



NINES

THE SAAB CLUB NEWSLETTER

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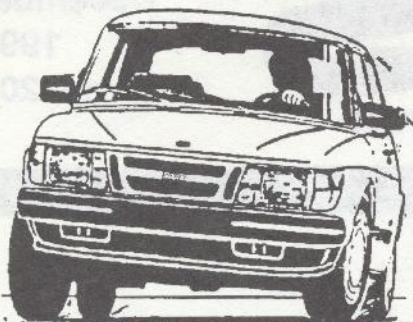


Five years ago, Saab set 21 world and international records at Talladega speedway with the 9000 Turbo during The Long Run (see page 7)

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Regional Club News

Calendar of Events

Milwaukee SAAB Club
January 18-19 - Ice Trials
Twin Lakes, WI

Minnesota SAAB Club
January 25 - Scodella Sopra Rally
Red Wing, MN
Dean Nelson 612/636-3771

New Jersey SAAB Club
February 10, April 14 - Club Meeting
Bennigans in Saddle Brook
Scott Behrle 201/797-5371
Dave Starbuck 908/647-7549

1992 National SAAB Owners Convention
August 7-9, Columbus, Ohio
Dan Orzano, 614/ 231-3892

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

NINES Editor & Publisher:
Tim Winker

Editorial Ass't / Membership
Joan Oswald

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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" or 3 1/2" 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 checks returned for any reason.

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Clubs & Contacts

Appalachian SAAB Club

Ken Edwards
296 Brethren Church Rd
Jonesborough TN 37659
615/ 753-3153

Central Penn SAAB Club

Meets: 1st Tuesday, Bube's Brewery,
Mt Joy, PA. 8:00pm.
George Basehore
477 E. Main St.
Middletown PA 17057
717/ 944-2915.

Central States SAAB Club

(Illinois, Indiana)
Jason Henske
Route 3, Box 80-4
Litchfield IL 62056
217/ 324-4426

Delaware Valley SAAB Club

Meets: 2nd Thursday, 7:30pm
Pat Bolmeyer
1407 Oak Hill Road
Wilmington DE 19805
302/ 695-3125 or
302/ 994-6357

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
617 Beechwood
Holland MI 49423
616/ 335-5215.

Milwaukee SAAB Club

Meets: 4th Monday, 7:30pm
Ian Simpson
3046 N. 46th St.
Milwaukee WI 53210
414/ 873-0816

Minnesota SAAB Club

Meets: 1st Thur, 8pm, Professors,
HarMar Mall, Roseville, MN.
Dean Nelson
1420 15 Terrace NW
New Brighton MN 55112
612/ 636-3771.

Montreal SAAB Club

E. Peter McLoughlin
c/o Dormer Laboratories
6600 Trans Canada Hwy
Pointe Claire, Quebec H9R 4S2
514/ 451-5165.

New England Sonett Club

Meets: 1st weekend in March, June,
Sept. & Dec.
P.O. Box 4362
Manchester, NH 03108.

New Jersey SAAB Club

David Starbuck
28 Union Ave.
Warren NJ 07059
908/ 647-7549

Northern Illinois SAAB Club

24 hour Events Hotline:
312/ 763-4752.
Jon Petersen, 708/ 675-6540

Northwest SAAB Owners

(Washington, Oregon, Brit. Columbia)
Rich Roberts, 206/ 778-1131 days
Skip Schott, 206/ 486-1351.

SAAB Club National Capital Area

Meets: at Bethesda Regional Library,
Bethesda, MD.
Toby Turpin
14901 Peach Orchard Rd.
Silver Spring MD 20904
301/ 384-6732.

SAAB Clubs of Georgia

Meets: 1st Monday.
Chris McPherson
4877 Pine Shadows Dr
Stone Mountain GA 30088
404/ 469-SAAB

SAAB Owners Club of Canada, Inc.

P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/ 737-5827.

Southern California SAAB Club

Paul Florance
126-1/2 Main St.
Seal Beach CA 90740
213/ 493-6707.

Tulea SAAB Club

Ray Kurr
405 W. Miami
Broken Arrow OK 74011
918/ 451-2899.

Utah SAAB Owners Club

Chris Cox
P.O. Box 526105
Salt Lake City UT 84152-6105

West Mountain SAAB Club

(New England/New York)
David Sullivan
314 Union Ave.
Framingham MA 01701-6319
508/ 879-8288 after 6pm.

Western Pennsylvania SAAB Club

Andy Bittenbinder
9433 Katherine Dr.
Allison Park PA 15101
412/ 364-4780.

Letters to NINES

Welcome back

I recently rejoined the SAAB Club after a ten year hiatus and the purchase of a new 9000. Both the car and the club leave me impressed and pleased. I'm writing about your Rear View of April '91 where you discuss keeping older, polluting cars going. This has been a concern of mine for some time and I'm wondering if you have ever come across any data on how much energy is expended and pollution created by the production of a new car.

I have a 1966 Volvo 122S which has been decently restored and is a good daily driver. However, it could use new rings now (135,000 miles), smokes some and I'm sure is a horrible polluter. Since it's driven only 5,000 miles a year, I wonder what will hurt things more--keeping it going or getting something new or newer.

Ecologically sound alternatives would be converting the car to propane or electricity. Also, I wouldn't mind replacing it with a 96 or 95. Do you know of anyone who has successfully converted an early Saab to propane or electricity?

Mark Anagnostopulos
Brattleboro VT

I haven't seen any figures on the cost of energy used to build a new car, and I'm pretty sure the manufacturing sector would prefer we don't find out. It might cost jobs somewhere.

A couple of electrically powered Saabs were profiled in the December 1989 issue, but I wouldn't mind seeing a "how-to" article for those who might like to convert to another source of propulsion.

Saab has just announced a multi-fuel prototype that will operate on gasoline, methanol or ethanol fuels. Look for details in the next issue.

Return to Israel

Good news from Israel! Saab is going to re-enter the Israeli market and they are visiting the country, looking for a good dealer. Most of the visits were with the SAAB Club of Israel, as this is the Saab connection in Israel. Saab has not been imported here since 1980.

David Nameri
Kiriath Haim, Israel

Where can I find?...

I recently purchased my fourth Saab, a used 1990 900S, and am anticipating replacing the muffler/exhaust assembly.

Your article on your Winter Beater (July/Aug 91) mentioned your personal use of a better quality muffler and assembly. Does the supplier ship / mailorder? I have tired several of the suppliers advertising in NINES and they have no information on the system. I would appreciate an address or contact.

In articles like this you might add an appendix at the end. This shows shops, suppliers, whatever, involved in the rebuilding.

In the never ending saga of Canadian supplies, our worst fears have been realized with the bad (and worsening) supply of parts. I have found a great mechanic at one of the Passport dealerships, but if the parts take many days or weeks, he can do nothing. This is the main reason I purchased a newer car.

I'm keeping my old 1985 900 Sport (285,000 kms) as an "ice/salt" car, and

emergency vehicle. Still runs extremely well.

Douglas M. Catto
Kettleby, Ontario

The article on the Winter Beater does include the phone numbers of most suppliers, and part numbers where available, but in the text of the article. The exhaust system on my 900 Turbo is from Group 6 Performance of Tucson, Arizona. See their ad on page 4 of this issue. Also, check the articles on pages 14 and 15 for other members impressions of aftermarket accessories.

Shipping to Canada may have been a problem in the past, but with credit cards companies that convert foreign currencies, it has gotten much easier. I understand that UPS has also made an effort to ease shipping to the Great White North.

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For a 900T, SAAB offers a Tuning Kit which consists of a Red APC box, a special fuel pressure regulator and a distributor with a modified advance curve. A great combination that really works, and costs only \$800. For ANY 16 Valve Turbo we offer an exchange APC box with much more power and THE SAME Fuel Pressure Regulator. (The advance curve modification will be available very soon). Our kit gives you an increase of 27 Horsepower, (at least 12 HP more), and our kit is only \$410. **Introductory Sale ... Just \$350 ...** if you order before Valentine's day! (Cause it's such a Sweetheart Deal!)

We now have SPLIT-FIRE Spark Plugs

Many of you have been looking for these plugs, and we finally have them. We didn't want to sell them until we had finished testing, and we can now say that **they really work!** Many racers and companies, including GM, have tested these new plugs and everyone agrees that they really do increase

mileage and power while decreasing emissions. These plugs have a 60 day Money Back Guarantee, plus a 2 year warranty. They cost a little more than NGK Platinums, at \$7.95 each, but what is \$32 when it **makes your SAAB run better?** In fact, right now you can buy them for just \$5.95. That makes them the same as NGK, and only about \$17 a set more than cheapy plugs. Over two years that's only 71 cents a month! **ORDER YOUR SET NOW!** If you have Jacobs Ignition, let me know and I'll re-gap them for FREE!

Don't forget those new brakes!

For those of you with the new ABS brakes, we now have Repco pads, **both DeLux and MetalMaster!** In the past we could only offer the CanStop material. Repco pads stop better, last longer and won't get your wheels all dirty. They are much more resistant to brake fade, and they DO NOT increase rotor wear. The cost is much less than stock pads, and you have a choice of materials. Give me a call and I will be glad to recommend a pad that fits your driving style as well as your car. **We have Repco for all SAABs.**



Group 6 Performance

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Attention Saab repair shops!

The SAAB Club is updating the list of independent Saab repair shops, body shops, parts suppliers and Saab dealers for an upcoming issue. We have contacted many shops already, but if your shop has not been contacted, please fill out the questionnaire below and mail it as soon as possible to:

The SAAB Club Mechanics List, 2416 London Road #900, Duluth, Minn. 55812, or fax it to 218-728-6307.

Please furnish the following information for the SAAB Club Mechanics List.

Company name _____

Contact person/s _____

Address _____

City/State/Zip _____

Phone (incl. area code) _____

Days and Hours of operation _____

Hourly labor rate _____

Number of mechanics _____

Mechanics' training (ASE, Saab, etc.) _____

Number of service bays _____

List any specialized work or equipment (i.e. 4-gas analyzer, alignment rack, body work, performance tuning, two-stroke and V4 repair, etc.) _____

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

I own a 1984 900 Turbo with 101,000 miles. There is suddenly a problem finding 5th gear. As I attempt to upshift from 4th to 5th, the shifter meets resistance. It will either stick in neutral or go all the way past the lockout spring as if looking for reverse.

The problem appears related to the "catch rod" in the transmission gear lever. The car behaves as if the carrier was lifted, so even without lifting the catch rod I could go into reverse.

Rick Cohn
Middletown RI

You've identified your own problem. The "catch pin" is to be blocked by the plastic lower tub of the shifter housing. The ramps in this tub are probably worn down and you are indeed going over to the reverse gate. Remove the three screws holding the shifter in its socket. In the lower half of the large pivot ball there is a wire spring clip. While keeping the catch pin from springing out completely, remove the spring clip and rotate (lengthen) the catch pin outwards. Try about three complete turns. The inner portion of the pin goes up through the hollow shifter and has a flat side on it which should line up with the hole in order to insert the spring clip. Test it after making your adjustment. Since the ramp in the tub is worn, a little trial and error time may be needed.

Last summer I bought an '86 900S 4-door (16-valve) which now has 65,000 miles on it. The factory recommends replacing the Lambda sensor, but my funds are very tight. What risks am I assuming by holding off on its replacement? Is replacement straightforward; any adjustments necessary?

Over bumps and tracks the doors seem loose. When closed, the trunk lid rests higher than the rear topsides of the fenders. Can this be adjusted out?

Prevailing opinion regarding the real world differences between Koni, Bilstein, and Tokico shocks as compared to OEM? Average lifespan of the shocks?

Recommended technique for removal of the ignition rotor? It will not budge.

Can the newer hydraulic engine mounts be retrofitted to earlier models?

Recently the cruise control has been

maintaining 3-5 m.p.h. less than the designated speed.

My examination of the recently replaced front brake pads revealed significantly accelerated wear on the right wheel pads. If I observe similar wear discrepancy with the new pads, what should I do?

