



NINES

THE SAAB CLUB NEWSLETTER

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Photo by George Reiss, Phoenix, Arizona

- Convertible sales continue to gain** page 16
- Exploded view of an autocross Sonett** page 20
- Members share repair tips** beginning on page 22
- America's Saab Rally Champion, Jon Davis** page 29

Regional Club News

Calendar of Events

Minnesota SAAB Club

April 25 - Spring Triumph Rally, Prescott WI. Classes for 1974 and older cars. Ed Solstad, (612) 822-0569.

SAAB Club National Capital Area (Washington DC area)

April 13 - Meeting at Davis Community Library, Bethesda, MD, 7:30pm. Toby Turpin, (301) 384-6732.

Southern California SAAB Club

June 26-28 - Reunion Las Vegas XXXV Rally. Paul Florance, (310) 493-6707. Ralph Verdicchio, (818)335-2142.

Northwest SAAB Owner's Club

(Washington, Oregon, BC)

April 25-26 - Overnight tour to Maryhill Museum of Art, Goldendale

June 7 - Saab/Volvo/Citroen Meet at the Columbia Winery.

Skip Schott, (206) 486-1351.

Reserve rooms for the 1992 Nat'l Convention

Time to think about making hotel reservations for the 1992 Saab Owners' National Convention to be held August 7, 8 and 9 in Columbus, Ohio.

The headquarters hotel is the Marriott North. A special rate has been arranged for convention goers: \$68 for any single, double or double/double occupancy room. 150 rooms have been set aside for the Saab Owners' convention. Reservations can be made by calling the hotel directly at 614-885-1885, or toll-free at 800-228-3429.

The registration form for the convention will be published in the next issue. Cost per adult will be \$65, which includes all activities and meals for the three-day event. Children 6 to 16 years old can participate for \$30 apiece, under 6 years old is free. There will also be a reduced rate for those who will not be able to attend the Friday festivities.

If you would like to reserve space for the swap meet or to advertise in the convention program, contact Dan Orzano, chairman, 2434 Dover Road, Columbus, Ohio 43209, or call 614-231-3892.

'92 Saab Festival in Sweden

Saab owners will converge on Trollhättan, Sweden for Saab Festival '92 on July 19th. The gathering will be held at the Saab Museum, and will replace the former meets held in Nyköping and Vallåkra.

The Saab Festival will take place between 9am and 2pm, with judging for unmodified two-stroke Saabs, V4 Saabs and Sonetts. In addition the title "World's Greatest Saab" will be conferred on the winner of the Customized category. The Saab Museum will be open all day, and Saab memorabilia will be on sale.

Saturday, July 18th, has been set aside for members of Swedish and International Saab Clubs to get together. The test track at the Saab factory will be open for members to drive their own cars from 2 to 5pm on Saturday. A barbecue has been arranged for the evening.

Saab Festival '92 coincides with Trollhattan's celebration of Waterfall Days. During Waterfall Days, the Swedish State Power Board will open the lock gates to make the mighty Trollhättan Falls rush as they did in days before the power stations were built. The traditional market will be held along the quays of the Canal, artists will perform at the Canal, and the event will be rounded off with a giant fireworks display the evening of the 19th.

The 1992 Saab Festival is organized by Saab Automobile AB, in cooperation with Saab Sverige Bil AB and the "Bilsport" motoring magazine.

For details, write to Göran Fredriksson, B10-5, Saab Automobile AB, 461 80 Trollhättan, SWEDEN.

Norwegian Saab Club celebrates 15th years

Gammalsaabens Venner, the "Friends of the Old Saabs", will celebrate their 15th Anniversary with a meet at Loen, one of Norway's most scenic spots. It is located halfway between Bergen and Ålesund on Norway's west coast.

The meet will be held the weekend of June 5th thru the 8th.

Gammalsaabens Venner will also host the 1993 International Saab meet at Lillehammer, site of the '96 Winter Olympics.

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

Those wishing to submit articles or letters on 5¼" or 3½" 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.

Photos: Preferred format for photos is black-and-white, in 5x7 or 8x10 size. Good contrast color photos can usually be accommodated, no smaller than 3½x5, please. Photos used on the cover will be rewarded with a one year subscription to NINES.

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.

Letters to NINES

Soaring Hearts

My heart soars like an eagle when I receive my copy of the SAAB Club newsletter. The technical information, in particular, and the helpful hints provided by members are priceless and many times have saved me beaucoup de bucks.

As a member of the BMW Club (long before the car became fashionable), the Datsun Z Club, and now the SAAB Club, I have picked up much knowledge on how to repair and maintain these not inexpensive cars and pride myself on being a handy back-yard mechanic. However, it would be helpful to me if, for example, Mr. Dean Tremble, when explaining how to repair broken brake lines (Jan 92), would explain how "an empty mustard dispenser with two pieces of old leather gasket" is used to pressure bleed brake lines, as I have no idea what he's talking about.

William H. "Dimbulb" Wallace
Whitehouse NJ

I have been delighted with my subscription to NINES. Every month I read it cover to cover (more than once!) and I learn from your feature articles, monthly car clinics, and helpful hints that the membership adds.

I am going to the National Convention this year and I am interested in a passenger to share expenses and/or split the hotel room once there. Please call me at 617-924-7085 if interested.

Tom Krusinski
Watertown MA

Bimonthly magazine/newsletter

You're doing a great job (though not as cantankerous as Dick Grossman). I've been a subscriber since the mid-'70s. Wanted to let you know that I strongly support the "less often/4 pg. newsletter" publishing option. Keep it up.

Mike Craven
Atlanta GA

I would be well satisfied to see and read NINES on a bimonthly basis. I recognize the necessity for you to travel throughout this country, as well as internationally, in order to do a story, visit various Saab

dealers/repair shops and a host of other activities relating to Saab.

I have not attended any Auto Shows for a number of years, although there is an annual Auto Show in nearby Pittsburgh, Penn. (30 miles distant). My local Saab dealer is less than two miles from where I reside and I visit there often, not because my 1988 900S needs service, but because I am inquisitive as to the brand names of far lesser cars that are being traded in on new or used Saabs. One car that I noticed there was a 1988 Volvo 4-door sedan. I compared the profile to that of my 1988 900S and came away with the opinion that it looked outdated and somewhat on the crude side. Among the used cars there were two Saab 900 base cars of mid-1980 vintage and one later model 900T 3-door. As far as being able to find a 1989 or 1990 900 Turbo Sedan for sale in this area, forget it. They are still in the possession of their proud owners.

Jim Oliver
Butler PA

Contrary to the letter in last month's NINES, I would prefer a monthly issue rather than bimonthly issues. A few bimonthly issues to get back on schedule is reasonable, however.

David Yee
Louisville KY

Overtorquing can lead to cracked tranny case

As if its moribund car sales were not trouble enough, Saab now turns out to be sitting on a hugely expensive but impossible-to-keep secret, thanks to the fact that this corporate cover-up has a natural leak. One by one, owners of late model 900s with manual transmissions are discovering the secret when they change their engine oil, and notice the fresh new oil dripping out at a faster and faster pace. Yes, it's what they fear most - a cracked transmission case.

Cases on late model Saabs have been cracking at an ever increasing rate. And whatever Saab might like--or wish-- owners to think, the cracks are seldom if ever the fault of some mechanic's over-torqued

wrench, but rather due to a flaw in the case design.

As even the folks at Saab have quietly discovered, if you take a look at the engine oil drain opening when it's unplugged, you will note that the heli-coiled hole is off center within the small drain area. What's happening is that the weaker side of the surrounding alloy (directly to the rear of the hole in each case) is eventually cracking. The crack hit my own '90 900 Turbo at only 26,162 miles. A trip to the local Saab dealership's shop--and a small shop at that--showed no less than three cracked cases from late model cars undergoing repairs. Saab dealers, or at least the one that I visited, are blaming mechanic errors for the cracks. And dealers say that the right way to fix them is a \$2,100 case replacement job. That's probably not the best thing to be telling folks as far as Saab is concerned, because it shouldn't be long at all before the blamed mechanics and upset owners begin to figure out that the fault lies within the design, and the responsibility for repair lies within the company.

The tip-off that Saab realized a problem existed occurred six months ago (NINES, June 91) when the company announced that it was replacing the 19mm (wrench size) engine oil drain plug with a 13mm plug in order to "reduce the possibility of overtightening the larger head drain plug which can lead to cracks in the gearbox case." No kidding. Dealer mechanics have been quietly changing these plugs whenever a late model car comes in for service.

Reliable reports within Saab have it that worried company officials in the U.S. and Sweden are quietly discussing this design problem which will no doubt be devastatingly expensive to correct. What, if anything, they plan to do remains unknown, although hopefully some very angry Saab owners and mechanics will have a lot to say about that. Because as many of you fellow 5-speed lovers are about to find out, a cracked transmission case is no fun. So keep watching for that tell-tale spot on your clean (for now) driveways.

Bill Bartman
Alexandria VA

Search for Soundings

I am trying to collect the entire set of Saab Soundings. I've done fairly well, but would like to call upon the membership for help. I'm asking for Saab fans to check over this list, and search their closets to help find the missing issues.

I have the following: 10/56 vol 1 #1, 1/57, 12/61 vol V #3, 2/63 vol VII #3, 4/65 vol X #2, 10/65 vol X #4, 2/66 vol XI #1, 7/66 vol XI #2, 11/66 vol XI #3, Winter 67 vol XII #3, Fall 68 vol XII #2, Summer 69 vol XIV #1, vol 20, vol 21, vol 22, vol 23, vol 24 #1 & #2, vol 25 #1 & #2, vol 26 #1 & #2, vol 27 #1, Fall 88, vol 28 #2 '91. I have a small number of tradeable duplicates as well. Please contact me at 203/248-8798 if you have any missing issues.

Rob Allen
Hamden CT

Come to Montreal

This summer is Montreal's 350th Birthday, along with the World Scottish Festival, the gathering of the clans from August 13 to 23. We would like to invite Saab Club members to join us in Montreal after the convention in Columbus, Ohio.

One of the activities I will be helping to organize is a Curling match for the Edinburgh Trophy, to be held August 12-17. (For those who don't know, curling is a sort of combination of bowling and hockey, played on a sheet of ice.)

For more information call 1-800-361-9830, or for residents of Florida or California, 1-800-366-3020. You can also contact me by phone at (514) 344-2413 or fax (514) 344-3269.

John Donald
Town of Mount Royal, Quebec

Saab-aholic

I am a relatively new owner of Saab automobiles, actually entering my third year of trials and tribulations with a sometimes disgruntled Saab 99. Even if I had had the assistance of foresight when I purchased the car in 1989, I would still have bought it.

It's a rather unique looking Saab - neon lime green with "Saab Sport & Rally" painted on the side just aft of the rear quarter window, a spoiler and alloy wheels. The paint is original so I know it hasn't been tampered with. Perhaps someone would be able to give me some history on this model option. The interior is identical to the EMS model. There are three or four other Wagonback 99s in the city, but none are like

mine. There are more Lamborghini Countach's than 99 Wagonbacks.

I have done some work on the car, most of the repairs I can handle myself. Goodyear GT+4s (195/60HR15) supply traction and grip, a rebuilt engine supplies power, a Supertrapp muffler keeps it quiet and new Brembo discs and Metalmaster pads keep the speed legal. Soon to come are an Alpine sound system, Sparco racing seats, and oil cooler, an air dam, sway bars, and a new paint job (original color). Most of these will be bought stateside as the prices are better. For example, a new front rotor would cost me \$110 Canadian, plus GST. I bought the rotor for \$36 US (from an American supplier). Big difference. Parts prices are the only thing I have to complain about concerning Saabs.

I am also very impressed with the newsletter. It is always read the moment it arrives and then re-read over and over until the next one arrives. I congratulate you on what I think is a most excellent job.

For anyone in the Calgary area, I can highly recommend the services of Malcolm Mann at Auto-Mann. Saab owners will no doubt know Malcolm. His labor rates are extremely competitive, his shop is well maintained, and he knows Saab cars like the proverbial back of his hand.

I wonder if any members know how to cure a terminal case of Saab-aholism, because I've got it bad, and I think it interferes with my studies at the University of Calgary.

Quinn Duffy
Calgary, Alberta

Fix it first

I was delighted to see the letter in Technical Talk, Jan 92, from Mr. A. Zimmerman about the light replacement in the 9000 window switches. A true SAAB-er; If it is broken, fix it, don't buy a new one.

I also have a 1988 9000T with which I have had no end of problems up to the warranty expiration and continuing after. Unfortunately in Canada we do not have the Lemon Laws apparently applicable in many U.S. states. I have consequently become very good at repairing unrepairable components.

The headlight/windshield washer/wiper switch module is a part apparently subject to failure, and if you talk to Saab, must be replaced as a unit for \$125CDN plus labor. Don't buy that, Henry!

As with Mr. Zimmerman's switch, the wiper/washer module can be removed and

carefully pried apart, exposing the internal contacts. Usually it is the washer contacts that are "burned" and, with a little care using a point file and/or emery cloth, can be cleaned as new. The module can be snapped back together and "viola", \$125 in your jeans and a working switch. The whole exercise took me about an hour.

I also hated the cheap, metallic "click" of my turn signal indicator. This can be removed, pried apart and sound deadened to suit one's ears and be more in keeping with Saab advertised quality.

I am having a problem trying to identify and cure wind noise that seems to be originating from behind the driver's left window area. I've tried adjusting door fit, caulking suspect cracks and gaps, but without success. Anyone got any suggestions?

I am going to have to replace the Pirelli 600 205/55 OEM tires in the near future. Although fantastic tires, my age is beginning to dictate a less harsh, filling-rattling ride. Does anyone have any experience with other tires, manufacturers or sizing that may result in a little less harshness?

Ian Duthie
Calgary, Alberta

Crossflow manifold for V4?

I have read and heard about the crossflow intake manifold that was developed by Saab's competition department for the V4 engine. Unfortunately, I have never seen one. I'm sure that the real thing is a rare and coveted item. Therefore, I would settle for photographs or drawings and specifications on that manifold. Do you know where I might find these?

I enjoy the newsletter very much, but I would enjoy even more articles on the 90 series. Of course, I make this request with unpardonable pride in the two '68 Saab 96's sitting in my driveway. All of the information I gather goes to the restoration of these incredible driving machines.

Michel DuBil
Charlottesville VA

A photo of the crossflow manifold with a pair of Weber carbs mounted on Andy Bittenbinder's "Best of Show" 96 from the '90 convention was published in the September 1990 issue. You're right, it is a very rare piece, designed and used on the factory rally cars of the late 1960s and early 1970s. Maybe Jack Ashcraft could be persuaded to explain that manifold and some of the other goodies that made the V4 96s competitive against the Ford Escorts (RWD), Porsche 911s, BMW 2002s and Fiat 124s. - TW

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

We are the proud owners of a 1991 900S 4-door with 5-speed transmission (our second Saab). I am very impressed with the new warranty program, ABS braking and drivers side air bag, not to mention the "S" options of fog lamps, power sunroof and leather seats.

Some questions regarding this car:

a) Should the "flat steel washer with rubber bonded to its perimeter" be replaced at every oil change? I replaced the copper washer on my '87 900S at every oil change.

b) My gearbox appears to have no drain plug other than for engine oil. If I were to consider a fluid change for either the transmission or differential, it appears that the cover plates have to be removed to drain the old fluid. Is this correct?

c) What is the most convenient way to wire a radar detector on this year 900?

d) Is there a workshop manual for my car? Chilton's doesn't have one and the Haynes manual only covers through 1988.

Robert Campbell
Decatur IL

a) *The factory does recommend replacement of the drain plug washer, P/N 8728057, at each oil change. The drain plug torque is much lower, too.*

b) *Transaxle oil changes are not recommended any longer. This is a point that can be debated. The rear cover should be removed to drain the fluid and the gasket replaced.*

c) *The ideal power source in that vicinity would be the lamp on the inside rearview mirror. It is "hot" all the time and you may want to ground the unit under the mirror mount.*

d) *As far as I know, there is not a Haynes or equivalent manual available for your late model SAAB, however the factory manual is broken down into separate sections at approximately \$16.00 each. With the latest technologies built into the 900 systems, owner servicing is becoming more and more difficult. Much of the troubleshooting involves special diagnostic tools for reading codes and signals.*

I am the owner of a 1968 Saab 96 Deluxe. I am thoroughly in love with my car

but living in Florida with average temperatures in the 80s and 90s year-round leave one miserably hot and uncomfortable. Any information or advice on installing A/C in my Saab? I'm also curious about the effect on the engine's performance and wear as well as A/C's cost, effectiveness and reliability. Any particular brands or models recommended?

E. Thomas Shaffer
Tampa FL

The best advice I can offer is to request a complete O.E. system from a donor 96 by placing a want ad here in NINES. I'm sure you will notice a power loss when the compressor clutch engages, but the V4's durability would not be seriously affected. I seem to remember the added load on the engine pulley increased the wear factor of the balance shaft bearings.

I own a 1986 900 Turbo with all the toys. I have two problems:

a) Where is the passenger compartment air filter and what is the easiest way to change it?

b) On several occasions, usually when there are rapid increases in ambient air temperature, there has been a positive pressure buildup in the gas tank to the extent that the fuel pump rises on its rubber bellows and actually pushes up the floor board. There is the an accompanying smell of gasoline. Opening the gas cap is accompanied by a tremendous rush of gasoline vapor. Isn't there supposed to be a pressure relief valve in the vent hose going to the charcoal cannister? The manual I have doesn't show it.

Bill Briggs
Fredericton New Brunswick

1.) *900s equipped with air conditioning do not have a ventilation filter in the fresh air housing.*

2.) *In older models, the fuel tank always had a bit of positive pressure to assist feeding the fuel pump. This was accomplished with a pressure valve in the vapor line that released pressures over 3 psi. Your '86 has a feeder pump to pressurize the chamber in which the main pump is located. Thus, the pressure valve was eliminated. The fuel vapors travel*

through the line into the roll-over valve which is mounted on the inner sheet metal of the right rear quarter panel. Check this valve for proper mounting. It will block flow when inverted but allow flow when correctly positioned.

I would like to change the induction system on my 1970 96-V4 to a much stronger one for street use. What alternatives do I have?

Oded Mandelblatt
Israel

There are a variety of induction systems available, from a replacement single throat to a double barrel with manifold. Check part classifieds in NINES for listings. Jack Ashcraft has some offerings for the V4 as does Motor Sport Service in Jamestown, NY.

