chassis or engine - that gets national television and magazine coverage. For a fee of \$7,200 per race, a driver can lease a competitive race car. That base fee covers the use of a car and crew for the weekend. Personal transportation costs and lodging, and any damage to the race car are additional. With prize money (\$10,000 for first place, minimum payoff of \$500), a guy could even make a small profit.

Johnny Robinson is the Barber Saab series points leader coming into the event at Portland International Raceway, race nine of twelve in the 1991 season. Robinson, from Maidstone, England, took a commanding lead in the points by winning the first three races this year and adding two more wins since. In the 1990 Barber Saab Pro Series,

Robinson won three races and finished second in points to fellow countryman Rob Wilson.

The cars are open-wheeled machines, built by Mondiale in Northern Ireland, and powered by stock Saab 16-valve, turbo-charged 2.0 liter engines, like the engine that comes in the Saab 900 Turbo models. In race trim, the Saab engines put out 225 horsepower and are capable of powering the cars to over 160 m.p.h. The gearbox is a Hewland five-speed with limited slip. Each driver can set up the car to his own liking with regard to wing angles, the settings for shocks, brake bias and sway bars, and tire pressures and ride height. The cars ride on Goodyear Eagle Racing slicks.

Bryan "High Speed" Herta won the Laguna Seca race after Johnny Robinson and Page Jones tangled while battling for the

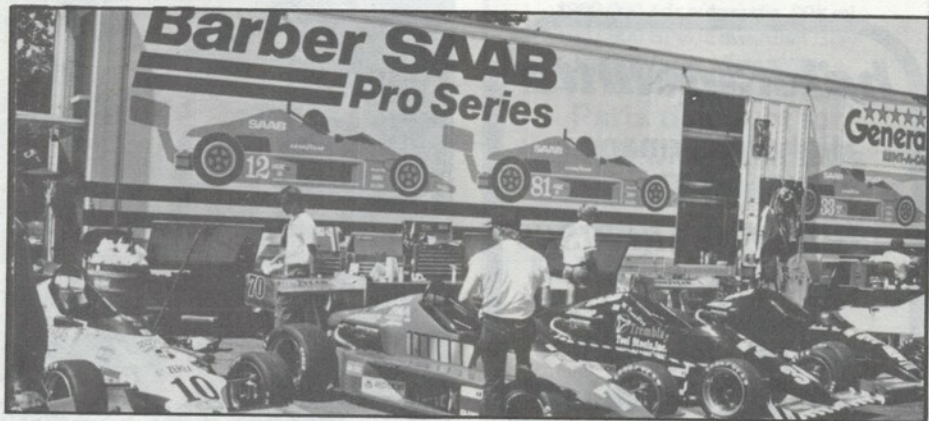
lead and put both cars on the sidelines. Herta moved to within seven points of Robinson for the season. A college student at the University of California in Irvine, Herta has three wins in 1991. In 1990, he had several top five finishes and one pole position, but didn't win any of the twelve races he entered.

The Saab engines come directly from the assembly line in Sodertalje, Sweden, without special racing modifications. The engine used is the 9000 block, as the bottom of the casting is easier to match to the dry-sump oiling system, and the exhaust manifold/turbo sits close to the block. The intercooler is from a 900. Because there is no catalytic converter or other emission restrictions on race engines, the APC boxes are tuned to allow more fuel flow, thus more horsepower than on the street.

Swedish driver Robert Amren has raced karts and in Formula 3 cars in Europe, and hopes the exposure in Barber Saab will lead to better opportunities. Amren only ran the final two races of 1990, but placed second in each. This year started much the same with 2nd and 3rd place finishes in the first five races. Amren came into the Portland race third place in the points standings.

The Barber Saab series is sanctioned by the International Motor Sports Association (IMSA). Each of the twelve races is a 30 to 40 minute sprint with no scheduled pit stops and run as a support event to an IMSA Camel GTP or CART Indycar race. All races are on road courses or temporary street circuits.

Parnelli Jones is a legend in auto racing with a win at the Indianapolis 500 in 1963 and the 1970 Trans Am title. Today Parnelli's 18-year-old son, Page Jones, is trying to make a name for himself in racing by competing in the Barber Saab series. In the first eight races, Page has three 2nd place



The Barber Saab Circus travels in four semi trailers to haul cars, spares and a repair shop.