Scott Johnston
West Point PA

The oxygen sensor will not suddenly "go out" and cripple the engine. Its life is prolonged by using a good grade fuel and not allowing it to become contaminated with excess fuel, oil or coolant. In fact the later models with a "check engine" light do not require periodic sensor replacement unless the processor "tattle-tales" on the defective unit. You're safe until fuel economy and driveability take a downturn.

The door looseness you hear may only be rustling of the door seals where they contact the body. A protectant or silicone spray wiped on the seals will quiet them down. To bring your deck lid flush with the body, open the lid and one turn at a time screw in the large rubber bumpers at each trailing corner of the lid. Once you have a flush fit, you may have to loosen the striker pin and lower it slightly.

When asked about shocks, I usually recommend the OE brands such as Boge or Sachs gas hydraulic. Bilsteins tend to be a bit too harsh for some but seem to go forever. Koni has adjustable gas shocks so you can tune them to your liking and if they soften up, they can be re-adjusted to restore their damping quality. I have no experience or opinion about KYB or Tokico dampers.

The ignition rotor has been glued to the distributor shaft. It must be crushed, (carefully) to remove it. Use a little Loctite/super glue when installing the new one.

Hydraulic mounts with all their necessary brackets, mounts and hardware can be retrofitted to your earlier car. Consult a NINES vendor such as Goldwing or Dennis Sweeney who should be able to provide all the pieces to make it a painless change-over.

Since the Hella cruise control box has no adjustment, search for a vacuum leak between the servo motor in the left front

fender all the way through the cut-off switches at the pedals.

Uneven pad wear could be an improperly adjusted caliper when the pads were installed, a sticking hand brake lever or a sticking piston in the caliper which means a rebuild. Be sure the brakes are properly bled and the rear caliper pads and pistons have proper freedom of movement.

I have a 1979 99 sedan with 143,000 miles. A whirring sound can be heard from the left front wheel area. It sounds like a knobby snow tire--just loud enough to be noticed at lower speeds, but not that noticeable at 60 m.p.h. When steering to the right, it quiets down. When I steer to the left, the sound gets louder. When I put the trans in neutral, the sound remains.

Could this be that the outer drive shaft joint is worn? Could it be wheel bearings?

Maybe unrelated to this problem is premature wear in the outboard left front brake pad, and in addition I have noticed a "pulsing" of the brakes when used. Could this problem stem from the brake dragging on the rotor causing it to warp? Could the whirring sound possibly be related to the brake problem?

Frank Stodolsky
Damascus MD

At this mileage you probably need a wheel bearing and it sounds like the right front. When you unload the right side the noise goes away, but when turning to the left and loading the right side the noise is prominent. Be sure to jack up the front end and listen carefully to each rotating wheel while in gear with the engine running. Use the hand brake levers to switch power to the wheels. At times, since there are two races in each bearing assembly, you could be hearing the inner race of the opposite side making noise. These bearings are very robust and noise is transferred through the body and usually sounds worse than it actually is.

It's doubtful the left brake is causing the noise, but it looks like it's time for a caliper rebuild or replacement. Be sure the hand brake lever is not sticking in the applied position causing the drag. A binding caliper can overheat the rotor and warp it.

Trouble mounting your cellular phone?



Mounting your cellular telephone is not always an easy task. For the first time we have made it possible for discriminating SAAB 900/9000 owners to have easy access to their in car, transportable, or handheld cellular telephone. This custom side mount is designed to become a complimentary part of the passenger side center console. It is the perfect solution for storing your phone in an out of the way place that is safe and still readily accessible. This sturdy console includes all mounting hardware, instructions, and is upholstered in your choice of 8 high grade European vinyl colors.

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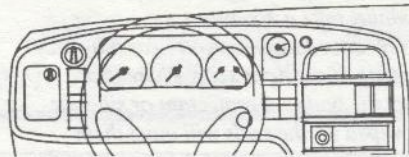
FROM SAAB

Correction to 1992 9000 Owner's Manual

Application: 1992 9000 Models
 PSI 10/91-0141, Sec. 0/Pg. 2

In the 1992 9000 Owner's Manual, a warning on page 15 states that the instrument panel lighting is always on when the key is switched on. This statement is incorrect for M92 9000 models.

The instrument lighting will only be illuminated when the headlight switch is in



The dash lights on 1992 9000 models are switched on and off with the headlight switch

the parking light position or the headlight position.

Please make sure all dealership personnel are aware of this feature on 1992 9000 models to avoid any confusion and misinformation being passed on to customers. For any in-house dealership copies of this owner's manual, make note of the correction for future reference and customer questions.

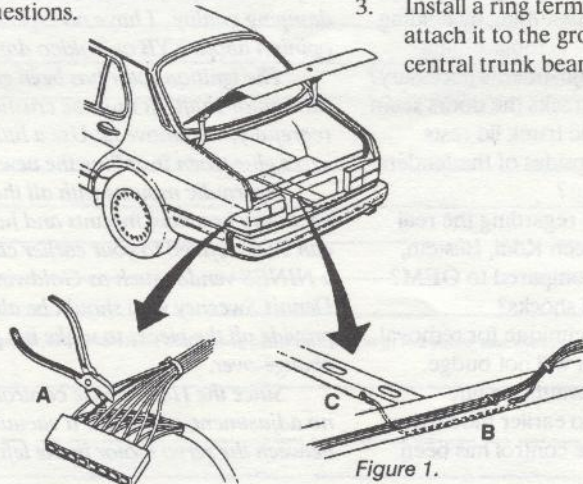


Figure 1.

Saab Parts and Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, director service and technical, Saab Cars USA, Inc.

Improving Taillight Ground Circuit

Application: 900 2-door, 4-door and Convertible models
 PSI 10/91-0140, Sec. 3/Pg. 13

On 900 sedan models the ground circuit for both taillight assemblies is combined in one connection on the left-hand taillight. If there is a poor ground connection, the current load may cause overheating at the electrical connector and subsequent damage to the plastic taillight circuit board. The symptoms of a poor ground circuit can include a dimming of the taillights when the brake lights are illuminated, all taillights blinking in conjunction with a turn signal, or reduced intensity of all taillights.

On cars where overheating at the left-hand taillight has occurred for this reason, follow the procedure below to revise the taillight grounds in conjunction with replacing the left-hand taillight circuit board. This revised ground circuit will be introduced into M92 production.

Repair Procedure

1. Unplug the connector at the left-hand rear taillight cluster and cut the black wire leading to the right-hand taillight (Figure 1-A, below). The other black wire in this connector leads to the ground point.
2. Separate this wire from the wiring harness so enough slack is available to re-route the wire as shown at B below.
3. Install a ring terminal on the wire and attach it to the ground point along the central trunk beam as shown (C).

SAAB NEWS

Norcross, Georgia picked as new home for Saab Cars

Having previously announced plans to relocate its U.S. headquarters operation from Orange, Connecticut to the Atlanta, Georgia-area, Saab Cars USA, Inc. has now selected its new headquarters site. Saab will move into an existing building in Gwinnett Summit, a business park in Norcross, Georgia. The company expects to be operational in its new headquarters facility beginning April, 1992.

Norcross, Georgia is a northeastern suburb of Atlanta, and is one of the fastest growing communities in the United States.

Saab's new headquarters facility is a 50,000 square-foot structure, atop one of Gwinnett County's highest elevations. Gwinnett Summit is managed by A.R. Weeks & Associates, and is situated only seven miles from the I-285 perimeter; one-half mile away from I-85. Norcross is also fairly close to the Road Atlanta auto racing facility.

Saab celebrates fifth anniversary of The Long Run

Saab Cars USA, Inc., is celebrating the fifth anniversary of its unparalleled Talladega speed and endurance record endeavor, in which 21 world and international records were established with the Saab 9000 Turbo. To this day, no other manufacturer has demonstrated such durability under as grueling conditions with standard, production vehicles.

Dubbed "The Long Run," Saab undertook this challenge on October 7 - 27, 1986 as an engineering exercise to conclusively illustrate the integrity and reliability of the then recently-introduced Saab 9000 Turbo series. Under the scrutiny of officials from the Federation Internationale de L'Automobile (FIA), three standard Saab 9000 Turbo's were selected at random from Saab's Trollhattan assembly line in Sweden, and had their hoods sealed to ensure that no modifications were made.

The three Saab 9000 Turbos were next transported to the Alabama International Motor Speedway in Talladega, Alabama, and the rest, as they say, is "history" -- not only Saab history, but industry history as well.

The Saab 9000s circled the high-banked, tri-oval at full throttle for 20 days, 24-hours per-day, rain and shine. The cars stopped only for fuel, driver changes--who all happened to be Saab engineers--and scheduled services.

After driving the equivalent of three trips around the world at full speed, all three 9000 Turbos completed the "Long Run"--a significant accomplishment in itself. Along the way, 21 records were established under NASCAR sanctioning, including the World 100,000 Kilometer Record at 132,542 miles per hour. While this specific record has since been surpassed by a Subaru Legacy, the success was only achieved through the use of a modified vehicle. Saab remains the only car maker to ever set such records with standard vehicles, right off the production line. Its 19 International records still stand.

Since 1986, the Saab 9000 Turbo went on to enjoy other significant accomplishments such as appearing on *Car and Driver's* Ten Best list for four consecutive years, and was named the "Safest Car" in Sweden by the Folksam Insurance Company. Today, the Saab 9000 Turbo is powered by a 2.3-liter, turbocharged engine which offers 200 horsepower. By comparison, the original Talladega record-setting Saabs had a 2.0-liter, 160-horsepower engine beneath their hoods.

In honor of Saab's "Long Run" performance, the automaker designated a distinctive Saab paint color "Talladega Red."

GMAC SmartLease available on Saabs

Saab Cars USA, Inc. and General Motors Acceptance Corporation (GMAC) have entered into an agreement which will allow Saab dealers to offer GMAC's SmartLease to qualified Saab lease customers.

According to Kenneth F. Adams, Saab's vice president for finance and administration, "The availability of GMAC's SmartLease program for Saab dealers is another example of the powerful synergy derived from the creation of Saab Automobile AB."

Mr. Adams further noted, "With the GMAC SmartLease, Saab dealers will be able to offer consumers even greater latitude to tailor lease agreements to their best advantage."

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True test of TCS

Regular readers of NINES will realize that I will travel great distances to participate in a rally, or, in the case of a Pro Rally, spectate (I like to watch). The final SCCA Pro Rally of 1991 was to be held in Maine the first weekend of December, and since I had several other reasons to visit the Northeast, decided to make the trip.

One of the reasons was to drive a 1992 9000 Turbo with Saab's Traction Control System (TCS). The car wouldn't come to me, so I would have to go to the car. And what better place to put TCS through its paces than Maine in December. Little did I know how much Mom Nature had decided to cooperate with my plan.

The latest 9000 Turbo has changed little outwardly from the 1991 model, but there are a few details that bear mentioning. One is the new 150-watt Saab/Clarion sound system. Impressive pretty well covers it. There isn't much room to insert a Compact Disc into the CD player/Graphic Equalizer as the gearshift lever interferes slightly when in any forward position.

I hate the UPSHIFT light when driving in urban areas, but the 9000 is so quiet and the torque range so broad that I would

often find myself in a lower gear than I should have been, particularly on twisting two-lane roads and unpaved forest trails. The light serves as a reminder.

A feature I learned not to trust was the average fuel consumption readout in the EDU. During the entire journey, the EDU showed consumption of 27 mpg or higher. In reality, the 9000 got just over 25 mpg on the interstate, but under 20 mpg on the tank where much time was spent in 2nd and 3rd gear on Boise Cascade logging roads.

By the time I reached Rumford, Maine, the temperature had dropped to single digits and it was obvious I would encounter slippery surfaces on the lesser traveled roads. What I hadn't counted on was the flat tire. I had noticed a thump-thump-thump from the right front tire pulling away from a stop, but it suddenly quit, and I chalked it up to a rock stuck in the tread of the Gislaved snow tires.