I'm on my second Saab, a 1982 900S with 157,000 miles on an intermittent odometer. I have begun to notice oil dripping out of the flywheel housing at the small cutout. The oil is clear and the level is dropping in the transmission, so I assume it is getting by the shaft seal.

I had the problem about 30,000 miles ago and redid the clutch, seal, disc, main bearing seal, along with rebuilding the slave cylinder and replacing the release bearing while I was there (who says working on Saabs isn't fun?). All to no avail, the oil kept leaking... until Summer came and/or the oil level went down. Now that I have replaced the transmission oil again, the drips are back. Should I try a different viscosity gear lube?

Greg Walters
West Chester PA

There must be a pressure build up in the gearbox causing the occasional leak. Remove the clutch shaft cover plate and clean and test the vent in the cover. Be sure the oil slinging "propeller" is screwed into the clutch shaft.

I have a cold running problem with an '84 900 Turbo. I purchased the car with over 100k miles on it and a blown turbo.

Continued on next page

SAAB Klinik

Continued from previous page

The engine runs well with a new turbo and a home tune-up.

If the ambient temp is below 65°F, the engine stalls after running well for 3 seconds and the fuel modulator starts to oscillate loudly. Repeated tries with high revs get the car going, but that can't be good for the turbo.

The problem is manageable in warmer weather, but obviously gets worse as the temperature drops. Several Bosch service centers have checked it and say the system is working within specs. I have replaced many of the cold start devices - warm-up regulator, auxiliary air valve, thermo switches.

Jonathan Gaynor
Folly Isl SC

Before testing all pressures, you must ensure there are no intake system leaks from the rubber hoses leading to and from the turbo unit. Check all the vacuum hoses also. With the engine firing for a short burst, this indicates the cold start injector is spraying enough fuel for an initial start. A lack of residual fuel pressure may be the reason the four main injectors are not taking over. Have the CIS pressure testing gauge installed

the night before and run the engine normally. The following morning there should be enough residual pressure in the system to assist in starting. If not, check all the o-rings and non-return valves in the fuel distributor and fuel pump. If some pressure does remain, switch the valve on the gauge and be sure that control pressure is on the low side of factory specification.

This is the second year I am having trouble with the automatic transmission on my 1984 900 Turbo when the temperature is below 35°F. After starting the car and driving a couple hundred feet, I put on the brakes and stop, then immediately step on the gas. The engine speeds up but the car doesn't move. After 10 or 20 seconds, the car shudders and moves off normally. This happens when the car is still cold. There is also an intermittent sound that comes from the transmission when the car is warm or cold. It's a high whine like hydraulic oil passing through a cold release valve.

Allen Hockman
Brandenburg KY

Early model BW37 transmissions benefit from slightly overfilling the ATF level. This guards against the possibility of cavitation during initial transmission cycling.

Make sure the pans are not distorted from impacts. This could indicate the suction pipes have been knocked out of alignment and cannot draw ATF properly. This can also cause the noises you are describing.

I have a 1984 Saab 900 non-turbo. I experience hard starting in the warm weather, engine RPM goes up and down for approximately 60 seconds, but when the temperature is 45° or lower, the problem seems to go away.

Daniel Sherman
Cornish ME

The symptoms you describe during hot restart indicate an overly rich condition. Have the mixture checked and measure the lambda pulse ratio. Check injector spray patterns and be sure they don't dribble with low pressure behind them.

I have a 1983 900 Turbo with APC. The car is truly a fine machine, however I have a few minor problems which are irritating:

When I apply the brakes, my parking lights come on, i.e. the vehicle is off and the front and rear parking lights and the dash lights illuminate.

Someone recently stole the stereo from my car. Shortly thereafter, the heater/floor blower stopped working. The defroster and vent outlets work fine, but when I choose the heater selection, the defroster and vents work. I do hear a hissing noise from within the dash, but I have not located a leaking vacuum line. How do I go about finding the leak?

I also have a 1982 900 Turbo, non-APC, which has three minor problems:

When I start the vehicle in the morning, it does not turn over unless I crank the engine over several times, as if the vehicle is not getting any gas.

My interior light switch on the console does not work when the headlights or parking lights are on.

If I do not drive my car for about a week, the battery will be completely dead. The battery is only about eight months old. I have had the same problem with the previous two batteries.

Ara H. Margosian II
Swampscott MA

You must have a four door 900. The grounds for the rear lamps are not functioning properly and voltage is bleeding back through the circuit. See the Feb/Mar '91 issue, pg. 29, or the December '91 issue, pg. 6, for the recommended fix.

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If you are losing vacuum begin by insuring the hose manifold is firmly snapped into position on the back of the selector switch. Remove the radio and both speaker panels. Check the lines through the speaker openings at each defroster servo. There is a servo directly behind the radio and one down low that can be reached beneath the dash above the knee pad to the right of the center console.

It sounds like the cold start injector is not spraying. Remove it from the throttle housing and see if it fires when you hit the starter. If it does not, be sure all connections at the starter are in place. There are two push-on terminals on the solenoid, one engages the solenoid, the other sends voltage to the starting injector. When the engine is cold, the injector should be grounded through the thermo-contact in the intake manifold.

Good luck on your interior lamp switch problem. It could be any number of maladies from a poor ground to improper routing of the wires. It could be plugged into the shifter selector lighting.

A simple method for any mysterious current drain is to put an ammeter between the post and cable at the battery. Check the reading and one by one, remove each fuse until the current draw stops.

I recently purchased a 1987 900 SPG, which has two problems that continue to evade me.

The first is the radio. To turn on the radio, the code must be entered each time. I replaced all the fuses, even the one in the back of the radio and equalizer. The radio memory continues to work because the preset stations are remembered.

The second problem is the clutch. It engages very close to the floor (two inches off). The clutch does not slip, fluid is topped off and I bled the system of air bubbles. It is very difficult to get into first gear and reverse.

Rick Lam
Lafayette Hill PA

The radio receives an unswitched constant voltage supply that is broken only if the car's battery is disconnected or the radio is removed, then the code must be keyed in. Pull the radio and check for voltage at the pins with the key off. If you find a good current source the radio is at fault. If not, remove the box and look for an open circuit. There are solder joints at the back of the radio and in the rear of the "box" that may be cracked. Station presets are stored with

power supplied by a ni-cad battery within the radio.

Your clutch problem is likely to be worn piston seals in the clutch master cylinder. You can purchase a replacement or overhaul the original one. When bleeding the hydraulics, use a pressure bleeding method or gravity. Do not attempt to bleed the slave in the conventional (depress the pedal and open the bleeder) manner.

My 1985 900S has been maintained by the dealer at the recommended service points for all of its 86,000 miles. I was dismayed when the service department told me that the cylinder head gasket needed to be replaced with 68,000 miles registered.

It has been replaced, but do you think this was premature? When I questioned the service rep, he blandly replied that this can be expected of a car of this age, that the years of heating and cooling cause this. But I never had to pull the head off any of the cars I previously owned whose mileage went above 100,000 miles.

Also, the side vents have started to blow warm air when the A/C or fresh air is selected. What's causing this?

Bob Thomas
Ho-Ho-Kus NJ

Without knowing the specific reason the gasket had to be replaced, I won't say whether it was premature or not. Had you been losing coolant to a serious degree, then the job was justified. If the exhaust was steamy in the morning and the engine seemed to have a miss, the repairs were warranted. On the other hand, if a small amount of coolant had seeped out between the head and the block and the coolant level wasn't dropping drastically, it could have been postponed and monitored. Aluminum heads do expand and contract at a different rate than the cast iron engine block, but replacement of the gasket should not "be expected of a car of this age". Serious overheating at some time in the car's life may be a contributing factor.

Hot air blowing from the outer vents indicates the heater control valve is not closing off the flow of water completely when turned off. It will have to be replaced.

Due to the number of questions received, it can take many months before a reply is printed. If your problem is more pressing, take your Saab to a Saab dealership or independent Saab repair shop for a proper diagnosis.

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SERVICE SUBJECTS



FROM SAAB

Consumer Information - 1/92 **Alarm System - 9000**

If the motion sensor has been disabled on the 1992 9000 alarm system, the alarm will chirp whenever the driver's door is locked as a reminder that the motion detector is inoperational. The chirp will occur if the motion detector is disabled temporarily (by holding the key in the locked position for 3 seconds) or permanently (by using the procedure on page 70 of the 1992 9000 News book). This is a built-in feature of the system and does not indicate and malfunction.

Saab Car Computer (SCC) - 9000

The Saab Car Computer (SCC) can be installed on any 9000 that has the programmable EDU (all 1990-on 9000 models). If you should have occasion to install an SCC, two points that should be noted are:

- You do not have to program the EDU for installation of the SCC as is necessary with the Driver Co-driver Computer (DCC).
- It is not possible to calibrate the SCC to account for different tire sizes.

Please note that the operating instructions for the optional Saab Car Computer (SCC) are contained in the 1992 9000 Owner's Manual. There is no separate manual required.

Battery Maintenance - 900, 9000

On both the original equipment battery and the GNB battery that Saab sells through spare parts, the cells are accessible for topping up with water. The term "Maintenance Free" refers to not having to actively "maintain" it during the warranty period. Periodic inspection and topping up should be performed for prolonged battery life as some of the water evaporates from the electrolyte solution over time.

Minimizing Top Fabric Wear - 900 Convertible

When the convertible is driven with the top down, a certain amount of wear may occur in the top fabric. This wear is caused by the eccentric screws (the screws for adjusting the parking position of the top when it is raised) coming into contact with the top fabric when the top is down. On cars from VIN M7018385, the eccentric screws are repositioned so they cannot cause any wear on the top fabric.

On cars with VIN M7018384 and lower, a spacer, P/N 41 54 787, can be fitted at the top mechanism's stop position when the top is lowered. When installed, the fabric is not folded as tightly and does not come into contact with the eccentric screws.

Correction to 1992 9000 Owner's Manual

On M92 9000 models, the instrument lighting will only be illuminated when the headlight switch is in the parking light position or the headlight position.

Low Fuel Level Warning Light - 900

For the 1990 model year, the fuel tank capacity on 900 models was increased from 16.6 gallons to 18 gallons. This increase in volume was achieved through a redesign of the bottom of the fuel tank. The fuel level sending unit has remained the same for both the 16.6 and 18 gallon tanks, however.

In the explanation of the low fuel warning lamp in the 900 Owner's Manual, it states that the light will illuminate constantly when there is approximately 1.8 gallons of fuel left. Consequently, with the larger tank volume and the same fuel level sending unit, the light will now illuminate constantly with 2.5-3.1 gallons of fuel remaining in the tank.

Engine Bay Washing with Pressurized Water - 900, 9000

If the need or occasion should ever arise where pressurized water is to be used for cleaning the engine/engine bay area, use discretion and try to avoid the high tension leads, electrical connectors, dip stick sealings, etc. If the car is equipped with a distributor, cover it with plastic as best as possible.

It is possible in some cases for water to get into the harness for the Lambda sensor and follow the spiral-wound casing down to the sensor. The sensor is not water proof at this point as the sensor uses this entry point

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.

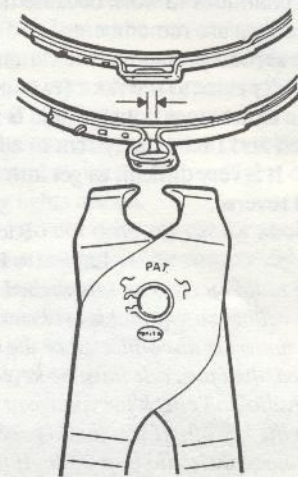
to take trace samples of atmospheric air to compare with exhaust gases. If the water (especially combined with a detergent) gets into the sensor, it is possible for corrosion to build up on the internal terminals and damage the sensor which can result in the "Check Engine" light coming on. The only recourse at this point is to replace the sensor (not covered by warranty). If it is suspected that only plain water has entered the sensor, it will evaporate and the sensor can work normally again.

New CV-Joint Boot Clamps

**Application: All 900 and 9000 Models
PSI 01/92-0175, Sec. 4/Pg. 5**

New clamps for securing the rubber boots to the CV joints and axles have been introduced as spare parts. These clamps should be used when performing repair procedures in which a boot must be removed from a CV-joint and/or axle. The clamps feature a single ear that is crimped closed. They are designed to be used only once and should be discarded and replaced if removed from a vehicle.

Axle boot kits will also be supplied containing these new clamps, to be phased into inventory as supplies of the old-style strap and clip are exhausted. To properly install the new clamps, special Knipex 1099 pliers, P/N 89 96 621, should be used.



New clamps for CV joint boots have been introduced as spare parts. Note the proper orientation of the clamp with regard to axle rotation.

Installation

1. Open the ends of the new clamp enough to slip the clamp over the axle. The clamp should be oriented so that the end with the holes points to the rear as the axle rotates forward in the normal direction of travel.
2. Slide the clamp from the axle to the desired end of the boot.
3. Position the clamp and fit the end with the holes over the locking hooks.
4. Engage the hook at the tightest position possible with normal hand pressure.
5. Squeeze the ear of the clamp firmly with the jaws of pincer 89 96 621. Where access to the ear is difficult, use the side jaws of the pincer.

NOTE!

The ear must be crimped closed to obtain a proper seal.

Removal

1. Pry the end of the clamp up with a screwdriver.
2. Grip the loose end with a pair of pliers and bend it over and off of the locking hooks.
3. Alternatively, the clamp can be removed by snipping through the ear with a pair of side-cutters.

Warranty Extended on 900 Automatic Transmissions

Saab Cars USA, Inc. has recently extended the warranty on automatic transmissions in 1989 and 1990 9000s to 60 months or 70,000 miles, whichever comes first. As with the New Car Warranty, the extended automatic transmission coverage is transferable.

Owners of the affected models were sent a letter and warranty update sticker from Saab Cars USA outlining details of the extended coverage. Any questions regarding this extension should be directed to Saab's Consumer Relations office at 800-955-9007.

CV-joint Clamp Part Number Listing & Application



Model	Outer CV-joint (A)	Axle (B)	Inner CV-joint (C)
900 all	P/N 40 00 667	P/N 41 95 822	P/N 89 72 986*
9000 B202, B234i	P/N 40 00 667	P/N 41 95 822	P/N 89 72 986*
9000 B234 Turbo	P/N 41 07 108	P/N 41 95 822	P/N 41 03 214

Spark Plug Reference

Application: See Table
PSI 01/92-0173, Sec. 3/Pg. 17

Saab/NGK 4-Pack Blister Packages			
Description	Part Number	Application	Notes
NGK BP6ES	02 87 003	96, 99, 900 B201	Normal Use
NGK BP6EV*	02 72 278	99, 900 B201	Normal Use
NGK BCP5ES	02 43 691	900, 9000 B202 I, 88-91	Normal Use
NGK BCP5EV	02 45 647	900, B212 I, 92-	Normal Use
NGK BCP6ES	02 87 037	900, 9000 B202 I, 86-87 900, 9000 B202 Turbo	Normal Use City Driving
NGK BCP6EV*	02 72 286	900, 9000 B202 I 900, 9000 B202 Turbo	Normal Use City Driving
NGK BP7ES	02 87 011	99, 900 B201	Hard Driving
NGK BP7EV*	02 72 328	99, 900 B201	Hard Driving
NGK BCP7ES	02 87 029	900, 9000 B202 I 900, 9000 B202 Turbo	Hard Driving Normal Use
NGK BCP7EV*	02 72 336	900, 9000 B202 I 900, 9000 B202 Turbo	Hard Driving Normal Use
NGK BCP8ES	02 44 459	9000 B202 Turbo with DI	
NGK BCP8EV	02 44 772	9000 B234 I with DI	

NGK 4-Pack Boxes			
Description	Part Number	Application	Notes
NGK BP5ES	02 87 334	68-, V-4	3/4" Reach
Bosch 4-Pack Boxes			
Bosch W145T30	02 81 113	71-, V-4	3/4" Reach
Miscellaneous 10-Pack Boxes			
Bosch M4A2 (M240 TI)	78 29 294	-64, 2-stroke, 65-	Hard Driving City Driving
Bosch M5A (M255 TI)	70 78 074	65-, 2-stroke	Hard Driving
Bosch W225T35	78 63 624	67, V-4	1/2" Reach
Bosch W200T30	88 14 386	68-70, V-4 -69, 99	3/4" Reach

* Note: "V" series spark plugs use precious metal electrode tips which offer extended service life and resistance to cold fouling. Cold fouling may result from frequent short operating periods which do not allow the engine to reach optimum operating temperatures.

*7" series spark plugs have a colder heat range than "6" series and are, therefore, commonly used as an alternative plug on cars consistently run at high speeds or under heavy loads.

DI stands for Direct Ignition system. Resistor type spark plugs mandatory.

Sport Steering Wheel

Application: 900, 9000 without SRS
PSI 02/92-0183, Sec. 19/Pg. 34

Sport steering wheels cannot be fitted on airbag-equipped vehicles. However, early cars may have been fitted with them, and may of course be fitted with the one sport wheel still offered by Saab Cars. See below for a clarification of the spare parts available for this sport wheel.

Note: The spring-loaded slip ring contact found in the adapter hub of sport steering wheels is a part of the hub assembly. It is not available as a separate spare part.



Pos.	Part Number	Qty.	Description
1	02 43 709	1	Steering wheel
2	02 70 637	2	Horn contact
3	02 43 717	1	Hub (9000)
4	02 76 022	1	Gaiter (9000)
3	02 45 944	1	Hub (900/99)
4	02 70 645	1	Gaiter (900/99)

A/C Hose Chafing Damage

Application: Certain 1991 900 models
PSI 02/92-0187, Sec. 8/Pg. 31

Towards the end of the 1991 model year, a running change in 900 production introduced a by-pass valve into the heating system to keep the flow of heat into the passenger compartment more uniform.

Within VIN ranges M2500245-M2500488 and M7021083-M7022269, it may be possible for the hose clamp that secures the radiator hose to the by-pass valve to rub against the low pressure A/C hose and abrade it enough to cause the refrigerant to leak. For cars within the specified VIN ranges, follow the procedure below to eliminate the possibility of chafing.