Shell Tighman photo

Tim Winkler photos

An amateur alternative

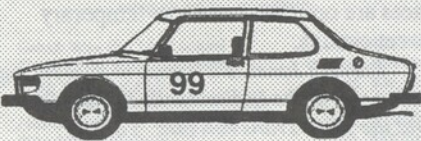
The Barber Saab series gives drivers with professional aspirations a chance to show their stuff in a series that gets national media coverage. If you have racing aspirations, but aren't interested in becoming a pro, there are other venues - autocrossing, rallying, SCCA's Improved Touring class, or ice racing.

In the latter category, I would like to propose a one marque race, or even a series - Saab Cup. It would be limited to Saab 99s and 900s with naturally-aspirated (non-turbo) 8-valve engines and Bosch K-Jetronic (CIS) fuel injection.

The cars must meet minimum safety requirements of the sanctioning body (possibly the International Ice Racing Association) including roll-cage, safety harness and fire extinguisher. They should also meet the requirements for Stock class, so that with a change of tires, the car would be eligible for other races.

Tires would be limited to any snow tire that can be studded, size 165x15, with a maximum of 20 street studs per lineal foot. Any 15-inch Saab wheels up to 5½-inches wide will be allowed.

The first Saab Cup race has been tentatively scheduled in Duluth the weekend of February 8-9, 1992, in conjunction with an IIRA event.



The top 4 in Barber Saab (L to R) Robert Amren, Johnny Robinson, Page Jones and Bryan Herta.

finishes and two 3rds, good for fourth in points.

1991 is the sixth season for the Barber Saab Pro Series. Several drivers have graduated into Camel GT and the American Indycar Series (see sidebar).

In addition to Saab Cars USA, Inc. and Goodyear Tire, Barber Saab sponsors include NGK Spark Plugs, Zerex Coolant and Zerex Brake Fluid, Kal-Gard Coatings, Mobil 1 Synthetic Oil, General Rent-A-Car and Red Lion Hotels & Inns.

Qualifying at Portland leaves some surprises. On the front row are two drivers who haven't run with the top group before in Barber Saab, but are very familiar with the track at PIR - Dave Welch of Redmond, Wash., whose racing experience is in karts and Formula Ford, and Leo Parente, who has raced Sports 2000 here.

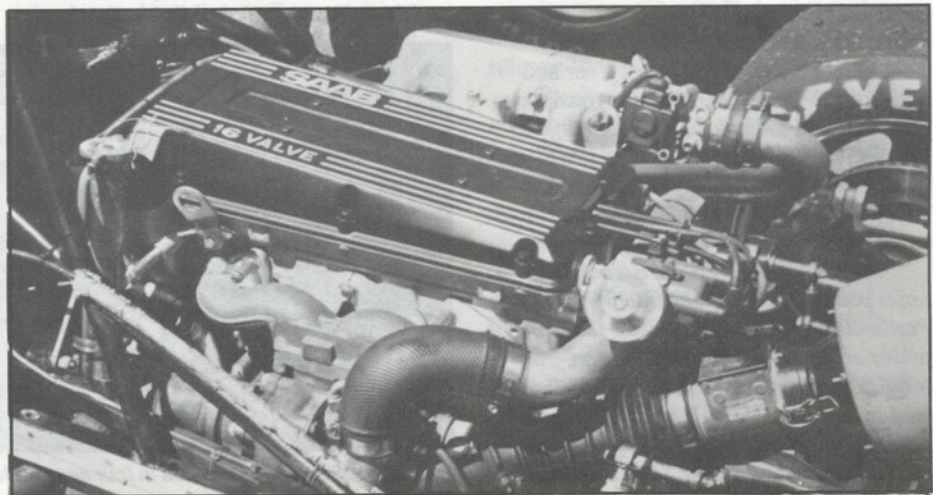
Ten of this season's races will be taped for broadcast on ESPN. In 1990, nine races were shown a total of 21 times, and viewed by over six million households. The ESPN coverage is another advantage of Barber Saab as it gives young drivers exposure to a

national audience.

The Barber Saab race was the most exciting competition of the PIR weekend. There were several battles for the lead, some brief off-course excursions, even some contact that resulted in air-borne cars. There were no serious incidents, however, and all three of the top finishers were involved in at least one on-track incident. Bryan Herta held on to win after he touched tires with Johnny Robinson while dicing for the lead. Robinson lost time and track position, but finished 9th. Less than two seconds behind Herta, Leo Parente and Page Jones duked it out to the checkered flag for second and third respectively. Herta's victory moved him into the points lead.