The journey to Rumford was completed without incident (other than "testing" the ABS to avoid moose on the road), but, after leaving the car for awhile, I returned to find the right front had lost all air pressure.

Imagine my surprise to find a 175/70-15 Michelin MXL instead of a space-saver mini-spare. TCS cars are equipped with the larger tire. A smaller diameter mini-spare would rotate at a faster speed than the standard size tire, and fool the TCS into thinking that corner had lost traction.

The spare probably should have been mounted on the right rear and the Gislaved snow moved to the drive axle on that side, but at past-midnight in sub-freezing temps, the body wants a quick solution.

In the light of the following day, there wasn't time to make the proposed tire swap as the Saab was pressed into service to ferry photographers out to the stages. There was more snow falling, at the rate of about an inch an hour. A couple of inches were already on the roads as we headed for the forest. Kevin Clemens of Michelin led our little procession, piloting a Ford Explorer with more journalist types. There were several places where the truck began to slide toward a guardrail, but the "TCS" light on the dash showed that the Saab wanted none of that. In simplest terms, TCS does what it is supposed to do.

Traveling down single lane logging trails that were used as the competitive rally stages, there was plenty of opportunity to try TCS above and below 25 mph, the dividing line that determines whether TCS is

controlled by the throttle or by braking the corner without traction.

I am not a fan of four-wheel drive because drivers tend to adopt an "I can go anywhere" attitude. Four-wheel drive can give better traction under many circumstances, but when 4WD breaks loose, particularly at highway speeds, it gives little warning. (The number of 4WD vehicles that end up in ditches during Minnesota snowstorms is usually higher than those with two-wheel drive.) Rear- or front-wheel drive cars will oversteer or understeer at the start of a skid, giving the driver a chance to correct and recover before the car breaks completely loose.

That same overconfidence struck while behind the wheel of the 9000. I caught myself driving faster than I would in another car under the same poor weather conditions, because I had confidence that the TCS would pull me through. Fortunately, it did just that.

I did manage to get the 9000 stuck a couple of times, however, any two-wheel drive car would have been in the same predicament (and several were). The problem occurred when starting from a stop on an incline. The throttle control would override feathering of the accelerator pedal until the car came to a stop again. I'm told the trick is to mash the accelerator when the TCS starts to kick in.

The October 1991 issue of *Popular Science* has a sidebar article on traction control systems as part of a comparison of 4WD and AWD vehicles. The article says that front-wheel drive with traction control and anti-lock brakes is probably the best solution to travel on slippery surfaces. AWD and 4WD systems lose out due to the added weight and higher center of gravity required for the extra mechanical components. It also says that Saab's TCS is one of the best as the computer is the central processor for ABS, throttle and brake control. Only a few of the currently advertised traction control systems incorporate the available technology into a centralized system.

With TCS on the 9000, Saab has added another margin of safety to an already safe car while maintaining the performance demanded by today's drivers. Unfortunately, it also takes one more task away from the driver. How about an OFF switch for those few occasions when the human senses are the best judge of handling a situation?

Tim Winker

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Vintage Sonett smokes 'em on way to class title

In 1991, Historic Sportscar Racing, Ltd. (HSR), formerly the Walter Mitty Challenge Group, expanded its two race format at Road Atlanta to a five race schedule with three new venues, Sebring, Mid-Ohio, and Roebing Road. Also new for 1991 was the Rolex Endurance Championship Series for two groups, Historic and Vintage. The Historic Group is for sports racing cars manufactured after 1959 and big-bore classes. The Vintage Group is for sports racing cars through 1959 and small-bore classes. Each group is further divided into classes by engine size.

Vintage SAAB Racing Group (VSRG) SAAB two-strokes were represented in all five of the 1991 Rolex Vintage Group Endurance Races. The driving team of Randy Cook and Ken Payne, assisted by Dave Wolfe, accumulated enough championship points with the Sonett-II and 93 to finish the series first in class and third overall in the Vintage Group.

The 1991 HSR Sebring Historic Endurance Racing Challenge was held at Florida's Sebring International Raceway the first weekend of March. The 1959 and 1960 SAAB 93s of Wendell Francis and Randy Cook, along with Randy's two-stroke Sonett, were in attendance, well prepared for the three-hour, three pit stop enduro.

Each HSR enduro has a stipulated number of mandatory 5-minute pit stops. At each stop the engine must be shut down and the driver must exit the car. Driver changes and fueling are not required, but VSRG has always used several drivers and the cars don't need fuel except in longer races, one and a half hours or more.

The Sebring race was interrupted briefly during the first hour when a storm front downed power lines in the pit lane and on the front straight. The remainder of the three hours was run in almost monsoon conditions. The Francis 93F, driven by Mike Woods and Bill Boye, succumbed to the torrential downpour with that old 93 malady, a wet distributor. The Sonett and the 93B, driven by Randy Cook, Ken Payne, Dave Wolfe and Mike Schultz, successfully navigated the up to three inch lakes on the track to finish second and third in class, 14th and 21st overall.

Only the Sonett was entered in the Walter Mitty Challenge Vintage Enduro at Road Atlanta in April. A wet weekend again proved to be to the Sonett's liking



Chuck Andersen photo

Randy Cook's Sonett II leads the way to a second place finish at Sebring.

when Cook and Payne brought it home second in class. After the one hour race, the VSRG Sonett team had taken over first in championship points for the class.

The Rolex Endurance Championship Series met again in the 7th Annual Atlanta Historic Races at Road Atlanta on August 9-11. For this weekend, the weather was dry and Georgia Summer hot, but again good for the VSRG Sonett and 93B. Wendell's 93F wasn't entered. The Sonett was again driven by Cook, Payne and Wolfe, while Payne, Schultz and Kevin Clemens took turns in the 93. During the one and a half hour, two pit stop race, the team was helped by that old racers friend, attrition, when the '67 Honda S800 had clutch problems and the '59 Turner 950S suffered a broken rocker arm. Both were running ahead of our two-strokes when they retired, allowing the Sonett and the 93 to finish first and second in class respectively.

The Sonett was the only two-stroke to participate in the First Annual Mid-Ohio Historic Challenge, a one hour, one stop enduro held in late September. Ken and Laurie Payne towed it from South Carolina, and Dave Wolfe subbed as driver for Randy who was called away on business at the last minute. It was unseasonably cold in Ohio, but despite some clutch problems, the Sonett warmed to the occasion again, finishing second in class.

The winning car in the Sonett/93 class was a very fast '63 Lotus Seven from Ontario, which gave the overall winner, a '59 Lotus 17, a very close race. We wondered how a Lotus Seven ended up in the same

class as the stroker Saabs!

After Mid-Ohio, the Sonett led its class in points, while the 93B was fourth in class.

A week before the season finale Savannah Historic Grand Prix in November, Randy was finishing the installation of a new clutch in the Sonett when four ball bearings rolled out of the exhaust manifold. Although the engine ran, there was no way it could last through the remaining enduro.

Ken brought the 93 to Savannah's Roebing Road race course for the final event, a one and a half hour, two pit stop enduro. The HSR points keepers agreed the 93's points could apply to the Sonett and the Cook/Payne team.

The Tory Lotus Seven from Canada was again a contender for the lead in the Vintage group, but lost out to the Lotus 17. The 93 held on to place second in class despite a serious vibration in the gearbox.

The Cook/Payne VSRG Sonett-II/93B team was the class winner, and third overall in the Vintage group. The Vintage title went to the '59 Lotus 17, while a '59 Porsche 356 was second overall.

Although the VSRG 93 received some sponsorship assistance from Century SAAB in Greenville, South Carolina in 1991, it is doubtful if we will be able to fund another full season in 1992. But the VSRG did put SAAB into the HRS Rolex Endurance Championship record book for 1991. May SAAB two-strokes always be around to smoke the track.

Your '91 reporter in the pits,

Tom Cox

Woodstock MD

Rally notes

SCCA PRO Rallies

Saabs, particularly 99s, continue to show up at Pro Rallies around the country, and some do quite well.

Of particular mention is the 99 3-door of Carl Jardevall. Against the best Pro-ralliists in the country, Carl was fifth overall and second in Open class at Colorado's Gold Rush Pro Rally in October. John Elkin was Carl's co-driver for Gold Rush.

Jardevall had Denise Clark in the other seat when he won the Gorman Ridge divisional in California. The 99 bested the factory-prepared Subaru RX of Mike Gibeault by more than two minutes.

Saab Club members Jerry and Debbie Sweet overcame an off-course excursion to finish their first national event, the Press On Regardless in Upper Michigan, in October. Their rally steed is a '78 99GL 3-door. (See "Crewing for a 99 Rally Car" for details on their run.) Jerry is service manager at Reinertsen Motors in New Jersey.

Tom Gillespie was also at P.O.R. with his '74 99 2-door, and was also classified as a finisher, though near the bottom of the list. Laura Evans was co-driver in Gillespie's 99.

John Vanlandingham continues to campaign a Saab 96 in Divisional Pro Rallies in Washington state. John took fifth overall and the victory in Class-2 at the Tour of the Trees in late October.

Two weeks later, the Dryad Quest and Proter Creek Crossing Divisional Pro Rallies were run in conjunction with the Coachman Stages National Pro Rally. Vanlandingham's 96 finished 28th overall and ninth in Class-2. Sam Bryan and Mark Simons had stage times that would have put them in the top three at Dryad Quest, but a broken throttle cable cost them two minutes, and they ended up ninth overall. They also set some very fast times on the Porter Creek rally the next day, but a broken CV joint and A-arm dropped them to 19th at the finish. Vanlandingham did not compete on Porter Creek.

Ted Mendham and Rich Watterson of New Hampshire drove a nice looking 99 to third place in the Divisional event held in conjunction with the Maine Forest Rally in December.

SCCA Course Rallies

As mentioned earlier this year, Scott Forehand was a contender for the SCCA National Course Rally Championship. Going into the final event, Prairie Grass in



Cat McKeen



Rick Corwine

Above: Carl Jardevall on the way to fifth at Gold Rush in Colorado.

Above right: Gillespie's 99 in Michigan.

Right: Mendham in the Maine Forest.

Below: Forehand and Fuss on the Course Rally circuit.



Dave Somerfleck



Cat McKeen

Illinois, held Thanksgiving weekend, Scott needed to finish first or second to wrap up the title. Unfortunately, it was not to be as Forehand and navigator Dave Fuss could manage only fourth place. Scott settled for second in the points, behind perennial champs John Classen and Bob Morseburg.

Forehand's regular placing in the top six netted enough points for Saab to finish second in the Manufacturers Championship. It took several Toyotas to accumulate enough points to win the title.

Lawrence still a contender

Jack Lawrence took his Motor Sport Service Sonett III to the SCCA Valvoline National Runoffs again this year, and nearly came home with the GT4 trophy.

Lawrence qualified in fourth, with a Toyota Corolla and a couple of Nissans just ahead. After a first lap altercation eliminated the two fastest qualifying cars, Lawrence took the lead and built on it until an engine problem dropped him out of the race on the ninth lap of the 18 lap event.

The win went to the Datsun B210 of Hubert Duprez, who had qualified fifth.

Herta takes Barber Saab title

Bryan Herta, a 21-year-old University of California student from Los Angeles, showed that consistency pays by taking the 1992 Barber Saab Pro Series title, and the \$100,000 Career Enhancement bonus. Herta took the title by only three points over England's Johnny Robinson.

Robinson won the most races, seven, and picked up extra points as fastest qualifier six times. Herta won four times and qualified first twice, but he finished in the top three ten times in 12 races to accumulate enough points for the championship.

Robert Amren of Sweden finished third in points, and qualified fastest twice, but was unable to win any races this season. Page Jones, another of Parnelli's sons, ended up fourth in the points. The only other driver to win a Barber Saab race this year was Leo Parente, who finished the year in fifth place.

The Barber Saab series features identical open-wheeled race cars powered by Saab Turbo engines (NINES, Sept 91).