Service Procedure

1. Gently bend the air conditioner's low pressure pipe upwards so that a minimum clearance of 10mm is obtained between the A/C hose and the hose clamp on the radiator hose (Figure 1).
2. Check hose for any excessive abrasion. Replace if necessary.
3. Ensure that the hose clamp is posi-

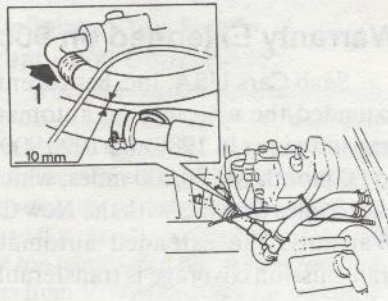


Figure 1. Create a minimum clearance of 10mm between the A/C hose and radiator hose.

- tioned so that the screw portion of the clamp does not face towards the A/C hose.
4. Close the hood and test the windshield washers to check that the washer fluid tubing is not caught between the hood and the A/C hose.

Service Campaign to Replace TCS Components

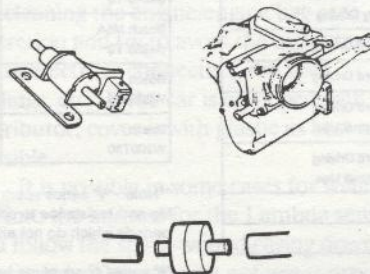
Application: Early '92 9000 Turbo models
PSI 02/92-0189, Sec. 2/Pg. 16

Service Campaign

369

The Saab Traction Control System (TCS) incorporates a mechanical back-up throttle cable ("limp home") which provides control of the throttle valve in the event of a serious fault in the TCS. On certain early 1992 9000 Turbo models, there exists the possibility of a manufacturing fault occurring in any one of three TCS components that can cause the car to enter "limp home". These three components are: the electronic throttle housing, the safety valve and the check valve for the safety valve.

This Service Campaign directs Saab dealers to replace these three components and relocate the check valve on cars within the affected VIN range. The vehicle's Owner's Manual should also be replaced



These three TCS components will be replaced as part of Service Campaign 369.

with a revised edition that contains additional information concerning vehicle operation in the event that "limp home" is encountered.

Saab has sent a letter to owners of affected vehicles regarding this Service Campaign.

Cars Affected

1992 9000 Turbo and CD Turbo models
VIN's N1000000-N1022413

Some vehicles within this range may have been corrected prior to wholesale delivery. In these cases the campaign modification plate will have been marked with an "8" in box B5.

Replacement Alarm Module for Saab Guard Alarm

Application: 900 & 9000 models equipped with Saab Guard Alarm
PSI 02/92-0190, Sec. 3/Pg. 18

Because replacement Saab Guard Alarm modules are no longer available, a kit containing a modified Alpine alarm module has been developed to permit repairs of cars equipped with the Saab Guard ("Cobra") system. The Alpine kit, P/N 02 46 512, supersedes the Saab Guard module P/N 02 70 520, and is applicable to the following models:

- 1985-90 900 3-door and 4-door models (accessory installation)
- 1986-90 900 Convertible models (o.e.m. installation)
- 1986-88 9000 models (accessory installation)

This replacement Alpine kit has been modified to permit disarming with the ignition switch in the same manner as the Saab Guard alarm. However, the ability of the Saab Guard system to disable the alarm by quickly cycling the ignition key is NOT possible with the modified Alpine kit. This modified module uses a microphone to detect glass breakage (no motion sensor is supplied) and, since it is not compatible with the valet swithc and starter disable relay of the standard Alpine alarm, these items are not supplied with the kit.

If the kit is used to replace a Saab Guard alarm fitted with the optional remote disarm feature, remote transmitters, an antenna and a ROM-chip kit may be added to the modified Alpine replacement kit in order to add remote arming and disarming capability. However, it may be more cost effective to purchase the complete Alpine accessory kit if you desire this feature.



Parts Required:

Replacement Module Kit P/N 02 46 512
 Kit contents:

- Electronic Module
- Electronic Module Bracket
- Microphone Bracket
- Alarm Wiring Harness
- Window Decals (2)
- Hardware:
 - Water-proofed hex head blunt tip sheet metal screws, qty 2 (module bracket)
 - Plug connector (LED lead)
 - Machine screws, qty 2 (module to bracket)

Additional parts required

- (1990 Convertible models only):
- 8-pin Connector hsnng P/N 91 24 090
 - Female pins (qty 6) P/N 91 20 775
 - Owner's Manual P/N 02 16 028 (not included in early kits)

To replace a Saab Guard Installation equipped with the remote disarm accessory, the complete Alpine Accessory Alarm kit (02 46 538) can also be used with the following installation procedure as an addendum to the complete kit instructions. It is also possible to add remote control operation to the replacement module kit by adding the following parts:

- Remote Transmitters (2) P/N 02 46 165
- Transmitter pouches (2) P/N 02 46 215
- Antenna P/N 02 46 280
- 3-ROM chip kit P/N 02 46 322

Installation Procedure, '85-90 900

1. Remove the original "Saab Guard" module from under the rear seat. If the module was fastened to the floor using screws, reinstall the screws to seal the holes.

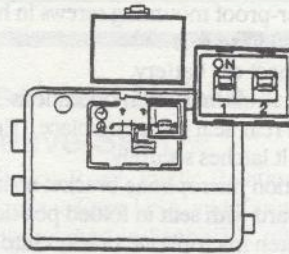


Figure 1. Setting arming mode.

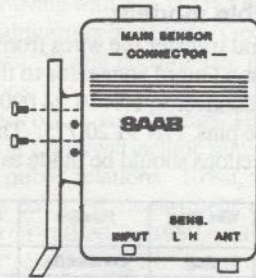


Figure 2. Mounting bracket on module.

2. Remove access cover from alarm module. Set switch 1 to active (on/up position) or passive (down position) arming, per owner's preference. Set switch 2 to the same position as switch 1 (Figure 1).

Note: To control the alarm with the ignition key, set the switches to "Passive." If the owner chooses to use the optional remote transmitters, set the switches to "Active."

3. Mount bracket on module using two (2) machine screws (Figure 2).

For -1988 models, proceed to step 7. For Convertible models, proceed to step 8.

4. On 1989-90 models, a 10-pin test socket and bracket must be moved to the right a distance of 55mm.
5. Using the bracket as a template, drill two 7mm (9/32") holes as per the drawing (Figure 3).
6. Mount bracket with existing hardware. **Caution:** When remounting the bracket, be sure the plastic fuel lines are not pinched between the bracket and seat beam.

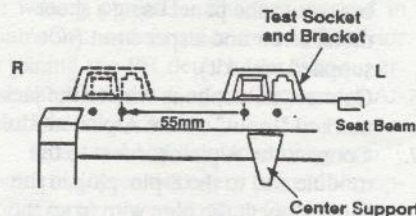


Figure 3. Relocating test plug bracket.

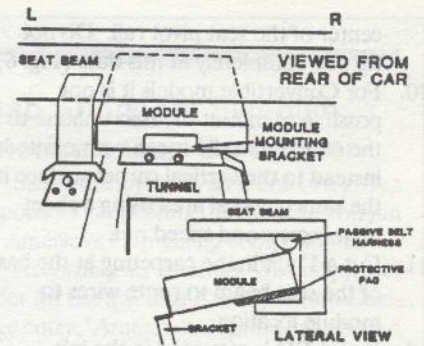


Figure 4. Drilling holes for module bracket.

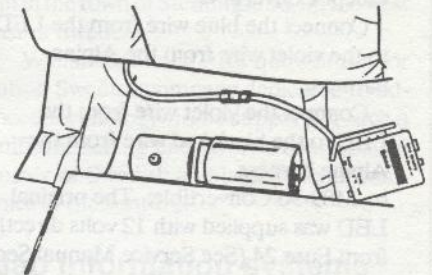


Figure 5. Mount the alarm module in line with the pump bracket on Convertible models.

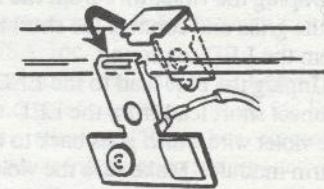


Figure 6. Mounting microphone bracket.

7. Using the module bracket as a template, drill two (2) holes 3.5mm (9/64") as per drawing. Do not mount at this time (Figure 4). **Note:** On Passive Belt Cars, lift wires in seat beam and slide module under harness before drilling for proper positioning.
8. *Convertible models only:*
 - a. The module mounting bracket must be adjusted to account for the different mounting position in the convertible. Bend the mounting tab that attaches to the module so that it is perpendicular (90°) to the tab that mounts to the floor of the car.
 - b. Locate the module/bracket assembly as shown in Figure 5. Using the bracket as a template, drill two 9/64" holes. Secure to the tunnel with the water-proof mounting screws provided.
9. Mount microphone bracket in the

- center of the seat pivot rail. Do not tighten completely at this time (Fig. 6).
10. For Convertible models it is not possible to mount the microphone to the seat pivot rail. It can be mounted instead to the vertical carpet surface in the same general area using a sheet metal screw and speed nut.
 11. Cut a 1" slit in the carpeting at the base of the seat beam to route wires to module location.
 12. If an LED is mounted in the left speaker grille proceed as follows:
 - a. M85-M88 All Models and M89 except Convertible:
 - Connect the blue wire from the LED to the violet wire from the Alpine harness.
 - Connect the violet wire from the LED to the black/red wire from the Alpine harness.
 - b. M89-90 Convertible: The original LED was supplied with 12 volts directly from Fuse 24 (See Service Manual Sec. 3:2, 1989-90, p. 302). This method is incompatible with the Alpine module.
 - Remove the LH front speaker grille.
 - Unplug the violet wire from the LED in the grille and connect the short lead from the LED to ground.
 - Unplug the blue lead to the LED and connect short lead from the LED to the violet wire which goes back to the alarm module. Make sure the violet wire is connected to pin 10 of the large Alpine module connector. (Pin 10 is pulsed, positive output to the LED.)
 - Tape over the end of the long blue wire disconnected from the LED since it leads back to Fuse 24.

Alarm Harness Connection

- (see additional steps for late-M89 and M90 Convertibles in next section)
13. Connect 8-pin plug of alarm harness (supplied) to 8-pin car alarm plug located under rear seat beam.
 14. Route alarm harness along seat beam to module location.
 15. Plug microphone lead into module.
 16. If optional remote transmitters are being used, plug the antenna mast into module at this point. Bend mast at right angle to module so that it points towards rear of car.
 17. Plug 12-pin connector of alarm harness (supplied) into connector marked "Main" and 6-pin connector of harness into "Sensor" on module.
 18. Secure module to tunnel with two

water-proof mounting screws in holes drilled in step 7.

19. Connect car battery.
20. Test all alarm system operations.
21. Fold rear seat back into place. Ensure that it latches securely.
22. Position microphone bracket so it faces forward with seat in folded position. Tighten microphone bracket into place.

Wiring for Late-M89 and M90 Convertible models

1. Cut and transfer the wires from the 12-pin Saab Guard connector to the new 8-pin connector, P/N 91 24 090, using female pins, P/N 91 20 775. The connections should be made as follows:

12-pin Plug Location	Wire Color	Function	8-pin Plug Location
Pin 1	Blue	Constant B+	Pin 1
Pin 3	Gray	Door Switches	Pin 8
Pin 5	Brown	Hood/Trunk	Pin 6
Pin 6	Yellow	Siren Output	Pin 4
Pin 9	Red	Switched 12V	Pin 5
Pin 12	Black	Ground	Pin 2

2. The white wire from pin 10 of the Saab Guard harness is no longer needed. The violet wire from pin 2 of the Saab Guard harness should be connected to the violet wire coming from pin 10 of large connector at the Alpine module.

Installation Procedure, 9000 models, 1986-88 Only

1. Remove the glove compartment from the dash.
2. Remove the Saab Guard module and adapter harness leaving the blue and violet wires for the LED.
3. Refer to Step 2 of the 900 installation procedure for setting the arming mode.
4. Secure the Alpine module in a suitable location behind the glovebox.
5. Remove the glass breakage microphone from its bracket and install it in one of the blank switches on the dash, or make a hole in the trim panel below the glove box and mount the flat metal bracket to the panel using a sheet metal screw and a speed nut (not supplied with kit).
6. Connect microphone wire to the jack marked "Input" on the Alpine module.
7. Connect the Alpine harness to the module and to the 8-pin plug in the car. Connect the blue wire from the LED to the violet wire of the alarm harness. Connect the violet wire from

the LED to the black/red wire of the alarm harness.

8. Test the alarm function and reinstall the glove box.

Testing alarm function (all models)

1. Arming Mode

Standard: The system will arm automatically when the ignition is turned off and the last door is closed (also known as "passive arming").

Optional: The system can be armed using optional remote control transmitters ("active arming").
2. Disarming

Standard: The system can be disarmed by unlocking the car and turning the ignition switch to the "on" position.

Optional: The system can be disarmed using the optional remote transmitter. Note: If the batteries in the transmitter are too weak, the alarm can still be disarmed by turning the ignition switch to the "on" position.
3. Entry delay - *Standard:* The entry delay time is set to 25 seconds for "passive" arming and is not adjustable.
4. Exit delay - *Standard:* The exit delay time is set for 20 seconds after the interior lights go out. If a door or the trunk is opened during this time, the timer will start counting all over again when the last door is closed.
5. Delayed Door Monitor - *Standard:* The system will not monitor the door circuits for the initial 45 seconds after the alarm is armed. Note: If you are testing an Alpine alarm system in the "active" mode and you open a door before this 45 seconds has elapsed, the siren will not sound until the 45 seconds has passed.
6. Microphone Sensitivity - *Standard:* A high/low switch is provided on the module for adjusting the sensitivity. Under all but the most extreme conditions, the "high" position should be suitable.
7. Siren Duration - *Standard:* The siren will sound for 60 seconds when the alarm has been tripped. After completing this cycle the control unit will reset and respond to any new sensor inputs. If the original sensor input is still active, the siren will stop for 5 seconds and then continue to sound. After 10 minutes the alarm will ignore the continuously activated sensor system until the system has been disarmed and re-armed again.

SAAB NEWS

Saab Chair Eaton to head Chrysler

Robert Eaton, president of General Motors Europe and Chairman of Saab Automobile AB, has been named to succeed Lee Iacocca as Chairman of Chrysler Corporation.

Eaton, 52, is credited with making GM Europe very profitable during his four-year tenure as president. He oversaw the creation of the joint venture between Saab-Scania and GM Europe that produced Saab Automobile in January of 1990, and became chairman of the new company. The expansion of GM into Eastern Europe was also a part of Eaton's administration, culminating in the opening of a new GM manufacturing plant in Hungary just prior to his taking the chairmanship at Chrysler.

Ramsey and Charles River top sellers again

Two dealerships in the Northeastern United States have been at the top in sales of new Saabs and Saab parts for several years running, and 1991 was no exception.

Ramsey Saab in Ramsey, New Jersey, was the top-selling Saab dealership with 474 new Saab cars sold, up from 435 in 1990. The New Jersey dealership, owned by Raymond Van Duren, has topped the sales list every year since 1985.

Second place in 1991 sales was Zumbach Sports Cars of New York City, with sales of 415 cars (up from 367 in '90), followed by Pray Saab of Greenwich, Connecticut with 324 units. Rounding out the top five 1991 Saab sales leaders were J.M.K. Saab of Springfield, New Jersey (315), and Reinertsen Motors of Denville, New Jersey (310).

Charles River Saab continues to lead all other dealerships in sales of parts and accessories. This is the sixth year in a row that Charles River Saab, located in Watertown, Massachusetts, has headed the parts sales list. Charles River Saab is one of the oldest Saab dealerships in the country, celebrating its 35th year as an exclusive Saab dealership. Owner Felix Bosshard is also Chairman of Saab's National Dealer Advisory Council.

Rossi and Nobile to leave Saab

Steven Rossi, Public Relations manager for Saab Cars, USA, and Karin Nobile, who has worked in Saab's PR office and been in charge of publishing *Saab Soundings* and several in-house publications, will not be moving with Saab to the company's new headquarters in Atlanta, Georgia.

Rossi, 37, will become vice president, operations, for Lotus Cars USA, the U.S. distributor of Lotus sports cars. His responsibilities at Lotus will include sales, marketing and public relations. Rossi, who took over the Saab PR department after Len Lonnegren retired in 1989, will move to Lotus effective May 15th. Lotus Cars USA is also headquartered in Atlanta.

Lotus Cars Ltd., builds the Lotus Esprit and Lotus Elan sports cars. Lotus is owned by General Motors, which also has a fifty percent stake in Saab Automobile AB.

Rossi joined Saab-Scania in 1978 as a certification engineer, after some time as a product development engineer with Ford Motor Company. In his position as technical planning manager, he worked with the Saab Car Division in Sweden on long term development and future model programs. He was actively involved in the development of the 900 Turbo Convertible prototype. He helped to organize the 9000 Long Run endurance record run at Alabama International Speedway in Talladega in 1986, where he also participated as a driver.

Long active as an automotive historian, Rossi has been editor of *The Vintage Triumph*, the national magazine for Triumph owners, and is the author of *The Triumph TR250/6 Companion*. He is also an avid motorcyclist and owns several Italian motorcycles.

Karin Nobile has decided to return to school to finish her Masters degree in Professional Writing at Wesleyan University in Middletown, Connecticut, and to spend time on writing projects. She has worked in Saab's Connecticut office since 1979. Prior to joining the PR department, she supervised the Eastern Region Consumers Affairs Division.

Rossi and Nobile were among twenty Saab employees who were offered the opportunity to move with Saab Cars to its new headquarters in Atlanta.

Saab Sponsors Swedish America's Cup Contender

Saab Automobile AB is one of a group of sponsors supporting the Swedish entry in the America's Cup sailing competitions.

According to Thomas Wallin, project leader for the Swedish America's Cup Challenge entry, "America's Cup and Saab have a great deal in common. They both demand the ultimate in quality and performance."

The Swedish sailboat was designed and built in the town of Stenungsund, on the west coast of Sweden.

Wallin continued, "It's quite fitting for Saab--a Swedish company dedicated to advanced technology--to be supporting such a significant sailing endeavor." Saab joins a number of Swedish and international companies in the venture.

Saab information systems to be handled by EDS

Electronic Data Systems Corporation (EDS) has been selected to handle information systems and service activity for Saab Cars USA, Inc.

According to William S. Kelly, president and chief executive officer for Saab's U.S. distributor, "Saab has elected to outsource its information systems activity to allow us to focus our resources on our core-business responsibility--selling and supporting Saab cars." Mr. Kelly continued, "Outsourcing this activity will improve Saab's long-term business competitiveness by allowing us to invest more capital into Saab's ongoing marketing and customer satisfaction commitments. This proactive measure will also provide us with the flexibility and access to technology that could not otherwise be achieved."