The series points leader gets to carry yellow-and-blue wings on his race car, much like the yellow jersey designates the race leader in the Tour de France bicycle race. A \$100,000 "Career Enhancement" bonus goes to the series champion to help further his racing endeavors. That, and some luck, will move a driver up into the big leagues.

Tim Winker



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Making names in Barber Saab

One goal of the Barber Saab Pro Series is to provide upward mobility for hungry, talented racers. Let's take a look at some who have used Barber Saab as a stepping stone...

That first season was an unqualified success. Five of the 12 races were decided by a half-second or less, there were eight different winners, seven different polesitters and the season champion wasn't decided until the last race had run. Among the 30 drivers who scored points (a top-10 finish) were **Willy Lewis** (1986 champion), **Jeff Purner** and **Robby Unser**. Lewis is now a contracted driver with the publicity-garnering Ninja Turtles Ford Taurus team that competes in IMSA's Firehawk series, while Purner won the 1990 Firehawk Grand Sports championship and now also drives a Chevy Camel GTP machine. Robby Unser twice won the American Indycar Series championship since he graduated from Barber Saab, and he is always the man to beat at the Pikes Peak Hillclimb.

Ken Murillo had some good showings that first year and raced Barber Saab again in 1987. He did quite well - so well that he won the championship! He then won the Super Vee title the next year. Last year, Murillo finished second in Canada's Export 'A' championship for Formula Ford 2000 cars, and this year is putting together an Indy Lights (one step below CART Indy cars) campaign. Another front runner from Barber Saab's sophomore year was **Hendrik ten Cate**, who set a record-at-the-time for poles won in a row (three). His name is always on the short list when someone needs a Group C pilot, and he finished third in Camel Lights in this year's Daytona 24 Hours. **Ray Kong** won the SCCA's Race Truck Challenge championship in 1989, and **Bobby Carville** won the 1990 Export 'A' championship. **Juan Manuel Fangio III** blew everybody away in the 1987 Barber Saab finale, winning the pole and the race, and is now the top driver for Dan Gurney's Toyota team in IMSA's Camel GTP.

1988 was a stellar year. No less than five of the top Barber Saab drivers from that year went on to significant Camel GTP or IMSA GTO drives: **Jim Pace**, **Brian Bonner**, **Ken Knott** and **Jeremy Dale** no drive, respectively, the Essex Racing Camel Light (Pace won Sebring), the Milner Chevy Spice GTP, the HDF Motorsports Camel Light, and the factory Nissan 300ZX GTO cars. And **Jay Cochran** is now considered *the* Camel GTP rising young star after having done a full season in Camel Lights.

Also competing in Barber Saab that third year was **Harald Huysman**, who continues to do well in European sports car competition. Interesting note: Italian **Giuseppe Cipriani**, a frontrunner in Barber Saab in 1987 and 1988, created the Rampant Baron Formula 3000 team in January of this year and has, remarkably, already won two races with driver **Alessandro Zanardi**. '88 Champion **Bruce Feldman** of New Jersey found his stockbroker business needed more attention than his racing allowed, but he's been seen talking to some Indy Lights teams.

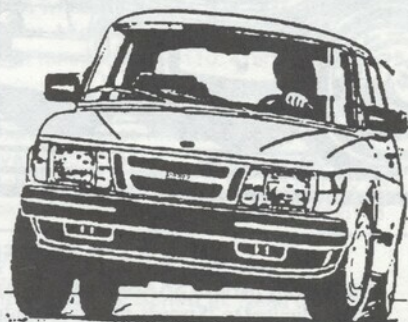
1989 was the year of the Buhl Blitz. **Robbie Buhl** of Grosse Pointe, Mich., won an amazing seven races that season - six in a row at one point - and he is now a leader in CART Indy Lights. **Justin Bell**, who won a race and led the points standing for half the season, is now putting together an F3000 package for 1992. **Wayne Cerbo**, **Bob Reid** and **George Sutcliffe** rounded up finances for Indy Lights campaigns, as did **Brian Till**, who won the 1990 Atlantic championship. Till, by the way, was the winner of the first-ever Barber Saab race: The Meadowlands, 1986. He came back to racing in 1989 in Barber Saab and finished fifth in season points.