The seventh season begins Sunday, February 7 at the Grand Prix of Miami. Watch for it, and the other 11 Barber Saab races, on ESPN throughout the year.

Crewing for a 99 Rally Car

My cousin Mike Blija and I had a very different perspective of the Press On Regardless Pro Rally this year. Through Pat Greer we learned that there would be a rally car at POR in need of a service crew. Not just any rally car, but a Saab rally car. The agonizing decision of whether to marshal (our assignment at the time) or to service was thought over carefully. Twenty seconds later the rally 99 team had a crew.

The Saab we were crewing for was a '78 3-door 99GL. Rally prepared by Debbie and Jerry Sweet of New Jersey, the car was converted from an automatic to manual transmission, retaining the power steering, which Jerry said helped a lot. The car was mostly stock, the modifications being a Turbo clutch, MSS exhaust, a serious skid plate up front, roll cage, rally computer, CB radio and other required safety equipment.

The car was originally the '78 light brown, now repainted white with rainbow stripes. However, by the end of the rally, mud had turned it back to brown again.

Our assignment as service crew was to meet the rally car at the service points, and to be prepared to do whatever was necessary so that they could press on regardless. Once arriving at a service point we would set up fuel, jack, tires, air and tools so that we would be ready as soon as they pulled in. We were allotted a set amount of time ranging from 10 minutes to 90 minutes (at the meal break) for our services. At the start of the rally the service crews were given a service route book, so in a sense we had a rally of our own to run.

Some of the factory supported teams were equipped with generators, lights, lights, lights, hydraulic straightening tools, impact tools and lights. Most had along enough spare parts to just about build another car.

The first two services were at a Citgo Mini-mart in L'Anse, Citgo being one of the sponsors of this event. This location was a large, lighted, surfaced lot. Between marshalling assignments at last year's POR rally, Mike and I stumbled onto a service in the middle of the night that was situated on the side of a muddy, rainy road. We knew what we could be in for. The L'Anse location was almost too easy.

Our next service was in beautiful downtown Sidnaw. Surprisingly most of the sidewalks were not rolled up for the night. First car was due in here at 12:39am. We made it in ample time and set up shop ahead of the other Saab service crew (Tom Gillespie's) along the side of the street. We



Rick Corwine

A Sweet-ish car makes it through Michigan's Press On Regardless.

had already been notified that Sidnaw's only 24-hour gas station was closed for the night, so we fueled up everything at L'Anse. The theme from Gilligan's Island could describe Sidnaw: "No phone, no fuel, no motor car."

One can just imagine what the people driving through Sidnaw in the early morning hours thought as to what was going on. All those vans and competitors lined up for blocks on both sides of the main street. Any one of those people returning from their local watering holes an hour later would wonder if they had been seeing things, because the entire caravan would be gone, lock, stock and two-barrel.

Being a service crew, we were able to see firsthand the damage that happened out in the woods. The service truck for a rolled Ford Explorer was next to ours at the L'Anse location, and we were able to watch a seasoned rally crew try to bend their truck back into shape. At Sidnaw we watched crews trying to repair a snapped driveshaft on a RX-7, and another crew with a broken differential on a 323. Both were unsuccessful in getting their cars back in the rally.

"Our" 99 was a service crew's dream, if there is such a thing. After a few stops we had a routine established for checking the car out. Upon the Saab's arrival we would check the car bottom to top. This included tires, fuel level, and driver/navigator comments.

The 99 used no oil for the entire rally, and Jerry estimated the rally car was getting about 15 mpg. It seemed for us the hardest part was keeping the headlights and taillights free of mud. One stage was

particularly rough, our crew informed us the car only needed gas, but they could use some aspirin!

The service areas on Saturday were just as nice as the first part of the rally, and they were scenic to boot. The drive out to Copper Harbor service (at the far north end of the Keweenaw peninsula) was quite beautiful. Even though we were a service crew, we actually got a little bit of spectating in as well, and after the sweep cars went through stage 5, we ran that with our service barge. Our time was considerably slower.

We also learned that sleep is highly overrated, catching maybe several hours between the two parts (Friday and Saturday sections) of the rally. By Saturday night's awards ceremony I'm sure we could all classify as walking wounded. Our (the Sweet's) 99 finished last, but finished, and even collected a prize doing it!

The real treat for us was Sunday. As we were preparing to load the car for the trip home, our rally crew let their service crew take the car out for a "test ride". Just a mile or so from the rally HQ we found a good road. Heading down a narrow gravel road at 70 mph, we ran out of nerve before we ran out of 99. This small excursion really renewed our respect for the people that do this for a living, and those that do it for fun.

As for the Sweet's service crew, we have it on good authority that their "contract" for next year has already been renewed.

Andy Saksa
from *The Saab Sport*
Milwaukee Saab Club



SHIFTIN' GEARS

by Jack Ashcraft

NAME DROPPING FOR FUN AND PROFIT

It's tough not to, you know. A group of Saab nuts are together and talking about their favorite subject and out it comes: "Well, I made it from the city limits to Albertson Crossroads in 17 minutes flat! Harry was with me--ask 'im!"

Harry is a pillar. If Harry said it happened, it happened. That's the way Harry was. So even if Harry didn't happen to BE at this particular gathering it was inevitable that his name was going to get dropped. It's a big temptation to use of Harry's name, in fact for some, it's tough NOT to.

A guy is selling a Saab. He tells the buyer about all the work done to it (doesn't EVERYONE overhaul their car from stem to stern before they sell it?), how it has Koni shocks, Weber carb, Michelin tires, an Ashcraft engine and brand new paint (by Earl Shieb, but he didn't drop Earl's name).

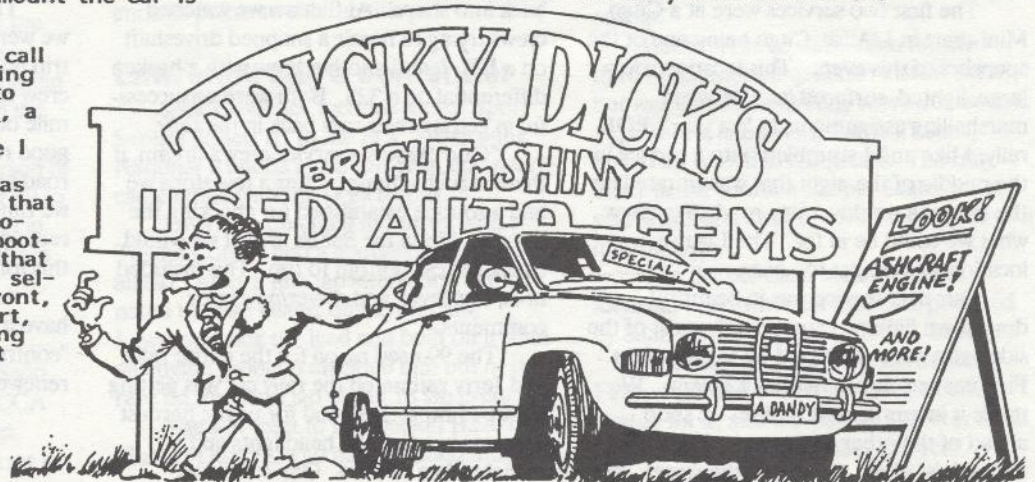
Name dropping seems to add status to the seller and value to the item being sold. Hopefully the buyer will be impressed as hell by it all and maybe overlook the rocker panel rust and the leaking muffler and still pay a good bit over the amount the car is really worth.

I have had several people call me the last month, regarding a person who was trying to sell them something--parts, a product, or in a couple of cases a car with an engine I had built. In one case it appeared that the seller was trying to get me to verify that he was a genuine-honest-to-God, white-hat-straight-shooter, for sure. Never mind that in most of these cases the seller also wanted cash up front, no CODs, and that the part, products or cars were being sold over the phone, sight unseen.

In each case I HAD known, at one time talked to, or at least heard of, the seller. But I had NOT seen the parts or products for sale, and in the case of one of the cars it had been ten years since I had seen the car (and even my fabled engines can wear significantly in ten years!). The other car I had indeed done the engine and it was almost exactly as the seller represented it.

So what do we have here? Name dropping for profit. I was forthright with the callers and if the car was as represented I said so. I did look up the repair order on one engine and no, it did not have .040" overbore, a 1skyF4 cam and a light flywheel, at least not from any work I did. I had rebuilt the engine in an "as stock" configuration. I told the caller those facts. Where the would-be white hat was, to be VERY charitable, a flake, I made that fact known also. If, because of his dealings with me, I felt the man could not be trusted out of sight, I made my feelings in that direction known.

Perhaps the caller went on to buy the part or the product or the cars offered for sale, I don't know. But they entered into the



transaction knowing a lot more about the seller than they did before, and in several instances that might not have been exactly what the name dropper had in mind.

My advice to the name dropper is this: Use Ashcraft's name if you will. But be advised that a lot of people call and ask me what I think of this product (or it's seller) or about this car or that car (or it's seller). I can assure you I am always very frank with them. This may make your white hat extra white, or it may not. Only you and I have some idea which way it will go.

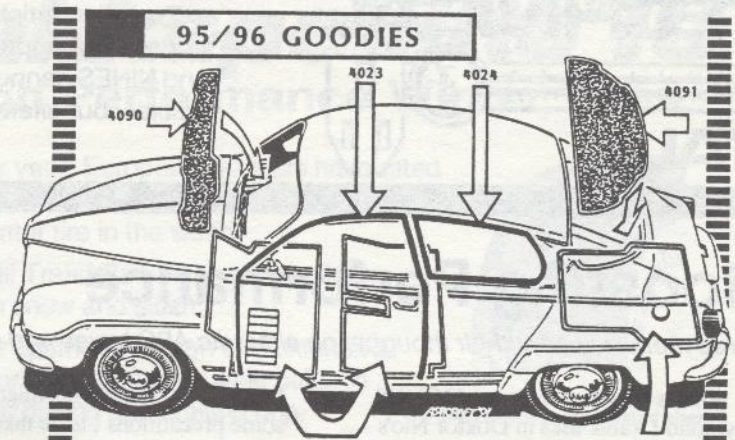
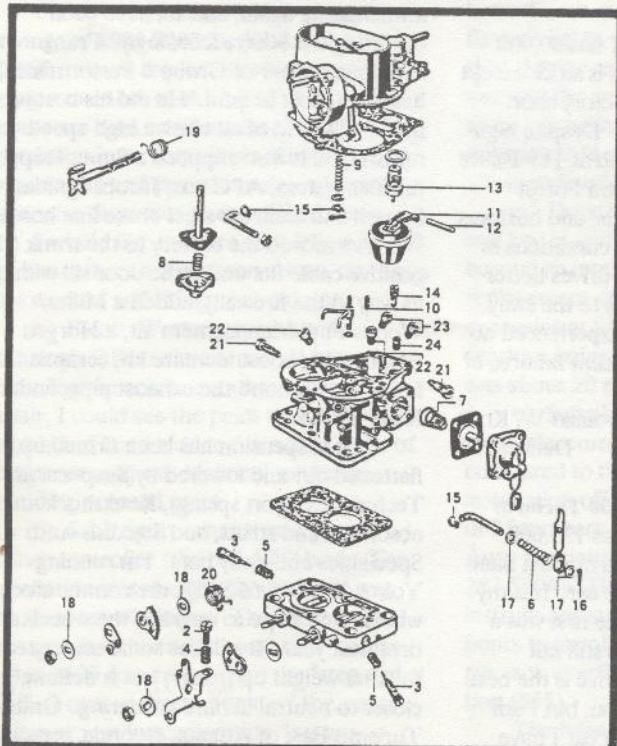
ODED OVERHEATS

The November NINES included a letter from Mr Oded Mandelblatt of Ramat-Gan, Israel, concerning the installation of a 2-bbl Solex 32TDID carburetor and 2-bbl manifold and subsequent engine overheating, despite all the systems being in order.

Dr Nio suggests the possibility of a mismatch of the cooling system passages. I am inclined not to agree because mismatches usually are accompanied by fairly serious coolant leakages and this apparently was not the case.