EDS is the world leader in providing information technology services. Headquartered in the United States, EDS provides systems integration, design, management and consulting services that enable companies to achieve and sustain competitive advantage by improving their market reach, customer response time, product quality, and cost.

Valmet to buy out factory

Valmet OY, the Finnish company that co-owns the factory in Uusikaupunki, Finland where some Saab 900s are built, has notified Saab Automobile AB that it is exercising its contractual right to buy out Saab's portion of the joint venture.

The Saab-Valmet assembly plant manufactures all of the Saab 900 convertibles, 900s for the Finnish market, and the Opel Calibra for General Motors.

Though an official reason was not given for the move by Valmet to acquire full ownership of the facility, it is believed that Valmet may be considering the manufacture of cars for the Russian market.

The plant's capacity is 50,000 cars annually. 15,751 Saabs were built there in 1991, including 8,357 900 convertibles. 21,000 Calibras were built at the plant last year.

Valmet will continue to manufacture Saab 900s and Opel Calibras for Saab Automobile and General Motors Europe at the plant for the foreseeable future.

Saab sponsors ski race

Sophisticated electronic timing equipment, designed to clock police officers at excessive speeds, was turned against law enforcement officers recently in Aspen, Colorado. It was all in good fun and for an exceptionally good cause, as the police officers were hitting top speeds while skiing down the slopes of Snowmass in Aspen as part of the Eleventh Annual Saab National Peace Officer's Ski Race.

More than 300 peace officers, including those representing state and local departments from New York City to California, and federal agencies including the U.S. Secret Service, Federal Bureau of Investigation, C.I.A., U.S. Customs, and Drug Enforcement, participated in this year's event, held from March 30th through April 5th at Snowmass.

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SAAB NEWS

Per Gillbrand awarded honorary doctorate

Per Gillbrand, chief engineer, engine and powertrain, at Saab Automobile AB, has been awarded an honorary doctorate by the Chalmers College of Technology at Gothenburg, Sweden.

"Thanks to Mr. Gillbrand's visionary ability and experimental expertise, he has made a major personal contribution to the introduction and large-scale industrial implementation of many notable innovations in car-engine design," said a Chalmers spokesman when presenting the award.

Mr. Gillbrand joined Saab in 1964 after several years with Volvo. His first assignment at Saab was the development of the four-stroke engine intended for the Saab 96. In 1966, he was sent to Italy, accompanied by his family, where, under a cloak of secrecy, he worked on test installation of the Ford V4 engine in the Saab 96.

Two years later his work took him to Poland where he completed initial test driving of the Saab 99. Later that year he moved to England where he acted as chief liaison between Triumph and Saab in the development of the Triumph engine used in the Saab 99.

After the merger of Saab and Scania, Mr. Gillbrand moved to the Södertälje factory in 1970 to fill the position of head of the Saab engine laboratory. He was not only closely involved in many of the new systems developed for Saab engines, but also pioneered several of them. These included:

- Turbocharging
- The Automatic Performance Control (APC) system
- 16-valve technology
- Climate-adjusted exhaust emission control
- Thermo accumulator for preheating of the engine and cabin using heat recovered from the coolant.
- The establishment of a Swedish electronics industry manufacturing ignition and fuel systems.

Mr. Gillbrand has also been outspoken in the environmental debate on how road traffic policies could be made conducive to more efficient use of cars, and hence greener motoring in general.

Saab to transport new cars westward via Landbridge

Saab Cars USA, Inc. will utilize an innovative inland rail network known as Landbridge to transport new vehicles from its Brunswick, Georgia port to Saab dealers in the Western portion of the United States. Brunswick, Georgia will also continue to service Saab dealers in the Southern and Central states with new Saab 900s and 9000s. The Saab port of entry in Davisville, Rhode Island is unaffected by this proactive measure and will continue to support Saab dealers in the Northeast and Mid-Atlantic areas. The Landbridge will immediately supersede Saab's West Coast port of entry in Long Beach, California.

According to Andrew F. Luginis, national distribution manager for Saab Cars, "The Landbridge is a transcontinental railroad shipping process, utilizing enclosed rail cars and special automotive railhead facilities." He continued, "Saab's new transport process to supply dealers in the western portion of the United States will reduce delivery time to the final Saab consumer by an average of nine days, and will offer increased product availability, flexibility, and delivery alternatives since it will allow more dealers to draw from a common stock in Brunswick." The Landbridge concept will eliminate the necessity to transport new Saabs by boat through the Panama Canal.

To verify the viability of the Landbridge, Saab undertook a two-year operational study utilizing a variety of rail cars and tie-down systems. That project demonstrated the efficiency and effectiveness of transportation packages offered by various rail carriers.

New Saab 900s and 9000s are shipped from the factories in Trollhattan, Sweden and Uusikaupunki, Finland to Saab's U.S. ports of entry in special auto carriers owned by Hoegh Ugland Autoliners based out of Oslo, Norway.

Saab headquarters moves to Georgia

Saab Cars USA, Inc., importer and distributor of Saab 900 and 9000 automobiles, has begun relocating its headquarters from Orange, Connecticut to Norcross, Georgia. Saab's new headquarters facility encompasses 50,000 square-feet atop one of Gwinnett county's highest elevations, and houses the Swedish automaker's U.S. corporate offices.

Since 1972, Saab's corporate presence in Connecticut was synonymous with its Saab Drive address. According to William S. Kelly, president and chief executive officer for Saab Cars USA, "We are pleased that the Atlanta-area's pro-business approach has allowed us to maintain an important Saab tradition and redesignate the address of our new corporate headquarters -- Saab Drive." Saab's full headquarters address is now:

Saab Cars USA, Inc.
4405-A Saab Drive
P.O. Box 9000
Norcross, GA 30091

Telephone: (404) 279-0100
Facsimile: (404) 279-6499

The toll-free consumer relations line will remain as before, (800) 955-9007, and will be in service throughout the transition.

To maintain communications with Saab dealers and owners through the entire relocation process, Saab Cars has been moving its headquarters in six phases. The migration began in mid-March and will continue through the last week of April.

Saab Cars Southern Region office, which was located in Marietta, Georgia, will also be relocating to the new Norcross facility.

David to head Parts/Service

Daniel L. David has been named general manager, parts and service for Saab Cars USA. In this newly created position, David will manage Saab's parts and service activity in the United States. This includes responsibility for technical service, parts operations, consumer relations, warranty, product compliance, and technical training functions.

Prior to assuming his new, expanded responsibility, David served as director, service and technical for Saab. He began his career at Saab in 1973 when he was appointed Environmental & Safety Activities Engineer.

A graduate of Worcester Polytechnic Institute, David holds a Bachelor of Science Degree in Mechanical Engineering and is a member of the Society of Automotive Engineers (SAE). He is a long-standing automotive enthusiast and has owned a rare, two-stroke Saab Sonett.

Marketing job to Chasins

Daniel B. Chasins has been named director, marketing for Saab Cars USA, Inc. Chasins' job duties include overseeing Saab's advertising, merchandising, sales training, and product planning disciplines, as well as sales promotion and market analysis.

Chasins most recently served as director of planning and corporate development for Friden Alcatel, a business equipment and mailing systems company. Prior to that he was director of marketing for the California-based division of Alcatel NV, a European telecommunications conglomerate.

Chasins is a member of the Sports Car Club of America (SCCA), and has competed in some autocrosses. He has a 1966 Jaguar E-type roadster, a '76 Jag XJ-6, and recently purchased a '68 Sonett V4 which is undergoing some refurbishment.

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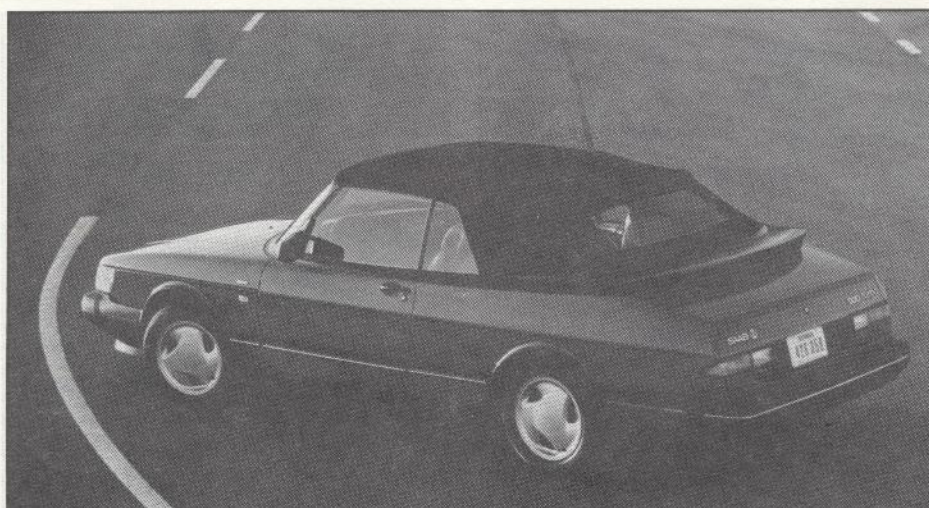
New Southern Region Manager named

Bradley Helms has been named Regional Manager - South, for Saab Cars USA, Inc. In this capacity, Helms will direct sales, service, and parts support for Saab dealers throughout Saab's Southern Region, which encompasses Georgia, Alabama, North Carolina, South Carolina, Virginia, Florida, Tennessee, Mississippi, Louisiana, Arkansas and Oklahoma, as well as parts of Texas, West Virginia and Maryland. Helms will report to Jan-Ake Jonsson, vice president of sales and marketing for Saab Cars USA.

Prior to joining Saab, Helms served as national sales manager for Peugeot Motors of America, Inc., and before that, managed the French automaker's U.S. Central Region.

Helms also worked for Saab from 1982 through 1986, when he served as Southern Region dealer development/business management manager, and previously held the position of Saab district manager for Florida.

A graduate of the University of Miami, Helms holds a Master's of Business Administration Degree and a Bachelor's Degree in Business Administration.



Soft-tops drive worldwide sales hard

Worldwide sales of Saab 900 convertibles continue to rise with the steady ease that Saab convertible drivers enjoy when raising their convertible soft-tops after open-air motoring.

Dubbed a car "For All Reasons and Seasons," a 46.8 percent U.S. sales gain in Saab 900S and 900 Turbo Convertibles sold in 1991, compared to the previous calendar year, supports the fact that Saab convertibles are reliable all-weather vehicles which are evermore meeting U.S. transportation and leisure needs. Although Saab's U.S. market accounts for the bulk of the Swedish automaker's increased 1991 convertible sales volume, other international markets in which Saabs are sold - Italy, Germany, and Great Britain, for example - have also posted significant convertible sales gains.

To accommodate the growing worldwide consumer demand for Saab convertibles, Saab has increased its production at the Saab-Valmet factory in Uusikaupunki, Finland, from 12 convertibles assembled per day (1986 production rate, when Saab virtually recreated the true four-passenger convertible) to 40 cars per day currently. To date, more than 30,000 Saab convertibles have been produced for Saab's international markets. Built from the ground up as convertibles, all Saab 900S and 900 Turbo Convertibles are assembled on a dedicated production line to ensure that they meet Saab's highest technical standards, including those for body and chassis rigidity.

In the United States, a total of 4,376 Saab convertibles were sold during 1991, of which 1,242 were Saab's newest naturally-aspirated 900S Convertible model, the Saab

drop-top introduced last year for convertible lovers whose driving styles do not need the extra performance of turbocharging. This impressive sales result compares to the previous year's total of 2,979 Saab convertible purchases.

Two new top colors added

900 Convertible buyers can now select a car with something other than a black top. A Blue top is now standard on 900S and 900 Turbo Convertibles with LeMans Blue or Nocturne Blue metallic paints. Both color combinations will be packaged with Light Grey leather upholstery.

A Tan top will be featured on Convertibles with Scarabe Green metallic paint and Tan leather upholstery.

Safe and Able All-Weather Ambler

Both the Saab 900S and 900 Turbo



The '92 900S Convertible is powered by the naturally-aspirated 2.1 liter, 140hp engine.

convertible models offer full four-passenger, leather-upholstered seating with heated front seats to defy Saab convertibles from being misunderstood as fun-in-the-sun cars only. Their electrically-actuated convertible tops are lowered with the convenience of a button's touch, and are carefully lined, snug-fitting, and include electrically-heated glass rear windows to insulate occupants from Winter weather and road noise.

Saab's durable glass rear window with defroster is an advantage which facilitates the easy removal of snow and ice as compared to lower cost plastic rear windows found in other manufacturers' convertibles. Saab's glass rear window will not yellow, and effectively insulates the driver from annoying wind and road noise. Such insulation allows occupants to fully enjoy the well-contoured sounds of Saab's all-new, 150-watt audio system, which is complete with a standard Compact Disc (CD) player in the Saab 900 Turbo Convertible model.

Even when a Saab convertible's top is down, the car's interior conveys an impression of all-encompassing security. Saab engineers have made sure to include head restraints in all four seating positions, anti-lock brakes, a driver's-side air bag, and 5-mph self-restoring bumpers as standard features in all Saab convertibles, plus a host of comfort and leisure amenities.

Beneath the skin of Saab's famous Swedish steel construction, the body of the Saab 900 convertible is amply reinforced too. The door sills are taller than in other 900's, and reinforcements are provided below and behind the back seat. In addition, the windshield pillars and the pillars behind the doors are also fortified.

Saab convertibles derive their power from 16-valve, four-cylinder engines with double overhead camshafts and maintenance-free hydraulic valve lifters. Horsepower is rated at 140 at 6,000 rpm in the 900S convertible and 160 at 5,500 in the 900 Turbo Convertible, which for consumers, translates into ample passing power, instantaneous response, and dependable cruising strength. A manual five-speed transmission is standard in both models; a three-speed automatic version is an option.

The 1992 Saab 900S and 900 Turbo Convertibles are both distinguished by a new wrap-around rear spoiler, which is made of environmentally-friendly, freon-free material, and new lightweight, alloy wheels. In addition, Saab convertibles now benefit from an upgraded remote central locking/alarm system with keyless entry.

Form Follows Function

"There are countless questions consumers should ask before spending their hard-earned dollars on a new car, the second largest purchase they will probably make after a home. The most critical of these questions has to do with 'form'--the way the car is engineered--and 'function'--whether the vehicle's design features can stand up to real world rigors," says Jan Jonsson, vice president, sales and marketing for Saab Cars USA, Inc.

For this reason, Saab publishes comprehensive *Form & Function* manuals--the only automotive manufacturer to do so, outlining the automaker's many engineering innovations. These informative publications supplement Saab's sales brochures and are free for those considering the purchase of a technologically-sophisticated Saab 9000 or 900. *Form & Function* provides discriminating buyers with a glimpse of the Saab soul--those under-the-hood engineering attributes that continue to give Saabs their distinct personalities and confident roadworthiness worldwide.

For example, *Form & Function* explains the close attention Saab engineers pay to detail: why they have fitted wrap-around, 5 mph self-restoring safety bumpers to Saabs instead of the 2.5 mph type used by most automakers.

Or, why under the sleekly crafted exterior of Saab cars they fit ventilation air filters to trap pollen, dust, and other road debris. This design feature helps thousands of people who suffer from asthma or other respiratory ailments breathe easier.

"For Saab, demonstrating our uncompromising approach," said Jonsson, "means that the vehicles' design is guided by functional requirements, in other words, form follows function." Saab attributes the industry staying power of its 900 design platform to its ongoing concern for the interplay between form and functional requirements. This engineering principle continues to keep Saab from falling prey to frequent changes in automotive fashions and styling whims; and instead, pushes Saab responsibly ahead of the masses.

"Long before 'ergonomics' was fashionably discussed in connection with car design," said Saab's vice president of sales and marketing, "our technologically-advanced transportation company was transferring its engineering expertise from Saab's Aircraft Division to its car operation; in essence, from cockpit to driver's seat."

Still today, Saab's aircraft and automotive heritage combine to make the driver's cockpit the focal point of Saab 9000 and 900 models. That is where a driver must process all

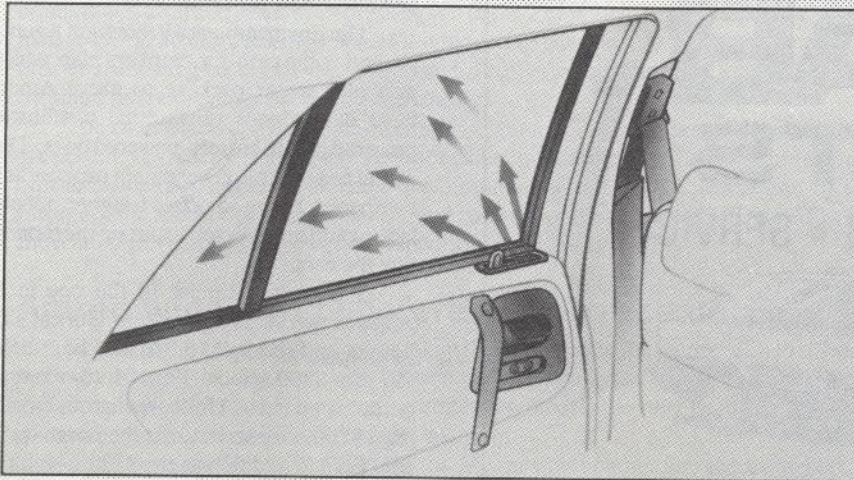
incoming information; the all-important position where road input is fed back to the driver. Mindful of this, Saab engineers design cars built from the driver's position outward, "which places Saab buyers," said Jonsson, "literally in the driver's seat when choosing a car that caters to their needs."

Discriminating car buyers throughout the United States can get free copies of Saab's 1992 9000 and 900 *Form & Function* publications by visiting their local Saab dealership.

ABC News looks at Saab's Active Steering

Over 14-million viewers were tuned in on March 25, 1992 when ABC's World News Tonight with Peter Jennings took a look at Saab's Active Steering prototype (NINES, Oct '91). In describing the system, Saab engineer Magnus Roland told of how the system was designed with the help of the Saab Aircraft division, as it is very similar to the "fly-by-wire" systems used in Saab aircraft. Roland explained that the drive-by-wire system offers "a more safe car with more relaxed driving. The car is doing exactly what the driver wants it to."