From 1990 came drivers **Rob Wilson**, **John Tanner**, and **Bert Hart**. Though Tanner and Hart moved sideways into Formula Atlantic for 1991, they've both acquitted themselves well - Tanner even winning for the first time in an oval race - and look to be CART competitors in the next few years. Many of the frontrunners from last year stayed in Barber Saab for 1991, such as **Johnny Robinson**, **Bryan "High Speed" Herta**, **Page Jones** and **David Pook** (if those last two names sound familiar, it's because Page is the son of Parnelli and David the son of famous race promoter Chris).

With a roll call like the above, the proof is in the Barber Saab pudding regarding the making of future stars.

Rick Roso

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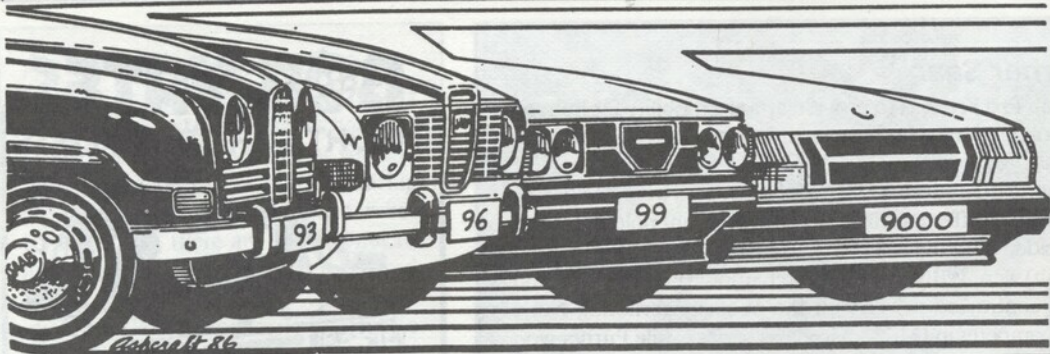
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Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds 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
EVERY 5 EXTRA WORDS	\$1.00	\$1.50

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.

Sonetts For Sale

'74 Sonett III, Blue, 55K, 2nd owner, driven daily, many new parts, MSS exhaust, runs great. \$3600.

Marc Grayson, 4630-A Old Kingston Pike, Knoxville TN 37919. 615/584-1728.

'74 Sonett III, Restored. New paint, clutch, many recent components. 90k mi. \$4000 obo. Ray Hull, 206/232-6173 (Seattle area).

'74 Sonett III, 5 factory alloys, good engine, restorable original condition. \$1500. John Runfola, 292 Temple St., Fredonia NY 14063. 716/679-4981.

'74 Sonett III. Completely rebilt engine, trans, new clutch and many other items. S. Zimmert, PO Box 2705-107, Huntington Bch CA 92649. 714/846-6866 (evenings).

'71 Sonett III, 3k on rebuilt motor, patched pan, stainless steel rockers, new almost everything else, needs carb work, really want to sell, \$800 obo. Scott, Try NY. 518/273-6211.

'71 Sonett III, Good body, engine, tires, brakes and transmission. Mag wheels. Some rust underneath. Stored winters. \$1800 obo. Russ Glowacki, Oakfield NY. 716/948-9922.

'73 Sonett III, early car #15 (Tenn) 47K mi, fully restored Fall '90 by Francis Vintage SAAB. Show cond, as new. Must sell due to other projects. \$5500 obo. Gary Watson, 2905 Beaverwood Dr, Knoxville TN 37918. 615/687-9391.

'73 Sonett III, \$1000, needs new engine, original owner. New: clutch, tires, muffler, rebuilt transmission. 415/771-5158.

93s, 95s & 96s For Sale

'73 96, Yellow, 85k, free-wheel neutered, good tires, drives well, \$1995 obo. Can deliver for expenses. 4 photos \$5.00. Parts & others from \$500. Ken Edwards, 296 Brethen Church Rd, Jonesborough TN 37659-1007. 615/753-3153.

'73 96, 2 available. One running, very good condition w/AC, many almost new parts. Other could run with some work. Both for \$3000. Joseph Procaccini, 1804 Biltmore Dr., Charleston SC 29412. 803/795-5416 after 5pm.

'66 95 2-Stroke, runs, sliding glass sunroof, Georgia car, solid w/minor surface rust, in storage 12 yrs, many spare parts, \$700. Nicholas Hayden, 3556 w Blvd, Cleveland OH 44111. 216/941-5759.

'69 96 Deluxe, Restored, rust free California car. Ashcraft motor w/ 2bbl Weber, rbtl trans & brakes, Konis and new springs. New interior incl. headliner and dash pad, wool carpet. Many spares incl grill and new front fenders. \$4000 obo. Steve Gilbert, 2700 Neilson #830, Santa Monica CA 90405. 213/392-4263.