My feeling is that the culprit here is the thermostat in the manifold. It sounds like Mr Mandelblatt obtained the carb and manifold and (probably) the thermostat housing was in place with the thermostat in place also. Before giving up on the project, I would try a new thermostat. I would also check the temperature gauge sender unit in the 2-bbl manifold. There is no guarantee that the sender unit is compatible with the VDO gauge in the car. This is particularly true if the carb and manifold came from an industrial powerplant application, which might have had a different type of gauge.

The exploded view below is from a Ford Industrial V4 parts catalog (circa 1970) that shows a 2-bbl carb, obviously Solex, and possibly the 32 TDID unit mentioned by Mr Mandelblatt.

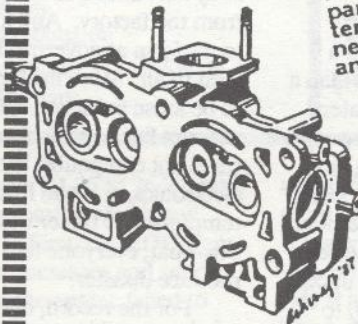


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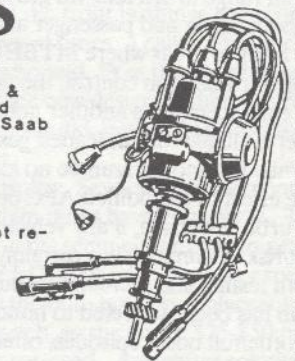
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TECHNICAL TALK



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Boosting Performance

Three members offer their thoughts on alternate APC boxes and other sporty add-ons for Turbos

In the September issue of NINES, Raymond Drabik asks in Doktor Nio's SAAB Klinik about readers with experience with the Group 6 APC box. Perhaps I can be of assistance, since my **1985 900 Turbo** operated for a period of time with a Calloway-modified Saab APC before I switched to the Group 6 APC box--indeed, my vehicle is operating with the first modified APC box produced by Group 6 Performance.

The Group 6 box provides a very substantial perceived improvement in a Saab Turbo's performance--more so than a Calloway box, and with infinitely greater customer support than the Calloway people provided me. The Group 6 box routinely pushes the boost needle to an initial point 50% to 66% into the red zone and settles in to a point about 25% to 33% into the red zone of the boost gauge. The effect upon performance, particularly in the 3000 to 5000 rpm range in 3rd and 4th gear, can startle both driver and passenger alike. For drivers living in areas where MTBE fuel is available for pollution control, the performance enhancement is another notch above the level available with unleaded gasoline.

While I cannot guarantee no long-term adverse effect of a modified APC box on the Saab Turbo drivetrain, if any vehicle has been at risk of damage, it is certainly mine. For both testing and recreational purposes, my Saab has been subjected to hundreds of full throttle/full boost episodes, often repeated on a back-to-back basis--a number being of extended duration on a 6% to 8% grade at 10,000 feet in elevation--yet the car has exhibited no apparent ill effects. Indeed, it is a tribute to the integrity of Saab's engineering that, even with the addition of power levels not anticipated by the factory, the substantial increased power of a modified APC box induces no significant torque steering on a Saab front end.

Saab owners considering the installa-

tion of a modified APC might also consider some precautions I have taken including colder spark plugs, a VDO exhaust temperature gauge to monitor manifold temperatures (keep it under 1600°F, I am told), a good synthetic oil (I use Red Line), the best available grade of premium unleaded gas, in hot climates a coolant solution of water with Red Line's heat-transfer agent (rather than anti-freeze), and sway bars added to vehicles not so equipped from the factory. And if the APC box fails to perform as advertised, suspect the box least of all. More likely causes by far prove to be loose induction system clamps, loose vacuum lines, ignition too advanced, ignition wires not compatible with the engine's electronics, or a bad load of gasoline. Resist temptation to tinker with a modified APC box--that, everyone tells me, can indeed produce disaster.

For the record, my 900T has 80,000 miles on the odometer, and it is stock except for the modified APC box, factory sport exhaust and a K&N air filter. Despite high-speed desert cruising (100mph at 115°F), ice racing, back-country touring on Forest Service secondary gravel roads, and business travel under appalling winter conditions in the high Rockies, the vehicle drives better than when I bought it (thanks to the sway bars and APC box) and has experienced no significant drive-train component failures or other abnormal conditions.

Donald W. Koch
Denver CO

I purchased my **1986 9000 Turbo** in December of 1985. It now has 135,000 miles on its odometer. This is my first Saab and my first front-wheel drive car. It is my second turbocharged car. The first was a new 1964 Corvair Corsa. I'm still not convinced that front-wheel drive is the best automotive form of propulsion, but I am convinced my 9000 is the best car I have

ever owned.

The performance of this 4-cylinder engine (albeit, turbocharged) in this large a car is amazing. And unlike Mr. Nawara (Letters, Nov 91), my 5-speed transmission has been outstanding. Red Line's MTL has been used for several thousand miles (including autocrossing) and has smoothed out the gear changes. (NOTE: This transmission has no drain plug, but an inexpensive suction pump will get most of the old lubricant out through the fill hole.)

I've replaced the heater core, the non-water cooled turbo and a few other worn parts. The clutch, starter, transmission, valves, fuel pump, rotors, radio, etc., are still original.

My wife and I autocrossed our Corvair in 1965 and 1966 while living in Key West, but quit soon after that. I have taken up autocrossing again, and so, have been outfitting the 9000 accordingly. Frank Freeman, owner of Group 6 Performance, has been most helpful. He did his best to help me get rid of an elusive high-speed misfiring. He also supplied a SuperTrapp muffler system, APC box, Jacobs Ignition System and stainless-steel brake line hoses.

I've moved the battery to the trunk (the positive cable fits under the door sill trim on its way to the firewall), added a Miller/Woods Fuel Management kit, a Horgen Engineering boost increase kit, ceramic fabric tape around the exhaust pipe, and a K&N air filter.

The suspension has been firmed up, flattened out and lowered by Suspension Techniques Sport springs, Koni shock absorbers and struts, and Swedish Auto Specialties anti-sway bars. I'm running Yokohama 205/55Z15R tires on the stock wheels, and hope to upgrade the wheels and tires next year. It still has some understeer (all that weight up front?) but is definitely closer to neutral in hard cornering. Gran Turismo East of Atlanta, Georgia, installed

the suspension parts and aligned the front end with 1° negative camber, stock caster, and 1/16" toe-out.

I have saved the most significant upgrade for last. At the end of September, after reading an article in the October, 1991 issue of *European Car* magazine, I ordered and installed a MECA/Evans cooling system kit for Saabs. This new, unpressurized cooling system gives excellent results in performance and mileage particularly when combined with a knock-sensor turbocharged engine. This system boils and recondenses to liquid form at a temperature 114° higher than conventional pressurized systems. What this allows you to do is to advance the static ignition setting considerably. This car has never been as quick from a dead stop as it is now and at the same time, mileage averages from a low of 26 mpg to a high of 32 mpg. It works! The cooling system and the stock (current new type) knock-sensor allow all the other parts to work together to their maximum.

Import Motor Parts and Trollhattan Motors have also been very helpful in supplying the right parts at the best prices. Thank you for NINES. It is an outstanding club newsletter. I look forward to reading every line including the advertisements as each issue arrives.

Dan Greene
Warner Robins GA

I have enjoyed the double pleasure of driving my 1988 9000 Turbo for about 80,000 miles in the last three years and of being a member of the SAAB Club. The newsletter is an excellent forum from which you disseminate sometimes obscure information and provide the glue for an otherwise disparate group of Saab fans.

I would like to share with fellow SAAB Club members a few observations, on things that worked and things that did not:

a) Paint: Works very well with amazingly little maintenance. While removing the antenna motor housing for repair, I could see the paint under the bezel (which had been hidden from four years of California sun) was identical to the surrounding exposed paint.

b) Saab Sport exhaust and performance controller (the red APC box): The installation was straight forward, but the result under-whelming. The car feels no stronger, but the turbo boost now "ramps up" at 2800 rpm rather than the "step up" at 3000. I cannot detect a seat-of-the-pants improvement in acceleration, but gas

mileage increased from 24-25 to 26-27 mpg.

c) Battery: The battery death was atypical of other cars. First, the EDU went berserk with random messages and sundry flashing lights. Then the engine failed to start despite reasonable cranking speed. I was told the injectors would not work at some low voltage level, so even with a good push it would not start. A new battery fixed all immediately.

d) Door buzzer: The original door and key-in-ignition buzzer is obnoxious far beyond its intended function. I bought the replacement chime from Bayside Saab; expensive at \$45 but well worth it to those sensitive beings among us. Installation time was about 20 minutes.

e) Sway bars: The factory front sway bar replacement is 19mm diameter compared to the stock 18mm; not worth the installation effort. I found a well made set of 25mm bars, front and rear, from Swedish Auto Specialties in Portland, Oregon (503/287-5204). They came with adequate instructions and took the advertised three hours to install. I did manage to mangle the gas tank overflow tube during the installation (\$55).

The benefit from this installation is

dramatic. Nothing else has made such an improvement in the fun of driving this car. It really does controlled four wheel drifts with no deterioration in ride harshness. The ride is actually better now because of the nearly flat cornering. The only drawback so far is that the front bushings have come loose several times. I called Frederick Hein at SAS who said, "Yes that's a problem, but I'll send the new design bushings to you." He promptly did, but I haven't installed them yet.

f) Bulbs: Several dash and control button light bulbs have gone away. The replacements seem either hard to get to (e.g. the EDU) or unreasonably expensive because the bulb is a non-replaceable part of the switch, so the entire \$25-\$50 part must be replaced. Any better solutions?

g) 2.3 engine: When the time comes for a major engine redo, is it possible to replace my 2.0-liter with a new or rebuilt 2.3 engine? Just how much new stuff is required (transaxle, wiring harness, induction system)? It seems a much better option than buying a whole new \$32,000 car if most of the old one works well

Al Stroberg
San Pedro CA

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Better brake pads

I read with interest Doktor Nio's suggestion regarding the common problem of squeaky brake pads. We have been in the independent Saab repair business for the past six years and have found a winning combination to be PBR (formerly Repco) metallic pads (not ITM, ITM does not equal Repco) and CRC Stop-Squeak goop applied to the back side of the pads to dampen vibration. This solution works in 99 percent of the cases.

The pad to use on non-vented rotors (1975-87 99 and 900 models) is D226M. For the vented rotor 900s (1985-87) we've also had good luck with the Repco D146M. For non-ABS 9000s we use D533M, and for 9000s with ABS, D1156.

A set of D226M pads retails for about \$35, and the D1156M set is about \$60. Frederick Hein at Swedish Auto Specialties (503/287-5204) stocks them and can also supply the "bent lollipop" tool necessary to replace the pads.

Another happy by-product of using the Repco/PBR pads is the long pad life. Genuine Saab pads tend to live about 20,000 miles, at \$60/set (depending on the ratio of city/highway driving done). Average Repco mileage is 35,000 to 40,000 miles. Brake dust is also less of a problem with the Repco pads.

Toni Dibbayawan
T. Scandia Motors
Tigard OR

Another CV boot repair

I had just finished replacing an outer constant velocity (CV) joint boot on my 1985 900 Turbo with 57,000 miles, when I read Jon Katz's letter on the subject in the October issue of NINES. I think my approach, which I based on some advice from a technician at Mallory Nissan-Saab, may be a little easier than Jon's.

First, the indication that a boot was split was a splattering of grease all over the components behind the brake backing plate.

Jon's letter, and several repair manuals, recommend removing the axle assembly in order to replace the outer boot. I think my method is easier because I separated the axle assembly from the outer CV joint, but didn't remove it.

I started, like Jon, by placing small pieces of hardwood (I used two pieces of oak, each 3/4" x 3/4" x 3") underneath the upper control arm to support the arm, and jacked up the car.