ABC News looked toward the real possibility of the active steering system: "Many new car buyers that have grown up with computers will feel comfortable driving a car with joystick steering."



Saab 9000: The Only Car with All-Window Demisting

With its wide range of temperature changes from morning to night, the Spring season is known to be extremely demanding on a car's climate control system. To supplement the Saab 9000's effective windshield defrosting, rear window demisting and instrument panel-mounted front door/side window demister systems, the Saab 9000 Turbo and CD Turbo are the only cars available today to also feature rear door/side window demisters. These demisters are part of Saab's advanced Automatic Climate Control (ACC) system and are integrated into the rear doors (shown), thereby providing demisting for every window in the vehicle. The rear side window demisting fans have been standard on top-of-the-line 9000s since the car's introduction in 1985.

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Environmentally-friendly 9000 on display at New York Auto Show

Saab's environmentally-friendly flexible 9000 prototype (NINES, Jan 92) will be on display at the Greater New York International Automobile Show at Jacob Javits Convention Center. The 9000 is powered by a multi-fuel engine that adapts itself to run on any ratio of gasoline, methanol, or ethanol to lower exhaust emissions. The vehicle also includes Saab's recently developed freon-free air conditioning system, which utilizes a refrigerant called HFC-134a.

The Saab alternative, multi-fuel engine is the result of Saab Automobile AB's further development with its technically-advanced ignition and fuel injection systems, and the automaker's ongoing research attests to Saab's commitment to the environment, since alcohol-based fuels such as methanol and ethanol are considered good alternatives to gasoline.

Saab is a pioneer among world car manufacturers in the development work conducted on HFC-134a. In fact, several of the components developed by Saab for its ozone-friendly air conditioning system-adapters and connec-

tions-could serve as a basis for the standardization work now being pursued by the Society of Automotive Engineers (SAE).

Another Saab prototype, the Ecosport, was recently shown at the Geneva Auto Show. In addition to its flexible fuel capabilities and the use of HFC-134a for air conditioning, the Ecosport, which is based on the Saab 9000 CS, features other projects under development or evaluation by Saab engineers, including an automatic clutch, a thermo accumulator, integrated ultra-violet headlamps, high performance brakes, 17-inch wheels with a new generation of low resistance tires, a passenger-side airbag, automatic interior ventilation powered by solar cells, and heat-absorbing windows. The Ecosport's 2.3-liter, 16-valve turbocharged engine puts out 225 hp, without raising the fuel consumption when compared to the standard 200 hp Saab engine.

Even prior to these environmentally-conscious Saab innovations, the Saab 9000 was named the most "Environmentally-Friendly" car in its price class by the physicians, pharmacists, and doctors who read Germany's largest medical journal, *Status*.

Win a 900 Cabrio

A Eucalyptus Green 1992 900 Turbo Convertible is the "dream car" and grand prize in the National Kidney Foundation of New York and New Jersey's Annual Dream Car Campaign.

This is the seventh year for the Dream Car giveaway. In past years the organization has raffled off a Masarati, Corvette, Porsche, and BMW. The Kidney Foundation's goal for the 1992 fundraiser is \$300,000.

The car will be on display at the Greater New York International Auto Show at the Jacob Javits Convention Center. The winning ticket will be drawn on the final night of the Auto Show, April 26th.

Tickets are \$1.00 each or a book of 12 for \$10.00. For more information or to purchase tickets, call (212) 629-9770 or (201) 342-7894.

President proposes cash-for-clunkers plan

As part of a regulatory relief package for auto manufacturers, the Bush administration has proposed a plan for companies to buy old cars and junk them in exchange for pollution credits. Under the plan, old cars would be purchased for \$700 to \$1,000. The idea is to get unsafe and high-polluting cars off the roads and boost new car sales.

The Environmental Protection Agency is preparing the cash-for-clunkers plan, which is part of a larger package to move America from dependence on internal combustion-powered cars to battery-powered ones. There would be very little government expense as the companies trying to offset tougher pollution laws would be expected to put up the money to buy the cars.

The plan is similar to the one in Los Angeles two years ago, where Unocal Corp. bought and scrapped 8,376 cars built before 1971 for \$700 apiece. Ford Motor Company participated in the Unocal program by offering a \$700 coupon towards the purchase of a new Ford in addition to the \$700 cash for the old cars. Only a few hundred took advantage of the Ford offer. Al Chambers, a Ford spokesman, said, "In retrospect, people who owned pre-1970 cars weren't the group to buy new cars."

Marika Tatsutani of the Natural Resources Defense Council called the program, "a cost-effective way to reduce pollution." Tatsutani, who studied the Unocal program while she was a graduate student, estimates that cars made between 1971 and 1975 emit 20 times the pollution of cars made in 1990.

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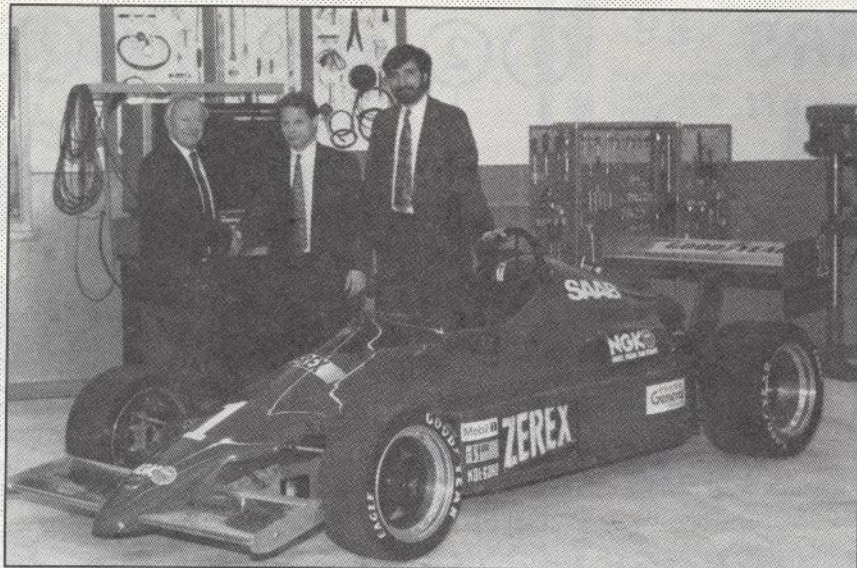
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Skip Barber (left), Zerex Marketing Manager Walter Urban, and Steve Rossi of Saab Cars USA, representing the sponsors of the Zerex Saab (formerly Barber Saab) Pro Series.

Zerex and General Rent-A-Car now major sponsors for Barber Saab racing series

The Barber Saab Pro Series entered its seventh season with couple of new sponsorship arrangements and a new name. ZEREX Brand automotive products has signed on for three years as the title sponsor of the series that uses identical Saab-powered formula cars. The 12-race championship is now called the **ZEREX Saab Pro Series**.

General Rent-A-Car has agreed to sponsor the \$100,000 Career Enhancement bonus that is awarded to the season champion of the Zerex Saab Pro Series. The **General Rent-A-Car \$100,000 Pacesetter Award** is intended to provide substantial seed money to further the racing career of the Zerex Saab Pro Series champion. General will also continue its sponsorship of driver Leo Parente.

The cars, which use Zerex Antifreeze/Coolant and Zerex Brake Fluid exclusively, are powered by stock 2.0-liter Saab Turbo engines and are capable of more than 160 mph on the faster race tracks. The races are 30-minute sprint events, sanctioned by the International Motor Sports Association, and run as support events to IMSA and CART IndyCar races. Most of the races are taped for broadcast on ESPN.

Amren wins first two Zerex Saab races of '92

Swedish driver Robert Amren has taken the early lead in the Zerex Saab Pro Series points by winning the first two races. Amren had not won a race of any kind since 1985, though he finished second or third and led quite a few races in the 1991 Barber Saab series, good enough to finish third in the points last year.

Amren was the fastest qualifier on the Miami street circuit and led from start to finish. Riccardo Dona of Rome, Italy, took second followed by Americans Page Jones and Mark Tremblay. Finnish driver Tony Leivo rounded out the top five.

Riccardo Dona had the pole position and took the early lead in the Zerex Saab race on the Sebring road course. Page Jones worked his way up to second from his sixth starting position. When Dona couldn't find first gear coming out of the hairpin, Jones car rode up over the back of Dona's and put both out of the race. Robert Amren, Alex Padilla and Ashton Lewis had been part of a five car battle for the lead, but the demise of Dona and Jones reduced that to three, and that's the order they finished. Rick Pollock of was fourth in his second pro race, with Mexican driver Jesus Silva in fifth.

The next Zerex Saab race will be at Road Atlanta on April 26th, then Lime Rock on May 25th.

Drive your new Saab in Europe, save \$\$\$!

Is 1992 the year you pick up a new Saab in Europe? Between the price saving on purchasing a new 900 or 9000 through Saab's International and Diplomat Sales (IDS) program and airlines' reduced fares to Europe, buying a new Saab could be the bargain of 1992. In addition, driving your new Saab while touring Europe eliminates the expense of renting a car, which can be very pricey on the continent.

The IDS program offers a cost saving ranging from \$1,600 on the base 900 to \$5,100 on a 9000 CD Turbo, a saving of eight to thirteen percent off the suggested list price. A new Saab can be delivered in any of 15 major European cities. After the trip, your new Saab is delivered to the Saab dealer of your choice in the United States. Any of Saab's U.S. dealers can handle the arrangements.

IDS customers are spared the costs for customs clearance, marine insurance, U.S. duty, ocean freight, and port brokerage fees associated with home shipment.

According to Jan Jonsson, Saab's vice president for sales and marketing, "Taking delivery of a Saab abroad is a wonderful way to familiarize yourself with the versatility, value, and European charm intrinsic to Saab cars. It allows you to tour at your own pace without rental deadlines and limitations restricting your travels. You simply enjoy your new car and the innate beauty of Scandinavia or the European location of your choice.

For the true Saab enthusiast, there are major Saab Club meets planned in Trollhattan, Sweden in July, and in Salzburg, Austria in October.

For details on Saab's IDS program, or for information on any new Saab model, visit a Saab dealer, or call 1-800-582-SAAB, ext 500.

Rent a Saab in Europe

Avis, the car rental company, has agreed to purchase 2,000 Saabs to be put into rental service in Europe. The Saab's, all 9000s, will be part of the Avis rental fleet in twelve European countries: Austria, Belgium, Denmark, Finland, France, Germany, Italy, Luxembourg, Spain, Sweden, Switzerland, and the United Kingdom.

Avis will take delivery of the 9000s during 1992 and 1993.

SHIFTIN' GEARS

By Jack Ashcraft

FAST FREDDY:

AUTOCROSS RACER

It's the season for autocross racing once again and Fast Freddy, our 68 Sonett, unbeaten in the stock class last year, has had some demontweaks applied to him so we can compete this year in D Prepared. We decided we would fear no evil in this class, particularly if we were the meanest S.O.B. (pronounce that "Saab", please) in it. With that in mind we have transformed mild mannered Freddy into a fire-breathing Dragon (make that "Draken") quite capable of showing its Swedish rump to some pretty expensive new turbocharged plastic pigs.

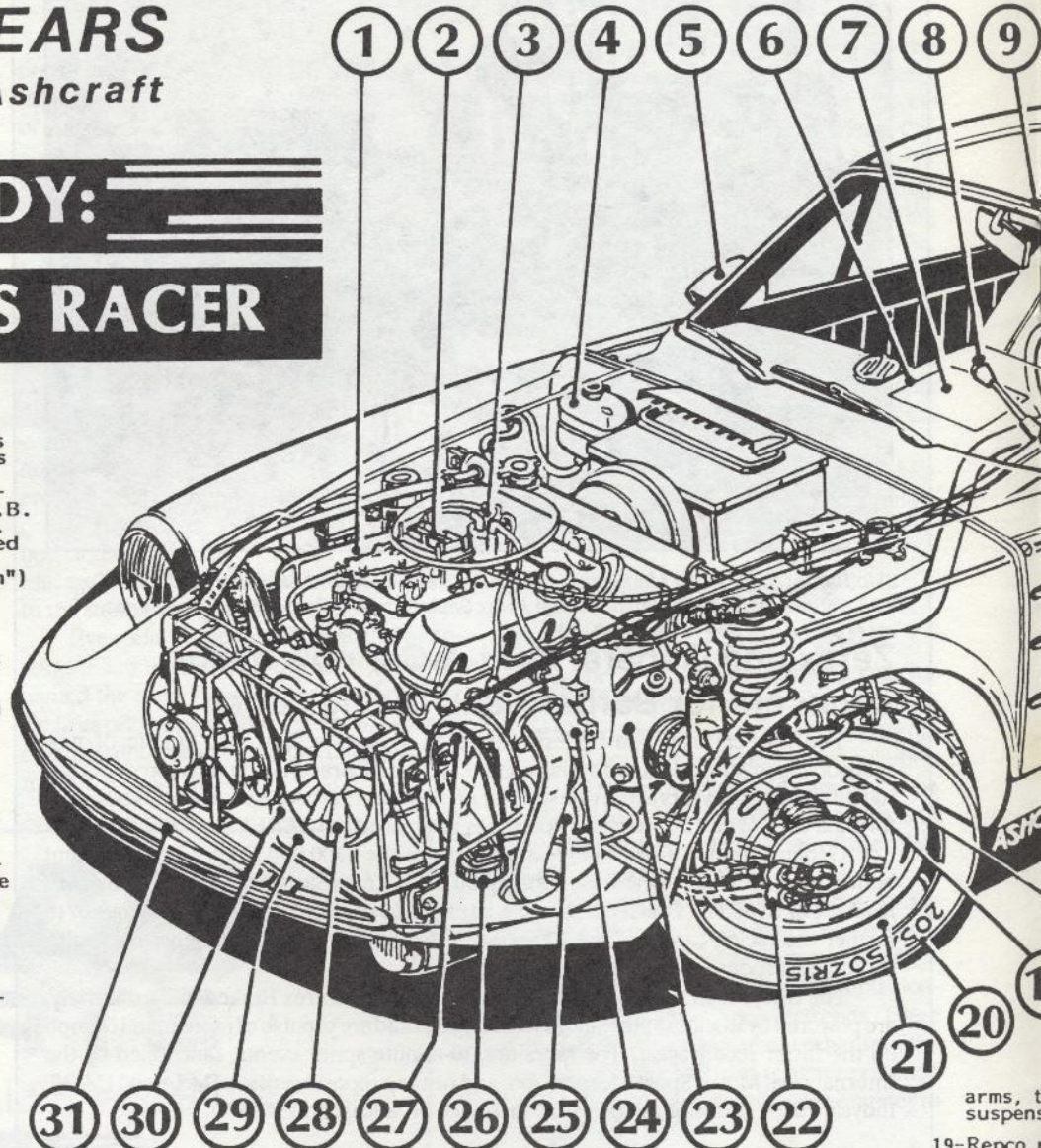
Essentially, we did a "full house" V4 1700 engine with valves the size of sewer lids and all the supporting goodies (see my book, THE FAST V4) plus a couple of new kinks as well: Needle bearing rocker arms for the ultimate in low friction valve train, low profile front engine mounts to lower the engine C.G. an inch, one of our new DRAKENBREATH exhaust systems, our new G-FORCE oil pan that controls oil slosh and keeps oil around the pickup under any G-producing maneuver, and eliminated the power robbing mechanical fan at the front of the engine. Two thermostat controlled electric fans to the job.

Handling is enhanced by using a 2° decambered rear axle, front suspension decambered 2°, and double anti-roll bars at the front (96 items with plastic bushings). I subscribe to Colin Chapman's Lotus theory: soft (in this case, stock) springs and adjustable shocks to control wheel movement. We use adjustable Konis at all four corners.

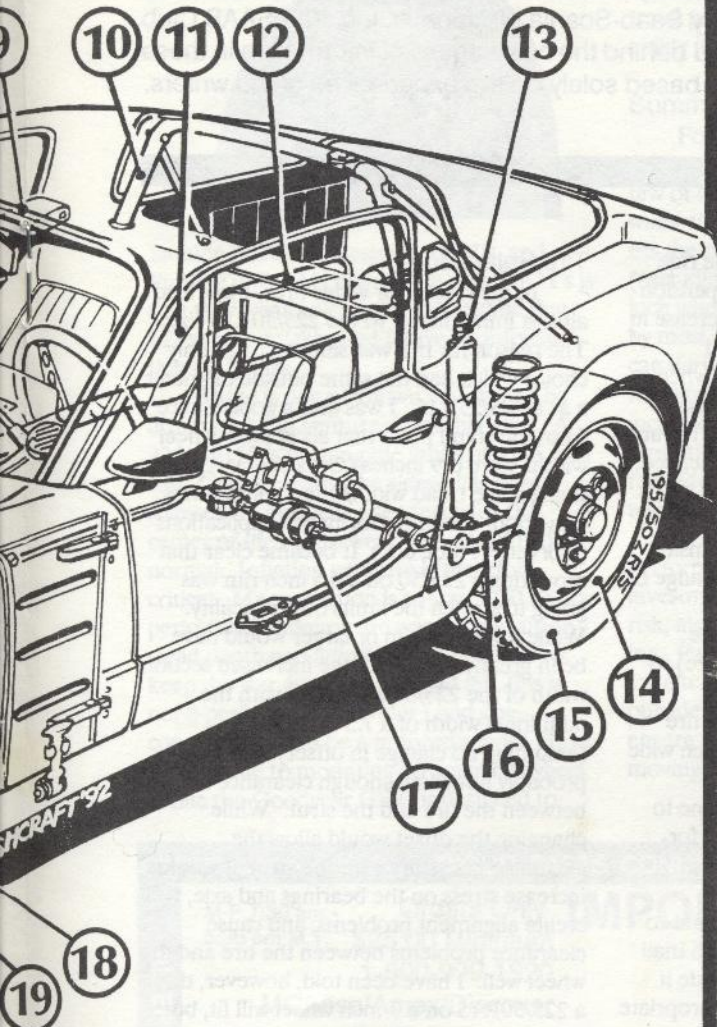
Fat, sticky tires on wide rims put the bite on the tarmac and we use 6" rims at the back and 7" at the front, made up for us on steel Saab rims. We use 205/50x15 tires front and 195/50x15 tires rear, and they all clear the fenders--just.