2-Stroke & V4 Parts

Parting out '71 96 - interior, gauges, engine, hydraulics and electrical parts - reasonably priced. Mike Wolk, 4030 SE Pardee, #4, Portland OR 97202. 503/777-5195.

68 V4 engine, runs well, just removed. For sale or trade for good Sonett trans. Also late Sonett III floor shifter, steering column. Jeff McConnell, 7001 Sardis Rd, Charlotte NC 28270. 704/357-1108 days. 704 366-4626 eves.

96, 95 & Sonett used parts. No list. What do you need? Make offer.

Bob Seath, 10904 Crooked Lk. Blvd., Coon Rapids MN 55433. 612/421-8885.

99s & 900s For Sale

'87 900 SPG with factory air-flow kit, 49k, Embassy blue, 5 spd, beautiful car, new rubber. \$8500. 615/753-9402. Leave message.

'87 900S 16 Vlv, 3dr, 5spd, black w/tan velour interior. Sunroof, PW, PS, PB, AC, PDL, Cruise, high highway mileage. \$5900 obo. David, Deal NJ. 908/531-3732.

'83 900 Turbo, 3dr, 5spd, Slate blue. 96k, sunroof, PW, PS, AL, Sports steering wheel & Inca wheels. Very Clean. Purchased '86 SPG and must reluctantly part company. \$4200. Greg Bonham, 220 Eldorado Rd, Suite A, Bloomington IL 61704.

'82 900 Turbo 4dr. Very good condition with all options, 5 speed, blue-grey color, Sony stereo. Driven daily. \$3000 or best offer. Mark Kerr, 4 Charterhouse Ct, Piedmont SC 29673. 803/458-4552 days, 803/845-5975 eves.

'80 900 Turbo. 5dr, 5 sp, air, not running. \$700 obo. 716/657-5080. Leave Message.

'82 900T w/ APC, 3dr white w/ red interior, sunroof, A/C, alarm, Blaupunkt Tucson radio, 72k miles, 4 new Pirellis, excellent in and out. \$5000. Mike Zulich, 24-3 Woods Brooke Cir, Ossining NY 10562. 914/941-0511 eves.

'81 900S 4 door, 4 speed, sunroof, 137k miles, new tires & exhaust. \$2200. Ray Twite, New Richmond WI. 715/246-6373.

'79 900EMS 3dr, 4 speed. Burgundy. \$1995 obo. SR, alloys, rear spoiler, reworked cylinder head. No rust. 4 photos \$5.00. Many parts & others from \$500. Can deliver. Ken Edwards, 296 Brethen Church Rd, Jonesborough TN 37659-1007. 615.753-3153.

'76 99 2dr, 4 speed, air cond, looks medium rough, runs great. \$975. Ray Twite, New Richmond, WI. 715/246-6373.

'76 99GL, body and interior very good, solid. 86k miles, 26k on replaced speedo. Excellent 4 spd. Very good engine, but needs tune-up. Needs paint. Good brakes, shocks, rubber. \$900. Paul Henderson, Bedminster NJ. 908/781-2036 H, 908/747-4700 W.

'76 99 EMS, new silver paint, burgundy Turbo interior, new headliner, rebuilt engine, new clutch, rebuilt calipers and master, new exh, very strong runner. \$2200. Tom Parker, 3113 Maple Hill Ct, Midland MI 48640-8827. 517/835-8387.

'75 99 2dr LE auto. \$3500 invested. Will part-out or sell out-right. \$1200. 615/753-9402. Leave message.

'74 99EMS, 2dr, 4spd, CA car, good body, mag wheels, new clutch plates & starter, runs fine but needs engine work. Make offer. Lee Dennis, Manchester MI. 313/428-7236.

99, 900, and 9000 Parts and Accessories

900 parts: 4 Avon 205-60 VR15 tires (2,700 mi.) on '82-style alloys, \$600. Temporary spare tire, \$? European hdt, left side, \$50. Accy console ('79-'82), \$35. Gauge cluster (volts, vacuum, oil press) in plate which fits in dash, \$30. EMS steering wheel, \$45. Cam cover gskt, \$?. Inst panel rheostat, \$15. Ft brk piston resetting tool, \$?. SAAB manuals (1980): engine, trans, electrical, suspension, brakes body, Service info supplements (11/79-8/81), \$35 all. Bra, \$30. Mark Possoff, PO Box 11, Haverford PA 19041. 215/896-8098.