I then loosened the two bolts that connect the bottom ball joint to the control arm. Mine weren't frozen, though I understand they often are. If the bottom set is frozen, try the top set. If you can separate either ball joint, you can use this method.

Remove the metal bands on the boot for the outer joint and slide the boot back on the axle, exposing the CV joint. Wipe the grease away from the CV joint, and locate the ends of the split ring which holds the axle to the joint. The groove for the split ring is a few millimeters from the start of the axle's splines. Rotate the axle to find the spot in the joint that contains the ends of the ring.

Hold the split ring open (I invested in a Cal-Van tool for the purpose; it worked well) and tap the solid portion of the steering knuckle at the ball joint to separate the axle from the CV joint and the ball joint from the control arm simultaneously. Maybe I was over-cautions, but I attached some wire to the axle with a C-clamp and anchored it to the car body to ensure that I wouldn't pull the spiders of the inner CV joint out of their races.

The steering knuckle assembly pivots outward on the upper ball joint, not a lot, but enough to remove and replace the boot.

I replaced only the outer boot. The outer boot flexes a lot more than the inner one, and is more exposed to damage from weather and rocks. Several mechanics told me that it's the flexing, not age, that causes the boots to split.

After replacing the boot, do as all the books say, and reverse the procedure to re-install. I found a scissors jack very helpful to move the lower control arm and align it with the ball joint bracket. Be sure that the axle goes back into the CV joint far enough for the split ring to snap back into its groove.

As Jon did, I put Permatex anti-seize compound on the ball joint bolts before installing them. Because there was some corrosion on these bolts, I loosened all the other ball joint bolts, one at a time, and coated them with anti-seize compound as a preventative measure. Three of the eight bolts had been over-torqued, apparently at original assembly, to the point of deformation, and I replaced them.

This method worked without any snags for me, and it got the job done with a minimum of disassembly.

Richard J. Kohnen
Creve Coeur MO

Books on Fuel Injection

Some members have been unhappy with the information given in the Haynes manuals regarding the fuel injection systems in their Saabs. This is particularly true of the early (1970-74) 99s which had the Bosch D-Jetronic system, better known as Electronic Fuel Injection or EFI. The factory service manual on 1969-74 99s is no longer available from Saab.

In an effort to help Saab owners in that situation, we have added two books on Bosch fuel injection that can be purchased through the Saab Club. Either book may be ordered below.

Bosch Fuel Injection & Engine

Management by Charles Probst, SAE. 192 pages, softbound, 1989. The best book on the subject, it covers all available Bosch FI systems including continuous injection (CIS) or K-Jetronic, and the more recent LH-Jetronic as used on 16-valve 900s and all 9000s.

Chapters are broken down by the particular injection system, with further breakdowns into theory and troubleshooting. There is even a section titled "Tuning for Performance and Economy", which deals with modifying fuel injection beyond the factory specs.

Bosch Electronic Fuel Injection

Systems: Shop Manual 96 pages, softbound, 1986. At best a companion work to the above, this manual has photos and diagrams of the systems, but falls down in technical descriptions. Also on the down side, it only covers 1970 thru '79 models.

SAAB Club Books Fuel Injection Manuals

#104 - **Bosch Fuel Injection & Engine Management**, by Charles Probst. 192 pgs., 475 ill. \$30.00

#105 - **Bosch Electronic Fuel Injection Systems**. 96 pgs., 207 ill. \$15.00

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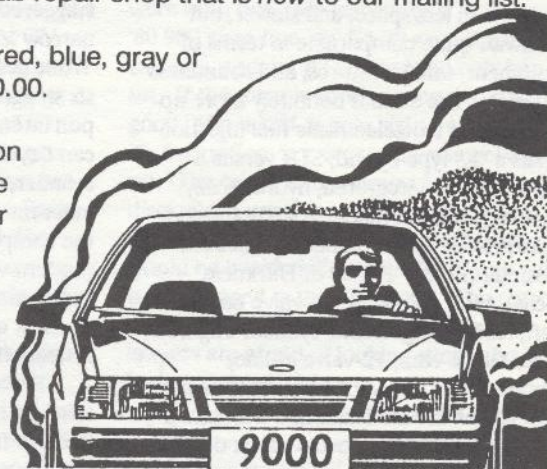
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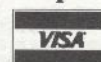
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Comparisons, replies and tips

My local Saab dealer has now acquired the Mercedes franchise, and a recent service visit allowed me to compare a 300E and a 9000 Turbo at my leisure. Some comments:

The M car is much more expensive, longer, with less space, and slower, but otherwise quite comparable in terms of equipment, safety features, and soundness of design. The Saab is definitely more up-to-date, with true electronic fuel injection versus a "K" type hybrid; SDI versus a distributor; an integrated, hydraulically boosted (German made "ATE") anti-lock brake system versus an add-on vacuum boosted (Girling "Prince of Darkness" Lucas) ABS; twin-cam, 16-valve balance shaft, turbocharged four-cylinder engine versus single-cam, 12-valve in-line, unboosted six, not to mention front-wheel drive versus the old fashioned way, and a generally less modern overall look despite having about the same incarnation. Perhaps every Saab dealer should have a 300E on the floor for comparison purposes.

There is an almost industry wide move to the V6 configuration in front-wheel drive

models. Even Saab is pointed that way. With the transverse arrangement, however, it is nearly impossible to change half the spark plugs of a V6, asymmetry in the intake and exhaust tracts is hard to avoid, and placing accessories out of the road spray is more difficult.

An interesting alternative is the staggered in-line configuration (*a.k.a.* narrow V) developed by Volkswagen. While designing the single head to feed the six staggered cylinders is a headache (no pun intended), and it is not clear how they can develop a head housing four valves per cylinder, the engine seems to combine the inherent smoothness of an in-line six with the compact dimensions required for modern vehicle designs. And since Audi threw such a fit that they were not allowed to use it and have their own 90-degree V6 instead, the concept has added credibility.

Speaking of the infamous A car, the third try to get the current style 100 right had produced a car with performance midway between the 9000S and 9000 Turbo, more weight and length than the roomier Saabs, for only a little more money than the Turbo. This is actually an improvement for them. A four-valve version of the

current V6 would be quite a performer, I suppose, and the near obsolete in-line FWD arrangement avoids most of the problems associated with the transverse V-block arrangement.

The newly designed Toyota Camry, now EPA rated as a mid-size, outweighs the EPA rated "large" Saab 9000 by 200 pounds and equals the length of the 9000 CD. The Camry ads use the byline: "We couldn't leave well enough alone".

Replies to Letters

Mr. Cole is concerned about what disaster might befall his high-mileage Saab (Letters, Nov. 91). In my experience, broken keys and water in the fuel have been the only things which kept me from getting home. As for problems to be watched for in high mileage 900s:

I once observed a lack of crispness in the ignition switch which was diagnosed upon disassembly as a broken hair-pin spring. I was told that when the loose parts of the broken spring finally get into the gears of the ignition lock-out, you are either unable to remove the key or unable to start the car, depending on how it fails.

I have replaced the turn signal relay, headlight relay, lambda pulse relay, ignition relay, and wiper switch in one 100k mile 900 or the other.

If the '84 uses the old style fuses, I would recommend that they all be replaced every seven years.

I have never had to touch an engine or alternator, drive shaft, wheel bearing, ignition semiconductor, steering mechanism, window mechanism, brake booster, or major suspension component due to wear or age. The only starter motor I was ever into was bad from day one, I just though the slow cranking was caused by high battery resistance until it finally quit altogether three years later.

Mr. Nawara's owner's manual has the instructions for programming the ACC to start in whatever mode he wants (Letters, Nov. 91). I didn't see it either until after I read a slightly more detailed description in my hideously expensive birthday present shop manual, said to myself, "Why don't they put that in the owner's manual?", and then looked for it.

My wife's 1988 9000T automatic shifts quite smoothly, especially from 2nd to 3rd. It is most noticeable in the 3-4 upshift, where the torque converter is bypassed. I must admit, however, that the THD 700-R4 in the diesel van is better, unless the fluid is

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low. Although I have written glowingly of the 5-speeds in my '88 900T and '90 9000S, I do recall the Road & Track long-term test of an '86 9000T included a couple of transmission rebuilds.

Tips and queries

A 2-liter plastic pop bottle with the bottom cut off makes an excellent funnel for coolant. The flange at the neck keeps it standing up despite your pouring, and the height available makes it easy to pour without spilling or over-filling the "funnel."

The big-eared Mickey mammal is again working up the Saab oil recommendation list. The owner's manual and the most recent statements from Connecticut, oops, I mean Atlanta, specify 10W-30 grade SG or SF/CD as the preferred viscosity, with 15W-40 for "hot climates" (is that relative to Sweden, Minnesota or Georgia?), and 5W-30 for temperatures below 0°F. The 1991 Shop Manual gives no preference among 10W-30, 10W-40, 5W-30 or 5W-40, allows 15W-40 only if the others are unavailable, but specifies that 5W-30 or 5W-40 may be used only if it is synthetic. (Does this mean that synthetic oil is approved for use? Of course it does!) The Shop Manual specifi-

cally forbids the use of synthetic oil in the gearbox, but the oil the factory uses definitely smells synthetic. Perhaps Saab will package up Original Factory Fill Fluid. If not, it might be wise to trust them for once and never change it.

Every once in awhile a caller to "Car Talk" on public radio questions the clunking sounds his Honda makes while turning. The hosts routinely diagnose this as "shot CV joints" for anything over 80,000 miles, as if these parts are routinely replaced in their shop. I know that Saab joints will fail if the rubber boots get torn and the grease gets replaced with sand, dirt and water, but has anyone out there actually worn out a Saab CV joint, either inner or outer, and if so, after how many miles? My current record mileage champ is a mere 128,000 miles plus one telephone pole.

The awful truth about disc brakes is that a disc is not a very stable geometry. Just as phonograph records warp when they get hot, a disk machined from an iron casting can warp when it gets hot, especially if it is not stress-relieved before machining. The awful truth about warranty replacement of warped rotors is that Saab pays to have both replaced if one is warped. This

means that the good one is thrown away with the bad one, doubling the probability of getting a bad replacement. My wife's 9000 went through three sets before getting a good set. My cousin's Dodge went through two sets without getting a good set, so he blames North American manufacturing. By comparison, my '90 9000S and my '88 9000T were both fine. My (unvented) '77 99 and '80 900 were fine, my '76 99 went through two sets, and my '82 900 needed only one set. If the rotor is good, it seems to stay good. If it is bad, it goes right away. I know it's frustration, but eventually you get a good set. The crime is that almost half of the discs which are scrapped are good, and almost half of the "repeat" replacements would be avoided if only the "bad" one had been changed in the first place. The reason they are changed in pairs is because the lawyers are afraid of looking stingy about brakes in front of a jury.

Stephen Goldberger
North Canton OH

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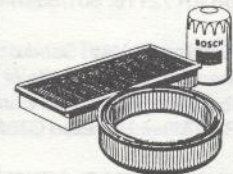
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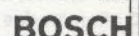
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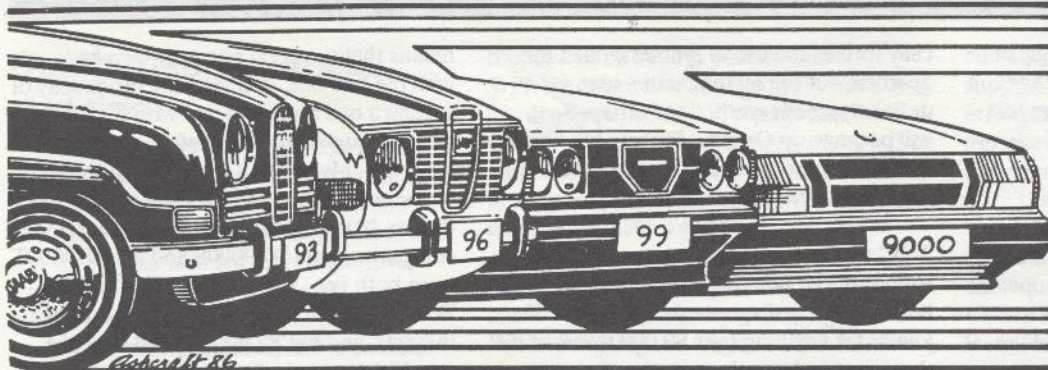
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'72 95 V4, orig mint cond. White w/ olive interior, smells new. 28k mi, best offer. Mark Boldt, 1897 Lacrosse #3, St. Paul MN 55119. 612/731-7636.