And we took off as much stuff as we could to lighten the car. Little stuff adds up. We use a 9 pound motorcycle battery instead of the regular 28 pound job. Look at it this way: We are pushing under 1600 pounds with something around 140 horsepower so any time we save 12 pounds we gain one horsepower. Plus EVERY pound saved improves handling. We've got Freddy on a heck of a diet!

How does Freddy go? He is astoundingly quick! Not only in acceleration but in stopping and cornering (the fat tires and rims really work) but in the way he just EXPLODES away from a corner! Is this car REALLY 24 years old? Yes, but make no mistake, FAST FREDDY is really pretty young at heart!



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- 4--Fiat radiator overflow tank. Prevents loss of coolant at elevated engine temperatures.
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- 6--Override switches for the two electric engine cooling fans.
- 7--Oil pressure gauge--electric.
- 8--Column shifter, because I like it.
- 9--Radar detector--because this car will go faster by accident than a lot of cars will go on purpose!
- 10--Stock Sonett roll-over protection bars, chrome plated.
- 11--Lightweight motorcycle battery.
- 12--DRAKENBREATH exhaust system.
- 13--Koni adjustable shocks--used at all four corners. I can "tune" the suspension with these guys.
- 14--6" wide rim on stock steel Saab 95/96/97 center. No offset.
- 15--195/50x15 sticky tires at rear. Tires make the single biggest handling difference in a car.
- 16--Rear axle decambered 2°. Done by putting the axle in a jig, then heating and bending it.
- 17--Electric fuel pump, pressure regulator and one of two fuel filters. The second filter is in the engine bay.
- 18--Decambered (2°) front suspension. Done by shimming the front A-
- 19--Repco...
- 20--205/50x...
- 21--7" wide centers. All four tires cl...
- 22--Teflon 95/96 f... runs in the oth... bay flo... double
- 23--95/96 t... drive o... 4.67:1 celerat...
- 24--Super gine re... this ca... less th... RPM.



- then re-aligning the front suspension.
- to rally brake pads. This car is strong enough to generate brake in standard pads on a long se. These pads eliminate that lem.
- 10x15 sticky front tires.
- side rims on stock steel Saab wheels. 1" offset to the outside. Four wide rims with these clear the fenders--just.
- in bushings in each of the 2 front sway bars. One bar inside the car, as on a 96, other runs under the engine floor. Double your stiffness, le your fun...
- 5 transaxle with 4.88:1 final gears (Sonett gears are 1:1 final drive) for faster acation.
- r light flywheel. Lets the en-rev NOW! A tad lumpy with cam (F-66) on the street un-the idle is set to abut 1200
- 25-Lightweight starter. About 8 lbs lighter than the "fat" late model 96 starter.
- 26-Low profile front engine mounts. About 1" shorter than stock units. That 1" is also the amount the engine C.G. comes down.
- 27-Overbored, balanced, blue-printed "full house" 1700 V4 engine. All the goodies as shown in THE FAST V4 book. About 140 hp @ 6000.
- 28-Dual thermostatically controlled electric cooling fans. Standard fan takes about 4 hp at 6000rpm. Both fans running need 8 amps, about half what it takes to run head, tail & marker lights.
- 29-G-FORCE oil pan. Controls oil surge during G-producing maneauvers. Keeps oil pickup submerged no matter how sharp the turn or braking. Great engine insurance!
- 30-Steel balance shaft gear.
- 31-Light plastic grille. No radiator protection. Used only for racing.

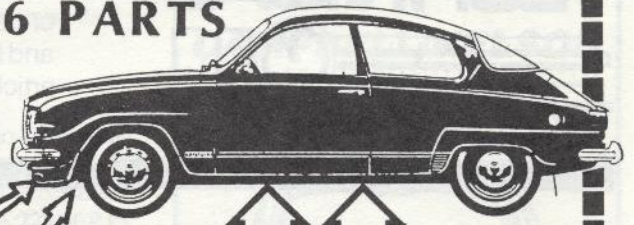
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TECHNICAL TALK



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Larger tires for the 9000

The information which follows is a result of discussions with Tire Rack (an aftermarket supplier of tires) who initially verified the feasibility of mounting wider tires on a 9000 and my direct experience from installing them. My primary objective in researching this subject was added performance without the excessive cost or drawbacks often associated with suspension modifications (which I defined to include struts, springs, dampers, roll bars, wheels and tires).

The Need for Wider Tires

My 1989 9000 Turbo 5-door came equipped with 6.5 x 15 one-piece aluminum wheels and 205/55VR15 Pirelli P600's. While I do not profess to know Saab's strategy in selecting this wheel/tire combination, I suspect that it provided a reasonable balance between practicality and performance. Having analyzed various OEM wheel tire combinations, it could also be said that the 205/55 tire is an appropriate (perhaps even ideal) match for a 6.5 inch wide wheel.

However, from a performance perspective, I have always been a little underwhelmed by the wheel spin which occurred under hard acceleration in corners, over bumps, and on wet roads. Consequently, I decided to investigate alternatives as the Pirellis approached the end of their service life.

Tire Constraints and Alternatives

Changes to running gear can be divided into three categories: suspension, wheels, and tires. My past experience with suspension modifications and the cost associated with implementing these modifications left me concerned. While I suspect that suspension mods such as those offered by Saab or other reputable suppliers probably do wonders for increasing sensitivity, transient response, and to a small extent cornering ability; the trade off comes in cost, ride quality, and suspension travel.

Due to my interest in rating the ride quality provided by the original suspension as well as gaining a cost effective increase in performance, my focus was directed primarily at tires and secondarily at wheels. My intuition said that a larger tire "foot-print" would probably go a long way toward resolving the wheel spin that I experienced. Constraints that I needed to observe in considering a larger tire were as follows:

- Maintain adequate clearance inside the wheel well throughout the range of suspension travel.
- Maintain an overall outside tire diameter of 24 inches (OEM size) to avoid speedometer error.
- Determine the maximum size tire which could be fitted to a 6.5 inch wide wheel.

My search for information led me to both tire retailers and mail order performance tire retailers. Local retailers, in general, would not stray from OEM specifications and hence were reluctant to offer any support. I fared better with mail order aftermarket suppliers who made it their business to help determine appropriate performance tire applications with customers. It was a Tire Rack salesman that I spoke with who actually had fitted wider tires on a 9000 that spoke to the feasibility of the project. Publications provided by Goodyear, Pirelli, and Bridgestone were very helpful in offering detailed information regarding outside diameter, section width, tread width, and approved rim sizes.

Issues that I felt I needed to address in selecting a tire were as follows:

- What is the largest tire that would fit my OEM wheel?
- What is the largest tire that would fit on the largest after market wheels available?
- What tire would suffice as a good three season tire and pass for use in occasional snow?
- What tire would provide a respectable service life of at least 35,000 miles?
- What was the most cost effective way to purchase the tires I selected?

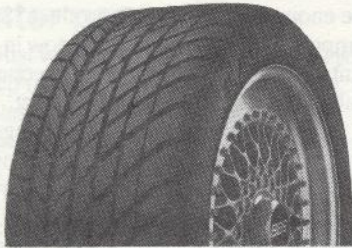
Tire Selection

In my search for wider tires, I was lead almost immediately to the 225/50R15 size. The reason for this was simple, it was only choice which had the same outside diameter as a 205/55R15. I was also a good choice from the stand point that acceptable wheel widths were 6-9 inches (Goodyear). After doing some tread width/wheel width ratios on various OEM performance applications (Corvette, Audi, etc.), It became clear that mounting a 225/50 on a 6.5 inch rim was going to stretch the limits of practicality. While a 7.5 inch rim or larger would have been greatly preferred, the increased section width of the 225/50 combined with the additional width of a 7.5 inch wheel (assuming no change in offset) would probably not allow enough clearance between the tire and the strut. While changing the offset would allow the clearance necessary with the strut, it would increase stress on the bearings and axle, create alignment problems, and cause clearance problems between the tire and the wheel well. I have been told, however, that a 225/50R15 on a 7-inch wheel will fit, but my feeling is that 7 is too close to 6.5 so why invest a great deal of money for a small incremental change.

The direct benefit from a 225/50R15 is an increase in actual tire tread width from about 6.5 to 8 inches. This translates into roughly a 25 percent increase in contact patch size which makes tremendous difference in controlling wheel spin. My seat of the pants feedback is that the car tracks better, corners better, and is more predictable at the limit as a result of the wider tires.

Tire technology is also apt to be a factor here since I changed manufacturers. While there are many manufacturers of tires in the 225/50R15 size range, I selected Goodyear GS-C's due to their leading edge design and reasonable service life. Since GS-C's are unidirectional and asymmetrical tires, you would need to double check the work of your installer (a Goodyear shop installed mine and mounted one pair backwards).

Other tires that I considered were



Dunlop M2's, Bridgestone RE71's, and Pirelli P700's. My experience with RE71's is that they wear quickly, friends tell me that M2's wear quickly, and I have no information on P700's.

There is one unknown you should be aware of if you venture down this road. A 225/50R15 is pushing the limits of a 6.5 inch rim. Consequently, the sidewall is heavily stressed and there is a tendency for the center of the tire to wear more quickly than normal. Inflation pressure is therefore critical. My suggestion is to start a 30 PSI by periodically monitor tire war by measuring tread depth and adjusting tire pressure to keep the war even. As you can tell, this is not a perfect science and if I had one concern, it would be a reduced service life of the rim due to mounting on a narrow wheel. While the Goodyear GS-C is designed to

effectively deal with rain, its unidirectional tread pattern does appear to diminish its ability in snow.

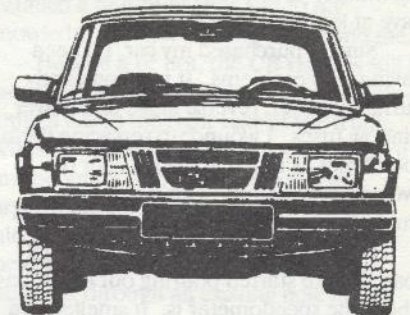
Summary

For Saab 9000 owners who are looking for significant increase in performance with few of the traditional trade-offs necessary, wider tires is a logical choice. A 225/50R15 fits the standard 6.5 x 15 aluminum wheel (excluding recent turbo versions with 16 inch wheels) and is an approved application by most tire manufacturers. Benefits you can derive from installing a wider tire are far less wheel spin, better tracking, and increased corner ability. Drawbacks from mounting a wider tire include the potential for reduced service life of the tire and poor traction in snow.

For those interested in a valuable performance tweak without a serious investment in cash or too much downside risk, installing wider tires is worth considering. Factors to keep in mind when considering alternative tire sizes are: keep the outside diameter of the tire the same and ensure adequate clearance between all moving and stationary parts.

Stephen D. Hendrick

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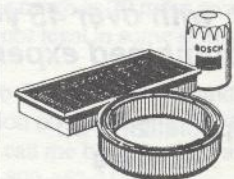


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One "hot" 900

I recently purchased an '83 900S, my first Saab. I will own Saabs for the rest of my mortal life. My love for Saab cars runs quite far. But I must share this Saab nightmare. (Everyone reading this must have at least one).

Since I purchased my car, I'd been having fuse problems. It was constantly burning blinker, reverse lights and power window fuses. I wound up replacing them sometimes as much as every other day to two weeks at a time. This was beyond frustrating.

One day while driving down a back road, smoke started pouring out of the dash where the speedometer is. It smelled like someone burning the hair off their head with a blow dryer. Okay, not that bad. This episode made the panic light go on (no, my Saab was not equipped with a panic light - I'm referring to the light in my head).

So I spoke to my Saab doctor and received two hits of advice: Check my wiring system and purchase a fire extinguisher. I did the latter for the time being.

But very soon the situation grew worse. While on an interstate highway at rush hour, that smoke and that smell returned, leaving

me abandoned on the highway. You know the situation. No one stops because they think everyone who owns a Saab is rich beyond dreams. Not even near my case.

I don't have enough time to explain how I got to the Saab Doctor's house, but I did (eventually).

Here's the situation: Blown fuses. Little smoke from dash. Lots of smoke from dash. Weird things happening to anything electrical. Fuse box looks like it landed in Hell.

If you've never taken the dash, fusebox, carpet, seats and everything else apart on your Saab, you should try it; it's very fun. Putting it back together is not.

Going under the fuse box, the doctor and I noticed about eight wires burned together. Not good. We went further and found fried wires behind the dash. Not good. We wound up in the hatch back going under the floor board (where the fuel pump is located) to find a lonely blue wire burned beyond belief. The blue wire from my fuse box back to the hatch back was my left tail light wire. Wild fire struck my Saab with no passion in hand.

The problem was that over the course of years the wire ground itself out on the middle metal harness. The wire cooked, or should I say overcooked.

Well, nowadays my car smells better and things are normal, at least as normal as Saabs go. I still treat this nightmare as a learning experience because of my love of Saab would not let me believe this was faulty workmanship. Keep the faith.

Word of the Saab Spreader
Leonard Bosh
Ellington CT

Vacationing in a 900

Last Summer my family and I took a vacation and drove across the U.S. and part of Canada. All told, we covered 10,000 miles in six weeks. I'd like to share some of my observations on the car, a 1985 900 3-door, and on the trip in general.

PREPARATION

The car, with 87,000 miles on the odometer was tuned up before we left; plugs, wires and distributor cap were changed, the fuel filter was replaced, brakes checked and pads replaced, and new oil and filters, light bulbs, fan belts, fuel filter and fuses. I also changed the 5-speed tranny oil (up to now Castrol GTX 10W30 with a bit of Slick 50) for MTL Red Line. I cannot

give enough praise for this product. Shifting is improved dramatically, even now in Winter. Shifts are smooth and precise. All Saab owners should use this product.

During the trip the oil was changed three times at Saab dealers. I never needed any of the spares and the car never gave any trouble at all. I used only premium unleaded, mostly Philips 66 and Chevron.

THE ROUTE

Our journey took us through the Badlands and Mount Rushmore in South Dakota; Yellowstone and Glacier National Parks; Banff, Alberta; down the West coast from Vancouver, B.C. to Tijuana, Mexico; then home via Nevada and Colorado.

PERFORMANCE

Travelling days were on the order of 400 miles per day, although some days we did over 500 miles. Once in the Midwest the A/C was on constantly. Our mileage was close to 30 on the interstates. As long as the going was flat there was power when needed to pass, but once into the mountains the four cylinder engine could not keep up. I was forever downshifting into fourth, then third. In Colorado, traversing Eisenhower Pass, elevation about 11,000 feet, the car was in second gear and I was driving on the shoulder to keep out of the way of passing semi-trailers!

The tires on the car, Dunlop D60 M2 195/60R15 were inflated to 30 psi in the front and 35 psi in the rear. Incidentally, I've found these to be the best tires I've driven on in over 22 years of driving Saabs, Volkswagens and Porches. (In the winter I drive on Hakkapeliitta NR10s.) We maintained 75 m.p.h. on all interstates and secondary roads as much as possible. We rarely encountered police and we didn't have a radar detector.

All in all, our Saab performed beautifully, carrying all the luggage and souvenirs bought along the way and never letting us down. The highways were rarely crowded and in most states we seldom saw out-of-state licence plates.

Campground and hotels were never fully booked, except around major tourist areas where we had reservations. You Americans are indeed privileged to have such a fine interstate highway system. We thoroughly enjoyed our cross-country voyage and would do it again in a minute (albeit in a TURBO, please!).

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Winter prep

Just wanted to write to you to tell you to keep up the good work on the Saab Club Newsletter. Thanks for keeping it as a technical service reference and "help-line" to the Saab community. I have a few minor items of "winter prep" I'd like to share.

In response to your informative article on Zymol wax (Sept. '91) allow me to give a cheaper alternative which has given me excellent results: Rain Dance paste from K-Mart at \$6.95 a can with applicator. I just waxed my 1987 900S on a cool, sunny, low-humidity day. The result was great! I wax with Rain Dance twice a year. This recent waxing should get the red finish through the winter, including weekly car washes. (Yes, it's not the purist's way of cleaning a car, but it's difficult to hand-wash when it's below freezing).

Instead of spending money on expensive wax, I spent it on a new set of **Platinum spark plugs**. These replaced platinum ones that gave me 45,000-plus miles of service without re-gapping. I feel that I get a smoother running engine with just a little more pep. My non-turbo engine seems to like them, but I need to find another source to buy them from. The local dealer took \$28.00 for the four!

Another item of "winter prep" was to inspect the wear on my tires. I'm running on **Michelin MXV's** which I have no real complaints about, though there's 35,000 miles on them. The front tires seemed to have a bit of wear on the outside edges where they "scrub". I called EURO-TIRE here in New Jersey (I've used them before) and found that Michelin is phasing out the MXV and replacing it with a tire they've dubbed MXV2. The claim is that the MXV2's are better in the set. At \$128.00 per corner, I'm going to squeak a few more miles out of my present ones. If I do break down and install MXV2's, I'll give you a critique. I'll do a front-to-back rotation and run the tires a bit more.

I've been changing the manual transmission oil every 30,000 miles or so. The first one was at 33,000 and the last one was at 62,000. I'm hoping that these changes would help longevity of my trans.

I've got to go pick up a few new ice scrapers and load up on windshield washer fluid and I'm all set for the winter. Keep my subscription going. Thanks.

Aavo Harju
Somerset, NJ

200k 900 update

It's time to do the over 200,000 mile report on my **1985 900 16V Turbo** 3-door, 5-speed. The Saab is still on the original turbo. Regular oil changes with no loss of oil between changes, using Mobile 15W-30 and filter seem to be the ticket. I also change the transmission oil every 10 to 15,000 miles. I have used Mobil 1 gear oil, MTL and a gear oil from Trollhattan Motors. There have been no repairs to the transmission.

I burn high test gas (mostly Mobil) that meet the BMW test for clean engines. The last three tanks were 30.8 m.p.g.. There have been no repairs to the fuel system. I replaced all the brake rotors at 198,000 miles as they were too thin too turn. This and new pads made a big improvement in braking. I also added the stainless steel brake lines, front and rear, from Group 6. The brake lines were on at 170,000 miles.

For an increase in performance I visited Parrformance Inc. in Lititz PA for their **Black Box Tune Up**. There are several bed and breakfast places to stay and points of interest in the town to entertain (bribe) the entire family while the Saab is being energized. I talked to a fellow Saaber that had the same tune up done on his 1985 900 16VT. He was able to get access to a dynamometer and the output was 197 hp on his car. I have not done any test or time distance runs, however I notice a BIG difference when that extra power is needed.