For 99's up to '80: Koni adjustable high pressure gas shocks, 1 yr old, \$135; Under dash radio box, \$45; Bad cylinder head with good valves and cam, \$65. Good radiator for 900 T, \$95. Tom Parker, 3113 Maple Hill Ct, Midland MI 48640-8827. 517/835-8387.

From '78 EMS (2), Rust belt victim & parts car. Everything: glass, mechanical, electrical; Cheap, make offer. I'm an enthusiast, not a business. Todd Orwat, 8536 Washington, Brookfield IL 60513. 708/485-9108

99/900 Wheels! Inca \$120 ea, \$400/4 w/caps & lugs. EMS for 900 w/Vredestein 165SR15 snow tires \$60 ea, \$200/4 w/caps & lugs. EMS for 99 \$30 ea, set of 4 \$100, \$120/5. Steel wheels NEW 7-slot (79-80 900) \$15 ea, \$50/4. Early EMS wheel (73-74) \$40 obo. Set of 4 caps for Inca wheels \$10. '80 900 instrum cluster w/tach, \$50. Goodyear Eagle GT 185/70HR15, lots of tread \$60. All prices + shipping. Paul Thielmann, 1500 Oak St, Muscatine IA 52761-4533. 319/264-1646.

Dealership overstock OEM parts - 900: air outlet covers \$31.95, red thermoplastic floor mats \$65.00, alarm kit 83-84 \$149.50, Clarion AM/FM Cassette, 1988 \$402.00, for lamps 1989 \$98.01. **9000:** plush floor mats (red, blue or cashmere) \$84.59, Frt mudflaps \$39.95, black RR decor plate \$54.95, alarm kit 86-88 \$111.50. **900 & 9000:** Equalizer \$289.99, 3 pr ski holders \$64. Crest Chev/Chrysler/SAAB, Inc., Route 302, North Conway NH 03860. 603/356-5401.

78 Turbo "B" motor complete. Less than 1000 miles. Still in car. Drive it - hear it. \$400 obo. Also 4 spd trans form 79 99, \$200 obo. Dan Gallatin, PO Box 17, La Quinta CA 92253. 619/564-4047.

99 and 900 Parts. I have everything. Turbos, heads, wheels, engine, interir, body parts. Inexpensive. Call with needs. Mike Connelly, 50 Bates Avenue, Coventry RI 02816. 401/822-2143 after 6pm.

99, 900 headliner kit comes w/ glue, 3½ yds and instructions \$87.50. Other parts available. Trollhattan Motors, Inc. 301/682-4688 or 1-800 32 Troll. Evening and Saturday hours.

Your SAAB Manual transmission rebuilt from \$795.00. Includes replacement of bearings & seals and set to factory specs. Why buy used and not be sure? Call for details. Freight add'l. Mastercard, Visa, and AmEx. Trollhattan Motors, Inc. 1015A Old Eastern Av, 2nd Flr, Baltimore MD 21221. 301/682-4688 or 1-800 32 Troll evening and Saturday hours.

Parting out 900's: plus semi-trailer full of body parts, engines, front clips, wheels, interiors, glass etc. Auto Restoration Techniques, Columbus OH. 614/229-2381.

Parting out: nineteen 99s and twenty-five 900s, 1973 thru 1988; one 1986 9000. New OE sunroof deflectors 9000 only - \$39.00. Quantity discounts. Rod Beckner, 604 East First St., Albany OR 97321. Tele/Fax 503/928-6351.

900 & 9000 Parts: 79-90 engines, trans rebuilt & used, interiors, headliners, wheels, new & used turbos, much more. European Car Parts, 57 N Plains Industrial Rd, Wallingford CT 06492. 203/284-8989.

INCA wheels for sale. \$75 each, \$250 for set of four. Michael Roth, 19 Dearborn St #4, San Francisco CA 94110. 415/252-1379.

Utah SAAB Club - Can cooler (blk, red, navy) Chums eyeglass retainers (navy, red, blk, royal, etc.) \$5 each + \$1 p/m. Specify color. Utah SAAB Owners Club, c/o Chris Cox, PO Box 526105, Salt Lake City UT 84152-6105.