'71 96, '66 2-stroke engine, 69k mi, body & interior great, no rust, engine needs crank, \$600 obo. Bryan Fleenor, Philadelphia PA. 215/922-2301.*

'71 95, 60k mi, MSS exhaust, rear shocks converted to 96 style, 4 Ronals w/ P6's & 4 soccerballs w/ snows. Hidden Alpine 50w stereo, Euro front w/ headlight wipers, mint int, many parts, incl Weber. \$3500 obo. Chris Mills, Chatham NJ. 908/560-7100(w).

'71 95, Prof. Restored, 65k mi, tan, stored 10 yrs, superb cond, \$3500 lacquer paint, many spares incl new trans, \$4500 obo. Located in Mass. David MacLean. 314/434-5424.*

'69 V4 Deluxe w/ early style grille & front fenders. Strong 1700cc motor & trans. Bright yellow, body & int good - floor needs patching, \$500 obo. E. Millrod, Putnam Vly NY. 914/528-6072 eves.

'68 96 Deluxe, unrestored, looking for good home. Complete & orig, good running cond, original ugly grey paint, all trim intact. Factory manual & NINES back to 1987. Located in Cerritos CA, \$1200. Don Morrill. 310/802-9922.

'67 Monte Carlo V4, orig black plates CA car, very straight. Needs restoration. Trans good, motor tired, incl '67 96 V4 parts car w/ good trans, \$800 obo. Eric Alberg, 1510 Cougar Ridge Rd, Buellton CA 93427. 805/688-1027.

'67 96 2-Stroke, fair cond, ran well when parked. Good trans, freewheel. Factory manual, like-new Klebers, many spare parts, \$550 obo. Chuck Ashton, 251 N Vine St, Westerville OH. 614/891-4693 b/4 9pm EST.*

'66 95 2-Stroke, runs well, GA car, very solid w/ minor surface rust, new brakes. In storage 12 yrs, many spare parts, \$800. Donald Haradem, Avon OH. 216/934-4817.

'63 93, FL car not run in several yrs. Rblt eng. Orig paint, extra engs & parts. Orig factory manual, \$1500. Gary Staup, 709 Carolyn Dr, Delphos OH 45833. 419/692-3866.*

'60 750 GT, 47k orig mi. Purchased from orig owner. Needs full restoration (all parts are there). One of only 600 ever made, \$2000 incl trailer. Chris. Stone Mtn GA 404/351-7222 days. 404/469-7222 eves. Call for pics.

2-Stroke & V4 Parts

1700 Grand National valve train, built by Mike Tucker, ported, polished, flow benched. Never used, \$900 obo. 218/525-2761.

2 BBL V4 manifold (orig Saab/Ford), Weber DCD carb w/ chrome air filter, spacer plate & gaskets, all linkage to accelerator rod. Was working well when removed from '73 95. Everything needed for trouble-free installation, \$375 obo all. David Kronen, 22706 Califa St, Woodland Hills Ca 91367. 818/703-7323.

'71 Sonett, orange, rust thru rocker panels. Fiberglass in good cond. Needs clutch hydraulics. Save from junkyard. Car in Westchester County NY, \$300 obo. G.A. Wolfe. 203/646-0013.*

Moving, must sell: 1 Holley-Weber, 1 Solex & 2 Ford carbs, brk disks, '69 rack/pinion unit, '69 95 radiator, new hd gskt/valve cover set, new brake pads (\$30+ new), turn sig arm sw, hub caps, 2 differentials, decel valve, mastr cyl, 2 new fan belts, misc light/grill pts. All for \$100 + shpg. Dean C. Bailey, 5019 Pressley Rd, Santa Rosa CA 95404. 707/584-9174.*

'67 96 V4 engine & trans. Exc running when removed. Incl spare engine, \$450 all. Most '67 96 parts avail incl manuals. John Healey. 203/230-9032 after 6pm.

ATTN: Sonett V4 Owners. New front bonnet, never installed or painted, perfect, first \$1000 + shpg takes it. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

New V4 German timing gear sets, \$95. Remanufactured rocker arm assys, reground shafts, refaced & bronze bushed rockers, new adjusters, springs, \$95/pr, exch. New OEM 1.0 B.O.S. factory 2-stroke pistons w/fitted pins & ring set, for non-injected cars, \$320/set. FOB. Andy Bittenbinder, 9433 Katherine Dr, Allison Park PA 15101. 412/364-4780

Parting out 9 Sonett III's: 12 soccerball wheels, lug nuts, glass (factory A/C complete, \$3000 incl dash) 5 trans. If you need it, I have it. Mark School, E 313 Greenfield St, Appleton WI 54911. 414/731-5289.

New Cyl Heads, \$150 set. New door bottom kit, \$35 set. Used A/C double pulley, \$30. Used steel balance shaft gear, \$35. Used gearbox, xlnt, \$75. Gasket sets complete, \$35. New bearing inserts, \$20. Balance shaft inserts, \$35. GT instrument cluster, \$25. Used motors & gearboxes for rebuild, used carbs, manifolds, alternators, starters, axles, steering columns, dashboards, wiper motors, lenses, lights, glass, etc. Very reasonable. E. Millrod, Putnam Valley NY, 914/528-6072 eves.

After 20 yrs of collecting, hording & restoring V4's, I am selling everything except my trusty 95. Many new (no longer avail) & used parts. Mostly 95 & 96, but some Sonett and 2-stroke parts. Also, complete set of tools for rebuilding V4 trans. Send SASE for extensive list. David Kronen, 22706 Califa St, Woodland Hills CA 91367. 818/703-7323.

'64 complete 96 w/ Monte Carlo fixable eng minus heat sink. No dents, all glass perfect. Some extra parts & shop manual. Best Offer. Ann Greaves, 3980 El Camino Real, Space #112, Palo Alto CA 94306. 415/494-0210.*

Sonett III Parts. 2 complete body clip aft of windshield, dashboard w/ instr, 2 seats, misc parts. Ray Gill, 1842 Emerald Ave NE, Grand Rapids MI 49505-4823. 616/363-3357.

New outer CV joints for 95, 96 and Sonett, \$75 ea. John. 1-800-326-0599.

Misc V4 & '68 Sonett parts. Doors, hood, engines & trans, rims, etc. Dave Starbuck, 28 Union Av, Warren NJ 07059. 908/647-7549.

6 new '70 Sonett alloy wheels, \$125 ea. V4 factory repair manual, \$100. 2-Stroke parts book, \$100. Sport & rally 2 barrel carb, manifold, air cleaner, \$500. '73 blue 96 Euro for parts or rebuild, \$850. Euro lights & alum grille, \$250. Rob Allen. 203/248-8798.

99s & 900s For Sale

'90 900 SPG, black, extended warranty, remote radar, 31k mi, oil changes every 2500, meticulously maint, \$18,800. David, New Haven CT. 203/562-9005.

'88 Convertible Turbo Special Edition. SPG package. Black, grey leather, auto. 32k mi, beautiful car, sacrifice \$16,500. Mark, Ames IA. 515/292-0852 or 515/233-2996.

'86 9000 Turbo, 5sp, Edw Grey Met, 85k highway mi, gray cloth int, super clean, well maint, Alpine/ADS stereo, \$9200. Doug van Dorsten, 904/Ventura Way, Mill Valley CA 94941. 415/389-8338 lv msg.

'85 900 Turbo, white/maroon leather, 106k mi, lower windshield edge pushed down slightly, incl dash pad, hood, misc parts. Easy fixer, \$2500 obo. Eric Aberg, 1510 Canyon Ridge Rd, Buellton CA 93427. 805/688-1027.

'85 900 Turbo, 3dr, 5sp, silver/red cloth, gold MSW, CB, tints, 94k mi, always garaged & well maint, \$5995. Sonett III partial trade considered. Jim Laman, 617 Beechwood, Holland MI 49423. 616/335-5215.

Prevent crime! Save a life! She Who Must Be Obeyed says to sell my **'85 900 Turbo** 5 sp, 4dr, black w/ leather seats, \$4600, or my **'83 900 Turbo,** 5 sp, 4 dr, black w/ burgundy interior, \$4300 (both 2nd owner cars CA cars) or my **'79 900 Turbo** "roller" parts car, comp drivetrain, straight body, \$700, or **there is a husbandcide in my future.** Gary Allums. 510/943-6916.

'80 GLI, 125k mi, 3dr w/ spoiler. New water pump, clutch & some engine work. Recent headliner, shocks, tires, brakes. Saabskins, pullout str. Runs great, exc overall shape. Chris O'Mahony, 1153 Strawberry Ln, Glendora CA 91740. 818/963-5615 lv msg.

'78 99 Turbo, 170k mi, good body & int, solid engine, iffy tranny, 5 Incas, recent P8's. Good project car or parts source, \$1500 obo. JS Martin, Gaithersburg MD. 301/869-7923.

'74 99EMS, 2dr, 4sp. CA car, no rust, good interior, runs well, needs engine work, new parts. Must sell, \$750 obo. Lee Dennis, Manchester MI. 313/428-7236.

'74 LE Wagonback, manual, many new parts. Good cond, MSS exhaust sys, \$1500 obo. '74 auto trans for parts, exc front chain, \$200. Karl Hodge, 79 Maple St, Cuba NY 14727. 716/968-3743 eves.

'75 99EMS, black, 2dr, 4sp, AM/FM cassette, sliding glass sunroof, Goodyear Eagle GT tires, front & rear stabilizers, Koni adjustable shocks, header & comp exhaust. Leather steering wheel, many extras. \$6500 obo. R. Schloss, 105 Fernwood Dr, Chagrin Falls OH 44022. 216/247-5128. FAX: 216/587-4366.

'79 900 EMS, burgundy, \$1495 obo. '81 900 Turbo, burgundy, \$2495 obo. '84 900 Turbo, auto, 4dr, maroon, \$3995 obo. '84 900 Turbo, 4dr, silver blue, \$4995 obo. Can deliver. Ken Edwards, 296 Brethen Church Rd, Jonesborough TN 37659. 615/753-3153.

99, 900, and 9000 Parts and Accessories

Parting out: '72 99. Complete. All parts will be sold. Also owner's manual. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

New '90 SPG shocks, \$200. New Suspension Tech lowering springs, \$200. New 900 dk burgundy mats, \$55. Radiator, \$100. '84 Turbo alloys, \$55 ea. Dash, \$160. '82 grill, \$50. Many 900 trans/mech parts. Steve Wong, W Hills CA. 818/346-3882.

4 24 slot alloy wheels ('84 Turbo style) in better-than-average cond. Straight, undented, \$200+UPS. Sunroof wind deflector for 900, blue tinted, \$20+UPS. Anton Singh, Cleveland OH 216/975-0865.

Hella Euro hdlights for 86-90 9000, \$200, stock springs, \$75. Doug van Dorsten, 904 Ventura Way, Mill Valley Ca 94941. 415/389-8338 lv msg.

Escort Radar Detector. Remote mount w/ brackets for 900. Works perfectly, responds within 1 sec of new model Escort, \$175 offers/trades. 206/683-6851 before 8pm PST.

New studed Gislaved 175/70 HR 15 tires on steel wheels, fit 99/900 through '87, \$60 ea + freight. 99 Euro headlamps (rectangular H4), buckets & grille w/headlamp surrounds, \$300. 99 Euro center console, 3 din openings manufactured by FOHA, very high quality, \$75. '86 9000 factory repair manual, \$100. John, Ft Lauderdale FL. 1-800-326-0599.