I do all the necessary fluid changes. Don't forget to bleed the clutch line. On antifreeze, the Saab phosphate free seems to extend the life of the water pump. I'll know in another 50,000 miles. I've made a number of changes to the car that have been listed in NINES over the years to keep the car running and looking great.

Larry Swanson
Rochester Hills, MI

Electronic add-ons

My Saab **9000T** now has 139,000 miles on its odometer. Mobil 1 (5W30) synthetic oil has been used since its break-in period was completed. I usually change the oil and filter from 7-10,000 miles. I add eight ounces of Tufoil (available here from Ace Hardware stores) and use Fram's PH8A oil filter. It has the same internal specs as the recommended Fram replacement but the PH8A has the larger body size and it fits.

There may be "better" synthetic oils available, but I have used Mobil 1 since

1978 (I wish they still made the 5W20 oil) in several engines and on teardown the "innards" were clean and wear minimal.

I autocross my 9000 and drive it daily to and from work. This daily 60-plus miles is spent mostly on an interstate. I have installed a few items that add to my knowledge of what is going on around me.

Believe it or not, the **CB radio** is still in use in the Southeast. I installed a remote-control CB in the right rear of the trunk. Wires go to the front radio speaker where any incoming transmissions are heard. A larger mike control cable brings the microphone up to its resting place beside the driver's seat. A short antenna was mounted through an existing hole in the right rear fender.

Next came **Cincinnati Microwave's Passport radar receiver**. I mounted it over the rear view mirror and wired it into the interior light switch in that same location. It's high for good receivability but nearly out-of-sight. The front of the unit rests against the windshield. I used to have an older Escort receiver mounted on the rear parcel shelf (aimed out the back) but this was overkill (plus it was out in plain view). The Passport picks up transmissions from the rear about as fast as the Escort did.

The final information gatherer is a **Turbo-Scanner**. It scans 40 frequencies (of my choice) per second. I have keyed in fire, Civil Defense, local, state and county police, ambulance service and various others. The unit is mounted in the dash just below the graphic equalizer. You can pop out that little bin, wire the scanner into the ignition system and split its antenna lead into the car radio's antenna lead with a Radio Shack splitter. It is not unusual to pick up local transmissions as much as 20 miles away. By the way, this is not legal in some states or localities.

If any Saab Club members would like more information on this wonderful "Q-ship" they may call me between 9am and 4pm EDT at 1-800-462-2136.

Dan Greene

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Several fixes & tire comparisons

The following are some thoughts, lessons and observations about Saabs:

1. My '87 9000 Turbo developed a **clutch slip**, especially when hot and under a load or boost condition. Stewart BMW/Saab gladly replaced the clutch and pressure plate for about \$600. (The most intelligent car ever built has to pull the engine to

replace a wear part?).

The slip returned after about 16,000 miles of careful driving. A series of chance conversations with Saab Club members and suppliers led me to a mechanic in Denver who claimed that Saab clutch master cylinders are improperly machined. The hole in the cylinder which allows fluid into and out of the cylinder is slightly too low, and is not always uncovered by the piston. The hole and transfer passage eventually sludges up and no fluid can get into or out of the cylinder. Instead, when things get hot, the fluid expands, can't equalize the pressure, and holds the throwout bearing against the pressure plate enough to cause the disk to slip.

A temporary fix is to disassemble the master cylinder, clean everything three times, blowing air through the inlet port. I got an amazing amount of crud out of a three-year old system. Rebuild kits are readily available from most foreign parts houses. This will cause the slip to go away for quite a while.

The real cure is to hacksaw a slot in the washer on the cylinder pushrod, so that it can be removed, and make a new washer about half the thickness of the stock piece, or grind down the stock washer to half its thickness. When remounting the cylinder, place spacer washers under the cylinder mounting ears the same thickness as the amount of stock removed from the pushrod washer. This will keep clutch pedal height and travel stock.

Drain the reservoir, open all four brake and the clutch bleed screws and blow out the system with compressed air. Refill the system with silicone brake fluid and bleed as normal. Works like a champ.

2. The **brake rotors** on a 9000 evidently cannot satisfactorily resurfaced (turned) on most tire shop brake lathes. My local tire shop turned mine twice, until they were below specified minimums, and still had runout when they were mounted. They swore everything was perfect. I showed them the runout with a dial indicator. I ended up going away mad and buying four new rotors.

3. **Bosch Platinum spark plugs** do not work in my 16-valve turbos. From the day they were installed the cars ran worse. Finally, my '85 would not pass emissions tests. No regular Bosch plugs were readily available, so I installed Nippondenso's and passes the test by a mile. In subsequent

conversations with an Audi shop, they told me that they had similar trouble and now would not install the Bosch Platinum.

4. **Pirelli P600 205/55VR15 vs. Pirelli P205/60HR15 on an '87 9000** - I have had several sets of various Pirelli's on various cars over the years and have never worn out a set before one or more of the belts broke. The 9000 suspension was tuned for the P600's and they handle really well in the dry and wet, and the ride quality is fantastic, but eventually they began breaking belts. Because Spokane gets a lot of snow, I replaced them with Pirelli P500's, the new all-season tire. Wet and snow traction is definitely improved. Dry handling is not as good, mainly because the P500's are 60 series HR-rated tires. The big disappointment is ride quality. It literally went to hell. The P500's thump, clump and bump to the point of being almost unacceptable.

5. **Goodyear NCT 195/65HR15 vs Hakkapeliitta 185/70HR15 NR10 on '85 900T** - Naturally, the NCT is an aggressive dry road only tire. I like the ride and handling, but it is just not there in snow. For winter use I bought a set of steel wheels and the Hakkas. The dry road handling feel is really limber, and I feel that the tire/rim combination is too small for aggressive driving. In snow, however, they really transform the car back into an old-fashioned 99. Like the Energizer Bunny, it just keeps going and going, where the NCT's would never even gotten started.

6. **Red Line MTL in a 900 gearbox.** Yes, it really does improve shifting feel. It ain't cheap, with three quarts going for over \$20, but it does make a noticeable difference, especially when fully warmed.

Questions for you really smart guys out there:

1. The 16-valve engines have leaded like a sieve since they were introduced. The factory even had a recall, which the dealer claimed to have done, but both mine still leak, especially the cam covers. Any hot tips?

2. The '87 9000 headlights are a scandal. (The most intelligent car has the worst headlights since 6-volt days?) Any suggestions other than the \$400 Euros?

3. My 9000 computer display crapped out about a month out of warranty. Anyone ever had any success with DIY trouble-shooting?

Jack Vines
Spokane, WA

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I Love "Lucy"

I have gathered some thoughts on nearly three years of Saab ownership to share with the brother/sisterhood.

When I bought my Saab, I had just spent six years driving an old BMW Bavaria, a fast, solid and nearly indestructible car, which had endured somewhere between two and three hundred thousand miles of spirited driving including two years of reduced-maintenance grad-school poverty.

My needs in transportation are performance, reliability, comfort (not luxury), cargo versatility and Northeast winter-ability. A car that can take a 6'2" body through five hours of high-speed highway driving without discomfort, and climb unplowed, snow-covered Vermont mountain roads in the middle of the night. I also wanted a kind of confident off-beat stylishness--a car that looks good with a windsurfer on top. I determined that a Saab 900 was the only vehicle that could offer all this.

Finding the right used Saab was a drawn-out process. Many that I looked at were either too expensive or beat-up, with features or colors that I didn't like or with way too many miles. Happily, I found my '83 900 Turbo 3-door in the local classifieds. I test drove it for 20 minutes, gave it a once over, and made a deposit, pending a mechanic's inspection. I recommend this technique when buying a used car. I then took the Saab to the local dealer for a checkup. The important things that I have checked are compression, transmission operating (grinding, bearing whine, leaks) clutch turbo, exhaust system, check for head cracks (hard to do without disassembly, but there are some telltale signs) and evidence of rust or major body repair. Dealers tend to know what parts usually go on each model of car. Light bulbs, radio, horn, etc. I can check and/or fix myself, so I don't need to pay someone \$50 an hour to look at them. A dealer can always find things wrong if they want to, a list of which can be used in renegotiating the price with the seller (or nixing the deal if the problems are too serious).

"Lucy", named for the number of screws and bolts that were loose and/or missing, has served me well for 88,000 of her 157,000 miles, with only one unrecoverable road failure, a blown CV joint. I had wanted a black 900, but found a cherry red just as appealing, thereby trading more frequent washings for occasional speeding tickets.

Many parts have been replaced typical to the age and mileage: brake calipers, rear wheel bearing, suspension bushings, heater valve, tie rod end, exhaust, tires, battery, water pump, CV joint. I have continued my practice of coloring the parts in the cutaway illustration on the cover of my Haynes manual as I replace them as kind of a graphic sanity check. I plan to run the car to 200,000 if possible, unless major component failure (or a large check from Ed McMahon) should intervene, so I am stepping up the maintenance, changing oil and filter more frequently, and chasing down noises and smells before they become major failures. I find this is very important in avoiding on-the-road breakdowns in an older car. I cannot overestimate the importance of locating a good, honest mechanic who understands and respects your car, driving habits, and needs (economy, performance, etc.). I have chosen Especially Swedish in Saugerties, NY, based on word-of-mouth recommendation, and have been delighted with their service and advice.

My one area of disappointment is in the durability and quality of materials in the Saab (admittedly compared to an expensive BMW). Many parts seem to be disfigured with age and exposure to the sun and elements, and the overall craftsmanship, particularly of the interior, is a bit crude. But the handling performance and reliability are excellent and I find the 900 easy to work on, after getting used to the engine-being-in backwards.

As for tires, I decided to take the plunge away from all-season tires in the spirit of "no compromises". Last summer I used the new **Dunlop D60-M2**, an H-rated unidirectional performance tire, in 195/60/15 size. I was pleased with the performance; the ride is stiffer than stock, but stable, and response to steering input is instant. Rain performance is very good, hydroplaning on only deep puddles. Unfortunately they wore out quickly, lasting less than 30,000 miles. Next time I will look for durability, gas mileage, and rain performance in a summer tire.

For winter I use four **Hakkapeliitta NR09's**. They are incredible, permitting me to drive in 6" deep snow. I turn the wheel, hit the gas, and the "bow thrusters" send a wave of snow into the air and the car lurches forward. At first I tried to get off cheap by using only two in the front, but a couple of white-knuckled 360's convinced me to spring for the other two. I purchase all my



tires by phone, usually at 40-50 percent off the local retail. Check the ads in car magazines or NINES for the best deal.

Other tips I would share: If you have a high-miler, try to anticipate what might break next, order the parts ahead, and keep them in the spare tire compartment with extra belts, hoses, fluids, jumper cables and rainsuit. I figure sooner or later I will need them and will have no downtime waiting for parts. I also save one each of the last removed tune-up parts--cap, rotor, belts, plug wires, sparkplug--in case of on-the-road failures of my Saab (or someone else's). My concept of mechanical nirvana is to "sense" the impending failure of a part with enough time for UPS delivery of a new one and arrangement of the use of a clean, heated garage, letting me fix the part in the optimum setting with no unscheduled downtime, the way that aircraft and long-haul trucks are serviced. Cars usually cooperate by giving subtle hints. Do not ignore them.

For a good roof rack bargain, go to IKEA, the Swedish furniture store. They have a "returnable" one for \$22 that is almost as good as a Thule. It works great on a Saab, (they have one on display) and it folds up and fits exactly in the notch in the rear wheel wells behind the rear seat of a 900 3-door, for completely secure, out of the way storage. If you try this, be sure and stake all the nuts and glue the end pads so that road vibration does not cause them to fall off.

I would immediately buy another Saab if anything happened to Lucy. The 900 has the right balance of fun, safety, funkiness, storage capacity, winterability, and social acceptability for me. As an industrial designer who once fantasized about designing cars, I wait with anticipation for the 900 replacement. It will be a real challenge to try to equal the combination of quirky style and utility of today's 900.

Safe Driving
John Swansey
Tivoli, NY

900 fixes

Poor O2 sensor system ground

My wife's '86 900 8 valve was idling very slowly and would stall easily. I found the Lambda system was running full rich with 1 volt measured at the oxygen sensor. When the sensor was disconnected the duty cycle went to 50 percent and the engine idled normally. Also the system would go to full rich if the sensor lead was grounded. This indicated that the Lambda control was functioning properly with the sensor disconnected. Changing the sensor did not correct the problem. Further checking revealed the control ground, at the control connector (back probe pins 5 & 16), was about 1 volt above the above chassis ground when the engine was running. The ground wires (brown and black/white) were attached to the right side of the engine by the cap screw that retains the torque converter cover. Why this point was selected for a ground is a big question since the converter cover is made of plastic! The plastic had relaxed to the point that the cap screw required very little torque to loosen, and resulted in a poor ground connection. The ground point was relocated to the transmission dip stick clamp cap screw.

Cooling fan failure with A/C Off

Two 900's, and '84 and '85, had radiator fans that did not turn on with high engine temperature and the air conditioning turned off. The problem was found to be a poor or no connection in the radiator fan time delay relay socket. Removing a re-inserting the relay into the socket reestablishes electrical contact. It would be a good idea to do this every spring. The relay is just ahead of the left front wheel housing, clipped to the top of the vertical panel.

Auto Trans Cable Adjustment

Your 900 or 99 automatic transmission shifting hard or worse, has soft slipping shifts? Three of the four automatics I've had, have required adjustment of the throttle valve cable. The cables on two transmissions were too tight. This causes hard shifts and, if tight enough, will cause a clunk at about 5 miles and hour, when coasting to a stop. A tight cable is not harmful if it doesn't clunk. Soft and/or slipping shifts may be caused by a cable that is too loose. A loose cable will cause undue wear of the transmission clutches. The cable is connected to the engine throttle linkage and goes to the front left side of the

transmission. The cable increase transmission pressures as the throttle is opened. A quick check of the cable adjustment can be made by carefully watching the cable, at the point it enters its sheath, while slowly moving the throttle off the idle stop. If the cable does not move when the throttle is first moved, the cable is too loose. If the cable moves when the throttle is first moved, the cable is just right or too tight. The cable is adjusted by loosening the nuts on either side of the cable support bracket near the throttle housing. A cable that is too tight must be loosened by trial and error until the cable just starts moving when the throttle first moves. The factory adjustment procedure is similar, except actual transmission pressure is measured. The cable is adjusted to obtain a slight pressure increase, above a base pressure, with the throttle closed.

Timing chain tensioner fix

I found the timing chain loose on a '83 900 when the valve cover was removed to check valve clearances. The chain was loose enough that two adjacent links could be formed into a 90 degree V. The chain would tighten and remain tight, if the portion of the chain above the cam sprocket was firmly pressed and released. Unfortunately, after a week of driving the chain was loose again. Further inspection showed the tension rod had considerable play at the lower end that effectively prevented the tensioner from working properly. A conversation with a dealer revealed a replacement tensioner, of a newer design, cost \$20. The bad news was they took three days and \$800 to replace the part. Seems the engine has to be removed and partially disassembled. Continuing to run the engine would cause complete failure of the tensioner. Before taking on a replacement job, a closer look was taken at the tensioner mechanism to determine what could be done to make it work properly, or to lock it in place with tension on the chain. The result was a small clamp that locks the tensioner slide firmly to the tensioner guide. This was done over a year ago and the chain still is tight after 15K miles. The clamp was made from a short piece of .5 inch square key stock with a slot milled in it length-wise. Two set screws enter into the slot and the screws clamp them together. Apparently any '81 through '84 engine can have this problem.

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An interview with Jon Davis -

Saab Rally Champ

When you read the books on Saab's rally history you may find out about Rolf Mellde, Greta Mollander, Carl-Magnus Skogh, Per Eklund, Stig Blomquist, and the legendary Erik Carlsson. Add Jon Davis to that list as he drove a stock Saab 99 to the Sports Car Club of America PRO Rally Production Class Championship in 1980 and 1981.

Davis began rallying in 1959 when he and a friend took his Triumph TR-3 to a Furrin' Group rally in Grand Rapids, Michigan, and won! He later bought and rallied a 1963 Saab 96, a 44 hp two-stroker.

Early in 1965, he accompanied Art Doring, the Saab dealer in Grand Rapids, to the Chicago Auto Show, to talk with Ralph Millet, president of Saab Motors, about support for a rally. Like Erik Carlsson, Jon Davis is easily described as a bear of a man. Upon meeting Davis, who weighed about 340 pounds at the time, Millet asked, "You fit in a Saab?" Davis's navigator at the time was Wayne Zitkus, who was well over 200 pounds. Other rallyists used to joke that the pair didn't get into the Saab, they put it on.

Davis made a deal with Millet to purchase a newly introduced Saab Special, Millet's personal car, and use it to go rallying. The Special had the Monte Carlo engine and other performance goodies in a plain 96 body.

Though that '65 Special was used primarily in the old MONY (Michigan, Ohio, New York) Rally Series and divisional rallies, Davis and Zitkus also ran it in a couple of the bigger Canadian events, the Canadian Winter Rally and the Canadian National Exposition Rally.

Davis got serious about rallying a Saab again in 1976 when he bought a wrecked 99 from Dale Collins at Trio Motors in Flint, Michigan, and turned it into a rally car. Harry Ward occupied the co-driver's (navigator's) seat



Rick Conwine photo

Davis and Ward on their way to a second Production Class PRO Rally Championship, Sunrider 400, 1981.

that season. In an effort to be among the front runners, the 99 had a racing engine built by Jack Lawrence of Motor Sport Service in Jamestown, New York. Though the car was able to run some very fast times on the stages, the engine usually packed up (due to an inferior quality piston, according to Davis) and the car often did not finish.

The team inherited the *Rally Magazine* car, a box stock lime green 99, and ran some smaller events during the 1978 rally season. According to Davis, "We turned credible performances in that car because it was reliable and we were able to finish regularly." As a result of the stock Saab's finishing record, Ward, who was a member of the PRO Rally board, began politicking for SCCA to institute the Production Class, a "show-room stock" category for cars whose modifications were limited to the addition of safety items.

The decision to contest Production Class in its first year led to the purchase of a new '79 99GL two-door from Trio Motors. "We started running that car about mid season in '79 and ran several NARA (North American Rally Association) events with it. We did well enough to score some points toward the champion-

ship," said Davis.

Davis and Ward seriously went after the Production Class in 1980. They went on to win the class in five of the seven events they entered, and had the championship wrapped up before the season's end.