Wanted, All Models

Information on Sonett III. Need copy of or access to service manual (are they available?) and past issues of NINES with Sonett info. Any help needed and appreciated. My 15-year-old son is making one out of two dead ones. Will pay postage, printing, etc. Will return your calls, or call collect. Any owners in Bay Area, N. Calif? Jon Lawson, 1548 Maurice Ln #53, San Jose CA 95129. 408/252-9124.

V4 96 wanted with little or no rust. Bob Seath, 10904 Crooked Lk. Blvd., Coon Rapids MN 55433. 612/421-8885.

9000T Hatchback with excellent mechanicals, decent body and interior, and history of TLC. Will pay a good price and travel to pick up the right car. Rex Lockwood, 303/358-0710 (Ore.).

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HISTORY OF THE THREE CYLINDER TWO STROKE

The Saab GTs: 750 - 850

As you will remember, Saab sent one of the original Sonetts to its U.S. kickoff. While this provided a useful image boost for the 93, it also created a problem. The problem? An expectation that a sporting Saab was at hand. It was right to assume that a car with performance potential of the 93 deserved a sporty spin-off. But where was it? It was after a two year wait that, at the 1958 New York Auto Show, the Granturismo 750 was introduced. As might be expected, the car was a 93 tricked out with all the required sports equipment and more.

The exterior additions are now so common as to be literally cliches. Included were two chrome side strips, special hub caps, dual rear view mirrors, special tires, driving lights and the expected badges.

In contrast to the predictable exterior changes, the sports interior was a knockout. Both the special front seats were exceptionally comfortable and incredibly adjustable. In addition, the passenger seat would fully recline and had a headrest. Amongst the other goodies, a tach, a Halda Speed Pilot (!) and the crowning glory, a Nardi type wheel. (The Speed Pilot was a state-of-the-art rally accessory used to determine the difference between the car's actual time to this point versus the optimum time.) Door pockets appeared for the first time and the rear seat was replaced by a storage locker on top of which were thin cushions. These removable cushions were always welcome at sporting events but they made the car very much a two plus two proposition.

As a rule, most 'sports' versions, despite all the exterior add-ons and a great interior, just plain fail to deliver. This one was different. Under the hood lived the famous 'red' engine and it delivered on all the promises. By a long list of modifications and careful



An "Americanized" GT-750, trimmed in the racing colors of the United States - white with a blue stripe.

hand work, this beautiful engine produced 50 bhp (SAE). There was a special tuning kit available for \$148.00 which included a Solex dual carb, a special manifold and a modified exhaust system all of which gave yet another seven horsepower. This car ate 'sports cars' for breakfast with 0 to 60 time in 12 seconds. But docile it wasn't. It was reluctant below 3500 rpm, fouled plugs in city traffic and blew out head gaskets like they were birthday candles.

This car was the answer to Millet's prayers. It was great for Saab's image. It won on Sunday and sold on Monday. The automotive press loved it and even bought them for themselves. David E. Davis Jr., an unfailing Saab supporter, said in a nice filler piece (*Automobile* magazine, July 89) that the GT750 was one car he should have kept. And he's right.

The GT750 was produced until 1962 to keep Saab in the 750cc racing class. It moved to the 96 bodyshell and

got the four speed transmission early in 1960. It also got the unique feature of opening rear quarter windows.

In February of 1962 came the mighty GT850 (Saab Sport in Europe). Although the Speed Pilot was now an option there were many pluses. The prominent features included front disc brakes, triple Solex carbs and an end to mixing the oil and gas. How? Passages were cast into the block through which two stroke oil, from a separate underhood reservoir, was pumped under pressure to the bearings. This brought the Saab GT concept to its full maturity. The 850 engine design had solved the 750's head gasket problems, the triple carbs and a new plug design provided both better tuning and less fouling. All this and a faster car too!

Next Time: The Winners!!

Simon Du Stroke

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

NAME _____

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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)

Address change only - old Zip Code _____

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- First Year \$29.00
- Renewal \$25.00

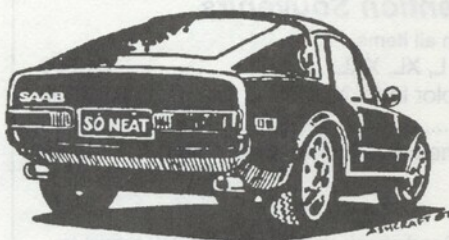
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2416 London Road, Unit 900
Duluth, Minnesota 55812



Rear View

A mystery at this year's convention: Why was Pete Brock so interested in contacting Bob Sinclair for a "business meeting" on a weekend? Brock later stuck around for the festivities at Crystal Mountain.