Recaro seat w/ 900/99 adaptor base, frt incl, \$100 obo. Tom Easter, Pierceton IN. 219/594-5504 eves/wkds.

Continued on next page

SAAB SWAP *continued*

B-Heads (non-turbo), \$175 ea. B-Turbo head, \$200 ea. 78 99T trans, \$350. 77 99 trans, \$300. Misc 99 parts, call/write for list. Dave Starbuck, 28 Union Av, Warren NJ 07059. 908/647-7549.

New for convertibles, 2 door & 4 door 900's. Rear wing w/brake light. Made of paintable urethane w/easy installation instruct, \$300 incl COD shpg. Call for photos. Chris McPherson, 4877 Pine Shadows Dr, Stone Mtn GA 30088. 404/351-7222. 404/469-7222 eves, msg.

Parting out: twenty 99's & twenty-seven 900's, '73 thru '88; one '86 9000. New OE sunroof deflectors 9000 only, \$39. Quantity discounts. Rod Beckner, 604 E 1st St, Albany OR 97321. Tele/Fax 503/928-6351.

4 snow tires on steel rims for 900's w/out anti-lock brakes. Used 2 short seasons, look new. Bought new SPG, \$300 shp incl. Wes Verkaart, 15 Hounds Ditch Ln, Duxbury MA 02332. 617/934-7079.

1 new wheel for '86 9000 w/used tire. Nitto 255 steel P195/60 HR15 w/ 9/32 tread, \$250. Will ship. Stephan Freeman, 21 Martin Luther King St So, St Petersburg FL 33705. 813/896-2288. 813/522-4683 eves to 9pm & wks.*

Bosch K-Jetronic fuel pump, new, \$125. Steering rack, newly rebuilt, \$200. 4 KYB gas shocks, new, \$125. 4 steel wheels w/ 2 new Vredenstein snows, \$150 US funds, shp incl. Arden Holley, Keremeos, British Columbia, Canada. 604/499-5758.

'85 Clarion/Saab ETR Series AM/FM cassette w/ Clarion/Saab 7-band equalizer. Din mounting brackets, \$175 all + shp. Kurt Giavara, Christiansburg VA. 703/381-0774.

New performance 900 red box, \$175. Ring bound set '85 900 repair manuals, \$150. 4 86S 24 spoke alloy wheels w/caps & nuts, \$400. Comp '87 tan cloth 3dr S interior, \$500. Perfect '87 S red pass dr, \$350. Minispare, \$50. '78 99 Euro grille & hdlights, \$300. 9000 km/hr speedo, \$75. Rob Allen. 203/248-8798.

Alloy OE Wheels, PN 8958910. Set of 4, chrome plated, fit 9000 & '88-on 900. Never been driven. Retail \$1500+. Must sell, \$225 ea obo. Brent Christensen, 790 Southampton, Farmington UT 84025. 801/451-0834.

1990 SPG suspension, complete, \$500. Factory sway bar set, \$175. 3rd brake light, \$35. Floor mat sets, \$40. Dennis Sweeney, RD 1, Box 410, Ligonier PA 15658. 412/238-0900. FAX: 238-0099.

Airflow front & rear spoilers (PN 0277525 & 0277566) w/ hardware & instruct, slight damage, \$350. Rear spoiler (PN 7873789), \$75. Scott Bradley, 1050 S 32nd #1, Omaha NE 68105. 402/345-7530.

99, 900 headliner kit w/ glue, 3/2 yds and instructions, \$87.50. Other parts avail. Evening and Saturday hours. Trollhattan Motors, Inc. 301/682-4688 or 1-800-32 TROLL.

Your Saab manual transmission rebuilt from \$995. Incl replacement of bearings & seals, set to factory specs. Why buy used and not be sure? Call for details. Frt add'l. Mastercard, Visa and Amex. Evening and Saturday hours. Trollhattan Motors, Inc, 1015A Old Eastern Av, 2nd Floor, Baltimore MD 21221. 301/682-4688 or 1-800-32 TROLL.

4 15-spoke factory alloys (6x15) 2 perfect, 2 dinged, w/ caps/lugs, \$200. 2 factory steel wheels w/ Gislaved frost snows, \$140. 4 Semperit Direction 205/55 VRIS tires, almost new, \$200. 2 factory sheepskin seat covers, burgundy, \$100. Noel Young, 31 Horton Av, Hawthorne NJ 07506. 201/423-0847.

SAAB SOUTH: Rust-free Southern body parts, rebuildable wrecks, mechanical parts, 96, 99, 900, 3 Sonett III's. New parts, sales and service. Call or write your needs. Next day shp most items. Div. of European Motorcar LTD, 436 Scuffletown Rd, Simpsonville SC 29681. 803/288-0628.

Parting out 900's: plus semi-trailer full of body parts, engines, front clips, wheels, interiors, glass etc. Auto Restoration Techniques, Columbus OH. 614/299-2381.

Wanted, All Models

Saab Club newsletters, 1980-1988. Shop & parts manuals for '81 900T. Jon Frickensmith, 1233 Kingston Av, Racine WI 53402. 414/636-1353w. 414/639-4390h.

66 96 parts manual, Ed Lorenz, RD 1, Box 275, Oneonta NY 13820. 607/432-1731.

Tan leather skins for '85 900T driver's seat. New cond. Roger Vesely, 250 S 14th St, San Jose CA 95112. 408/279-2147.

Sonett or 99 to trade for '74 Sonett & '85 900 (front end damage). Phil Kalamoros, 32261 US 20 W, New Carlisle IN 46552. 209/654-3323 eves.

Steel V4 balance shaft gear, Saab #8810277, new or used. Frt & rear muffler for Monte Carlo. David Nameri, 20 Aharonovitz St, 26261 Kiriat Haim, Israel. Tel: 972 4 411588. Fax: 972 4 527244.

Inlet manifold for Weber 45DCOE V4. Will pay good \$ for good one. Oded Mandelblatt, PO Box 1049, Ramat-gan 52109, Israel. Tel: 52-503435.

'58-59 93 GT 750, in any cond or parts incl dashboard, instruments, seats, upholstery, Solex 44P11 muffler (713154), exhaust pipe (713166), owner's manual, booklets. Bo Lindberg, Villavagen 18, 293 42 Olofstrom, Sweden. Tel: +46-454-91540.

For 99, 1.854cc Automatic Saab '71 perfect carburetor engine (1.854 or 2.000) or new. Travel in US freq, will pay good price, pick up the right engine. S. Friedrich, Ontario, Canada. 416/590-9384.

Bosch Halogen yellow fog light (LE 1473 A). Straight style rear spoiler for 4dr 900. Center console w/blue enclosure. Robert DiGreggio, 217-36 43rd Ave, Bayside NY 11361. 718/225-7981 morn/wkds. 718/899-8800 x264 M-Th eves.

Four SPG 3-spoke alloy wheels in vy gd to exc cond for '85 900T. Fred Siegele, 1116 Braxton Ct, N Wales PA 19454. 215/368-7699.

Factory Manual for '69-74 99, p/n 100578, covering EFI. Tom Hobson, 17387 Munn Rd, Chagrin Falls OH 44022. 216/543-7400 9-5, M-F.

Wanted for transportation, as new as possible 900 in good mech cond, for teenage 1st time Saab owner. Can afford \$500. Chris Hanson, OH. 216/226-0825 lv msg.

'58-61 GT750 in good running or restorable cond. Needed by Saab Freak. Will give it a good home. Finders fee possible. Bob McNary, 672 Sunvale, Ventura CA 93003. 805/654-1646.

Tools: PN 7842487 sleeve assy for ignition timing, 7840622 dial indicator, 7841612 circlip pliers. Howard Davies, PO Box 605, Thornville OH 43076. 614/246-4734.

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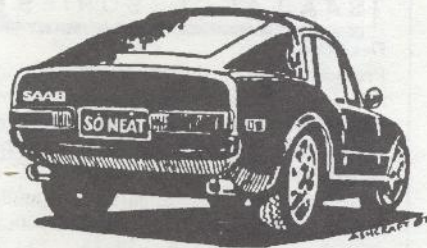
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Rear View

*"Everything in excess.
To enjoy the flavor of life, take big
bites. Moderation is for monks."*

*from The Notebooks of Lazarus Long
by Robert A. Heinlein*

I'm not much of a risk taker, but I do like to think of myself as an adventurer. Not so much creating adventures, but in finding the adventure in what I do.

Early this month (December), I took a trip to New England and wrapped several visits into one. The first story from that journey, on driving a new 9000 Turbo with TCS, is in this issue. Others will follow as space permits.

I had a chance to see the port of Davisville, Rhode Island, where new Saabs arrive in this country and are prepped prior to delivery to your local Saab dealer. Port manager, Hakan Svantesson took me on a short tour of the facility.

While at Saab HQ in Orange, John Libos showed me the parts testing department, where warranty parts are taken apart to see why they failed. If a trend is seen, word is passed to the engineers who design the stuff that there is a problem.

John Moss, Lyle Kloke, Rick Comes and Carleton Dingman were some of the other Saab fanatics I had a chance to see

while at Saab's offices. I had hoped to visit with William Kelly, Dan David and Arsey Miller, but none was available.

Also stopped at a couple of Saab dealerships, Charles River Saab in Watertown Mass., the oldest Saab dealership in the U.S. and regularly the highest grossing parts department in the country, and PJ's in Burlington VT., run by Paul Choiniere Jr., who competes in Pro Rallies in an Audi Quattro. Paul was the overall winner at the Maine Forest Rally.

Also took the opportunity to interview Ralph Millet, who founded Saab Motors, Inc., and began importing Saab cars to the United States 35 years ago. That story will be in a future issue.

Bob Sinclair joined Steven Rossi and me for lunch. Since his retirement three months previous, Bob has kept busy with his other activities. He seems to have taken to retirement well. He has cut animal products out of his diet (for personal health reasons, not political) and lost 12 pounds.

Bob gave me a ride in his Ferrari 328GTS, a recent present to himself. After lunch, Bob handed me the keys and announced he was going to ride back to the office with Steve. With some trepidation, I got behind the wheel and fired up the engine. Ahhh, that wonderful growl of a many-valved Ferrari V8.

As they pulled out of the parking lot, I discovered the parking brake was still on. Ever tried to release the parking brake on a Ferrari? Neither had I. Unsuccessful at finding the magic combination, I drove very carefully back to the office, brakes dragging. No serious damage, I hope. ("Bob will understand?")

Several phone calls this month referred to the Subaru ad in most January car magazines. The ad bragged about how the Subaru SVX won the Alcan 5000 rally. One

paragraph in the ad set Saab owners off, particularly after they read the article about the Alcan in last month's NINES. Here is the paragraph in question:

"To be perfectly honest, Ken and Bob did run into a little trouble along the way. A pothole just south of Destruction Bay. The crater damaged a tire, which wasn't nearly as terrible as what it did to the poor Saab behind them--it ate up their struts and suspension."

I fired off a letter to several magazines that ran the ad, and to Subaru's ad agency, Wieden and Kennedy of Portland, Oregon. I pointed out that the damage suffered was minor at best, easily repaired, and that the difference in damage could be attributed to 50-series versus 60-series sidewalls. And, as most Saab owners know, the 900 does not have struts.

A reply came from Alex Fedorak, Subaru's Public Relations manager:

"It was not our intent to embarrass or put down a fellow competitor. Rather, it was our intent to have fun with our experiences during the event and at the same time promote our win AND the ALCAN 5000."

The letter goes on to pick nits about the definition of damage and whether shocks are the same as struts.

Nice try, Alex, but by mentioning one vehicle by marque, and saying that damage was done, regardless of degree, an unknowing reader gets the implication that all cars of the same nameplate might meet the same fate. Subaru apparently needs all the help it can get to sell cars lately.

Overheard at a service area for the Maine Forest Rally:

"I hear there's a Subaru in this rally that will do over 50 miles an hour!"

"Yeah, but it's race prepared."

Tim Winker

NINES

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