For those who don't remember Pete Brock, he was a designer and driver for Carroll Shelby in the 1960s when Shelby was busy with the Cobras and early Mustangs, he designed the famous Cobra Daytona coupe, and was head of Brock Racing Enterprises - BRE - the Datsun factory race team that campaigned 240Zs and 510s in the late '60s and early '70s.

Brock related to those in attendance at the National Saab Owners' Convention that when BRE was campaigning a Datsun 510 in the Baja 1000, their little sedan couldn't keep up with that hard chargin' Swede, Erik Carlsson, aboard a 96. Datsun later went on to establish a reputation as a reliable rally ride nearly as good as the V4 Saab.

In more recent years, Brock has been a successful manufacturer of ultralight aircraft. The meeting with Bob Sinclair was rumored to have something to do with a new lightweight engine for ultralights.

Regardless, it was an honor to have him participate in our Convention.

This issue has been rushed a bit as I am off on another adventure for a few weeks.

You may recall that I participated in One Lap of America in 1990 along with former *AutoWeek* columnist Satch Carlson, and John Penteli-Molnar of *Grassroots Motorsport* magazine in a 9000S. Despite my performance on that event, Satch invited me to join the Alaska Rally Team for this year's running of the Alcan 5000 Rally.

The Team consists of two cars, a 1985 Saab 900 SPG known as the Blackbird (license plate - "SEDATE"), and a ~~4WD Mazda 323 GTX~~ Yugo automatic (license - "MORONS"). In addition to Satch and yours truly, personnel includes John Fouse, Russ Huntoon, Paul Duchene, and Mike Richardson. I have met the former two, but the others are known only by reputation (and I'm still going).

Look for a full report in a future issue.

On the subject of rallying, SAAB Club member Scott Forehand is leading the SCCA National Course Rally Championship series (trap rallies) in the Equipped class. Scott drives a 1986 Saab 9000 Turbo.

He started this year's series with a second place finish at the Yucatan Safari in Southern Minnesota with yr hmb1 edtr navigating. Dave Fuss has handled navigation on the other rallies for Forehand.

We have now tracked down seven SAAB 92s in the U.S. Larry Williams and Sean Tennis have each acquired one in the past few months.

Here is a register of known 92s:

Yr/Model/Ser#	Owner/City
'50 92 00218	Larry Williams / Waterloo IA
'50 92 01837	Saab Cars USA, Inc.,
'51 92 02222	Clyde Billing / Augusta ME
'53 92B ?????	Ken Ebling / Overland Pk KS
'54 92B 10446	Svensson's / Richmond CA
'55 92B 12960	Bill Jacobson / Wilm. DE
'55 92B 13392	Sean Tennis / Seattle WA

Sean also recently purchased a restored 1956 93, #26903, from Meyer Garage in Iowa, the car that won People's Choice at the Tulsa convention in 1987. He believes it may have been one of the first six imported, possibly a spare for the Great American Mountain Rallye.

Larry sent a copy of *Saab Soundings* from February 1966 which tells about a 92 owned by SAAB dealer Dick Catron of Denver. According to the article, it was built in the early 1960s from parts in inventory by two SAAB employees. It is not known if this 92 still exists.

The 92 was never officially imported to the U.S. The American distribution network, then known as SAAB Motors, Inc. began late in 1956 with the 1957 model 93.

Att'n Saab Automobile AB: About that possible designation for the 900 replacement. Please don't call it a "990". That was a *Rambler* model of the 1960s.

My living room is decorated with automotive memorabilia; advertising signs from Goodrich and Gulf, a print of a Saab 9000 Turbo by Harold James Cleworth, a chromed timing gear cover for a V4, and several odd vehicle models such as a tin zeppelin, an Oscar Mayer Weinermobile, and a metal (not plastic) Trabant.

One corner has been reserved for a newly acquired gas pump. I picked up a brace of 1955-vintage Tokheim Model 300 pumps, in Union 76/Pure Oil trim, in pretty good condition, from which I plan to make one keeper.

The fascinating part is entering the world of folks who have several of these fuel-dispensing behemoths. It's a world where the conversations are about Wayne, Bennett, and Gilbarco pumps. Guess I'll have to join Petroliana.

Tim Winker

NINES

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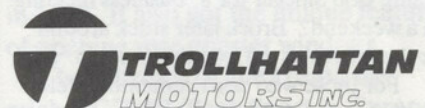


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