The highlight of the 1980 season came at the Mendocino Forest Rally in Northern California, the team's first foray to the legendary rally roads of the Western United States. "We had to see what rallying in the mountains was like. That was a fearsome thing until we got there and found out they had great roads.

"The Californians' idea of tight and twisty was different from my experience. I thought of those narrow trails through the Michigan woods as tight and twisty. Out there, it's climbing the side of a mountain with hairpin turns, and some really strange road surface stuff. It was dry at Mendocino and it made a lot of dust, but it must have been something when it got wet.

"Kris Mellon was beating us in a Plymouth Fire Arrow, but we heard over the radio that he'd put a wheel over the edge and met a rock, and that was the end of his event. We realized it was going to be a matter of surviving,

not necessarily driving the fastest.

"That's the rally where we took a second overall, more by attrition than anything else. Rod Millen won that rally in a factory-backed Open class Mazda. We were second on the road, so we saw him go into to the last stage, which was a 71 or 72 mile stage which worked its way from the top of a mountain down to Clear Lake.

"We got to the finish, and he was there imbibing and enjoying. We got to talking with him and found out that his whole rear suspension assembly was being held on the car by about one bolt which they thought was going to come loose on the way down, and put them out of the event. If we had seen his Mazda broken down on that last stage, we would have parked next to him and let another car go by so we could still have the second Overall and the Production win. Nobody would have believed that we could have taken a first Overall."

Davis and Ward clinched the 1980 Production Class Driver's, Co-driver's and Manufacturer's Championships at Big Bend Bash in Texas. "That was the year that the fuel pump gave us trouble. There was corrosion on the terminals, so we didn't get any electricity for awhile. We were sitting in the middle of a stage with me cursing and Harry in the trunk cleaning the connections. He got the fuel pump going, but it cost us about two minutes. I figured that did us in, and that Mellon would go on and win that event. But we managed to make the two minutes back and beat him by eight-hundredths to win our class and clinch the championship."

Though the title was already theirs, Davis and Ward went to Las Vegas to run the Frontier Nevada Rally in December, 1980. The stock Saab drew a starting position one number ahead of a highly modified off-road Ford Bronco, equipped with a roof wing for added downforce, and driven by a pretty reputable off-roader.

"It scared the hell out of me knowing that this guy was going to

start out only two minutes behind me.

"We got on the first stage, a turn across a dry lake bed near Las Vegas, and every car had kicked up so much dust that the solution was to move a little bit upwind from the previous car. There were tracks spread across the whole desert. The course went to the other side of the lake and then we got up into some mountain roads. The stage was about 11 or 12 miles long, and we got on the road and then we could see a little ways behind us.

"I was watching the rear view mirror more than I did out the windshield to see if this Bronco was

"I would take the 99 to Frak after each event, and say, 'Go through it. Find anything that's wrong and fix it. Get us ready for the next one.' A few days later I'd get a phone call with him saying, 'Well, I've gone through it and looked at everything I can, and I can't fine anything wrong. I changed the oil.'"

coming, because I wanted to be able to get the hell out of the way. We didn't see him.

"We got to the control and checked in, there was dawdle-around time on the transit, so we decided to just wait for a bit and just see how bad this guy beats us; see what we're up against. Well, we waited for the two minutes and he didn't come in. We waited for another minute, and then we saw the Bronco way off in the distance. It turned out we beat the guy by a minute and 20 on the stage, so we didn't feel so bad."

Unfortunately, the team didn't finish the Nevada rally. They were done in by a "yump".

"We crested a hill and spent a lot of time in the air, landing easily on the downhill side. There was another hill

just like it in front of us, so I just put the foot on the throttle, didn't lift, went sailing off the crest. The only trouble is the downhill side and the next uphill were closer together. We landed about midway up the next hill and broke the back of the Saab, knocked the drain plug out of the oil pan, did other severe damage, and I thought I had broken my back, too. We did hobble into the control, then got towed into the service.

"By wrapping a piece of inner tube around a spark plug, our mechanic, Bob Frak, patched up the oil drain plug, and strapped something together to kind of hold the car together. We had broken some engine mounts. He chained down the engine and really worked frantically over the car because Harry Ward wouldn't give up no matter how bad I hurt.

"The first thing I did was lay down in the back of the van with an ice pack on my back. After five minutes of that, and not looking forward to continuing the rally in such pain, I looked for another solution. I went to a bar across the street, driving suit and all, and started drinking Stingers. Harry came running into the bar about 15 minutes later and said, 'Bob, got the car fixed. Come on let's go!' I said, 'I think it's illegal for me to go out now.' So Harry was mad at me and we quit."

Bob Frak was a Saab mechanic with the Saab dealer in Marquette, Michigan, the closest to Davis's home in Houghton, who worked on the car between rallies and occasionally went to the events as crew. "I would take the 99 to Frak after each event, and say, 'Go through it. Find anything that's wrong and fix it. Get us ready for the next one.' A few days later I'd get a phone call with him saying, 'Well, I've gone through it and looked at everything I can, and I can't fine anything wrong. I changed the oil.'"

"I guess that was the beauty of the Saab because we had to tackle the '81 season really seriously." They did have

Davis - continued on page 32

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#131 - 95, 96, Monte Carlo 850, 1961-64 -This 250-page reprint of the Saab factory manual covers the early 850 engines as well as the 750-GTs and the Monte Carlo 850s. Size 5½ by 8½, and bound just like the original. **\$25.00**

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#105 - Bosch Electronic Fuel Injection Systems: Shop Manual (1986) 96 pgs. 207 ill. Covers 1970-1979 models only. This manual has photos and diagrams of Bosch F.I. systems, but lacks good technical descriptions. A good companion to the above manual. **\$15.00**

#106 - How To Tune and Modify Bosch Fuel Injection by Ben Watson (1992) 160 pgs., 250 ill. This handy guide will help you coax better mileage and top performance from your Bosch fuel injection system.
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92-03 rev.

Davis

Continued from page 30

a few minor problems, but by and large the Saab was reliable.

At the Olympus Rally in Washington state, a rear caliper sprung a leak. In an effort to reduce unsprung weight and gain some strength, the Saab was equipped with Minilite-style alloy wheels. The inside of the wheel had a flat surface that allowed dirt and gravel to build up, particularly on the rear wheels. After awhile it ground away at the outside of the caliper until the casting leaked fluid.

A mechanic from one of the local Saab dealers, Mark Borghorst, had been recruited to crew for Davis and Ward. Reluctantly, he borrowed the rear calipers from his own new 900 Turbo to keep the 99 in the hunt. Good thing he did as Davis went on to win Production at Olympus, beating Gary Eaton's Peugeot 505 by over ten minutes.

The only non-finish that season was at Centennial in Colorado, when a pin fell out of the linkage in the transmission and left it in neutral.

"It got fun in 1981 because the class began to fill up. Gary Eaton was a wonderful guy to compete against because he drove really hard. He had a disadvantage in the Peugeot. It was a big car without quite enough power."

"Kris Mellon from Nevada was real fast in a Plymouth Fire Arrow, but he didn't finish real often."

Guy Light, who built and ran a turbocharged Saab 99 on the PRO Rally circuit in 1976, joined the battle mid-season with an AMC Eagle SX-4 and regularly ran in the top three, winning Production class four times in '81. Gene Henderson ran a few events that year in an SX-4, also. Bill Brooks entered several rallies with an Audi 5+5 and won once, as did Ray Hocker in a Dodge Colt.

The 1981 championship was

**Jon Davis / Harry Ward / Saab 99
Production Class Results**

1980

100 Acre Wood, Missouri	2nd
Northern Lights, Michigan	1st
Susquehannock Trail, Penna.	1st
Happiness Is Sunrise, Ohio	1st
Mendocino Trail, California	1st
Big Bend Bash, Texas	1st
Nevada Rally, Nevada	DNF

1981

Big Bend Bash, Texas	2nd
100 Acre Wood, Missouri	1st
NorWester, Washington	1st
Olympus, Washington	1st
Northern Lights, Michigan	1st
Chisum Trail, Texas	2nd
Susquehannock Trail, Penna.	1st
Centennial, Colorado	DNF
Tour de Forest, Washington	1st
Sunriser, Ohio	2nd
Press On Regardless, Mich.	1st

1980 & 1981 SCCA Production Class:

- Driver's Champion - Jon Davis
- CoDriver's Champion - Harry Ward
- Manufacturer's Championship - Saab

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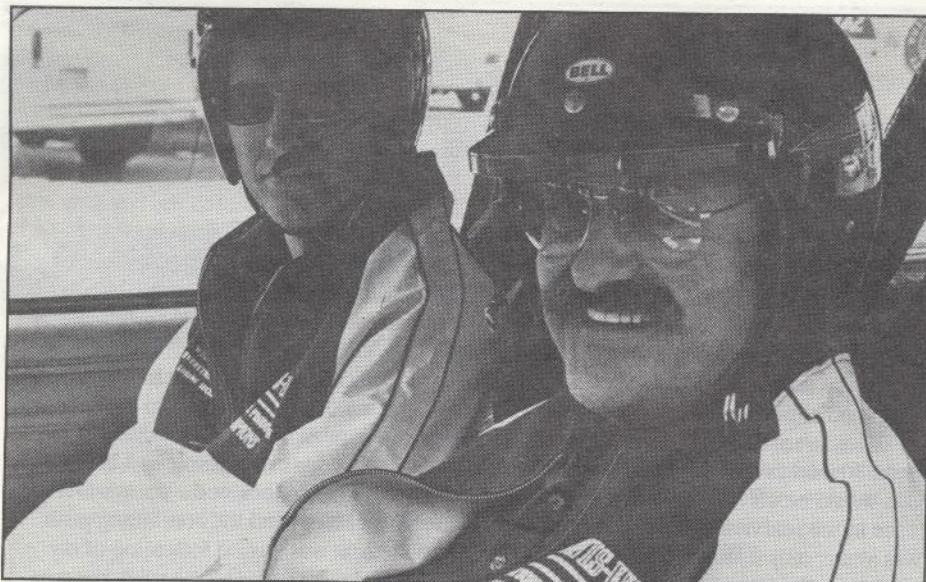
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Phil Berg photo

Jon Davis (foreground) and Harry Ward, 1980 and 1981 SCCA Production Class champions in their 99.

decided at the Sunrider 400 in Ohio. Davis, Ward and the Saab placed second in Production behind Light, and, with the titles wrapped up, could easily sit out the last three events of the season.

However, one of those events was the Press On Regardless in Houghton, Michigan, Jon's hometown. He had been an official at P.O.R. for several years and hadn't been able to run. He chose to compete in the '81 running. The local media gave the team lots of coverage, and Davis didn't let them down. The Saab placed seventh Overall, first in Production, finishing the season with a victory in front of the local crowd.

"There was one last rally in the '81 season, and I forever disenfranchised myself with John Nagle (chairman of the Olympus and Reno International Rallies) because we didn't run the Reno rally. He had even gone so far as to get a Saab dealer out there to make a fuss over us and try to get us out.

"The philosophy of the Western rallyists is quite different and the kind of roads you find in the desert can be real car breakers. I don't know that I'd be too good at this off-roading that they do out there."

The Saab's reliability and Davis's success led several others to choose the 99 as their PRO rally mount. Among them were Tom French, Curt Spicer, Fred Stafford, Dan Wing, Eric Zenz, and Sandy Liversidge.

Davis forsook the Saab when he was hired to drive a factory-backed Ford Escort for the 1982 season. He and Harry did win one event, Nor'Wester in Washington, but also had a string of DNF's in the Ford.


Liversidge won three PRO Rallies for Saab in '82, but Steve Nowicki took the driver's championship with a Plymouth Fire Arrow. Top finishes by Liversidge, Zenz and French helped Saab to win the manufacturers title for the third straight year, by only two points over Plymouth. Liversidge was second to Nowicki for the Production class driver's title, though, by virtue of better overall finishes, placed ahead of Nowicki in the Overall point standings. Liversidge's co-driver, his wife Linda Wilcox/Liversidge (they were married mid-season), was the Production class co-driver champion in '82.

Jon Davis continues to be active in the sport of rallying today. He has been chairman and/or rallymaster of the Press On Regardless many times,

acted as SCCA PRO Rally Steward in 1984, and has written the course for One Lap of America for the past three years.

Harry Ward's reputation as a good co-driver got him rides with top drivers like John Buffum and Rod Millen. He won the overall National PRO Rally co-driver's title in 1988 when running with Millen in a factory-sponsored Mazda 323 GTX.

Tim Winker



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
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Bluenote Highway

After two hours of interstate driving I reached the junction of Route 91 and Route 30. When I came to the stop sign at the end of the salted exit ramp, I paused for a few moments to stretch. Shifting into neutral, I let my foot off the clutch and felt my calf muscle ball up as I pressed it into the bulge of the wheel well. Silence. I tried to listen for some sort of sound, but all I could pick up was a slight buzz inside my head.

My headlights shone across the junction into a metal guardrail covered with white frost. It was cold.

I forced a yawn to make my ears pop as I looked out into the night to see if I could see any signs of life. I had the feeling that I was the only car on the road. I was still 50 miles away from home but I felt wide awake.

The car had been running well ever since I installed the 16-valve engine, complete with water-jacketed turbo. I would make good time. Just before sliding the shifter into first, I pressed the auxiliary

button for the driving lights and watched the voltmeter drop just below 12 volts. I rubbed my hands together to get the blood flowing and pushed in a new tape. With a healthy shove on the accelerator, I turned north and began one of my favorite drives up the winding and hilly Vermont highway.

It was extremely cold outside. The crystal clear air, the absolute darkness, and the way the tall birch trees swayed in the biting wind almost spoke it.

There were no houses along most of Route 30, and even if there had been, their lights would be off at this time of night. A glance in the rearview mirror confirmed that I was alone; only a faint red glow from my taillights on the trees behind me allowed me to see where I had just been.

The muscles in my neck tightened as the G-forces of acceleration pressed my whole body into the back of the beige, velour seat. David Sanborn and Marcus Miller played louder as my hand turned the knob on the stereo just before dropping to the gearshift for a quick but fluid pull from third into fourth. Simultaneously the car bounded over the top of a small rise and began the increasingly rapid descent down the back side.

I glanced down at the speedometer which was glowing green, in tune with the rest of the dashboard lights. 65, 70, 75 miles per hour. This was a nice speed for this road. My eyes clicked up a couple of degrees, scanning the road ahead; searching for that inevitable pothole or unmarked hairpin turn.

The warm air blowing from the vents onto my feet, legs and chest soothed and comforted without making me tired. I firmly gripped the steering wheel as I prepared myself for a turn. It was on a downward slope and I went in fast. The music was becoming fuller, more instrumental. I felt a pang of nervousness as I experienced the initial lateral thrust. But the car held perfectly. I could imagine the sway bars torquing and the sidewalls of the tires bulging as they coped with the enormous transference of weight. My own body flexed in resistance to the force. I could hear nothing but the music now.

The car straightened out abruptly at the end of the curve, and like a slingshot its energy was once again channeled into forward momentum by my foot's heaviness

on the gas pedal. I was in a capsule, disconnected from the world, communicating with reality through my machine. The boost gauge needle neared the red zone and the car rocketed up the straightaway. Obscured by the building syncopation of bass, drums, sax and keyboards, the sounds of the engine could only be felt, reverberating in my temples and veins.

A quick glance at the tachometer told me that it was my usual time to shift. It was before the peak of the torque curve, but I felt the need for more power so I held on. I did not bother to look at the speedometer, the rush of trees and the continuing push into the seat was a good indication of my rapidity. I was staring at the road, my eyes providing a constant stream of data for my brain to process.

Anticipating the next curve, I leaned in. With a slight change in the angle of the steering wheel but without letting off the gas, the car lunged into the uphill corner, powering its way through, relentlessly. The music seemed to be louder. I sounded like it was playing in my ears. The car shot up and around the bend, scrubbing for speed, matching the music in intensity and rhythm. The shock absorbers dampened even the slightest imperfections in the tarmac while the saxophone led up to a chord change. I was high. The scenery was changing so fast I could barely keep it in focus. My car and I were one and the same with my mind as the controller and my limbs reduced to mechanical extensions of the pedals and steering wheel.

All at once the car crested a hill, I shifted up to fifth and the music followed into the next chord of its progression. I became aware that the speed was insane, the music was real and my heart was beating quickly, pumping the adrenaline through my system.

I tried to picture the scene as it would appear from a point outside the car. I imagined the cold, quiet winter air interrupted suddenly by a circus of whirring turbines, baritone exhaust notes, and a funk band. The midnight darkness would be temporarily broken by my Halogen headlights as my car and I sped north into the cold, vanishing from sight as quickly as we had come.

Jonathan Bracken
Providence RI

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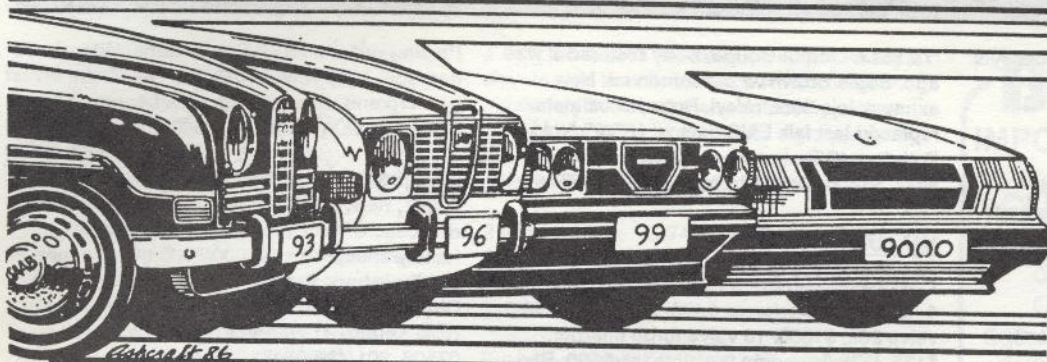
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Sonett's for Sale

'74 Sonett III, 85k mi, gd body & int, new hydraulics, elec fan, all orig. Blue w/ blk logo side stripe, \$3000. Myrl Fisk, Phoenix AZ. 602/840-6966.

'74 Sonett III, Blue, no rust, minor nose bump. \$1985. Car is in Seattle. Paul, 206/527-9405. John VanLandingham, 5011 40th Ave NE, Seattle WA 98105. 206/523-7619.

'73 Sonett III, red. Gd title, 2nd owner & purchased in '76. 48k mi. Stored since '78. New Michelins, headliner, ft rotors. Always kept inside. Orig manuals, extras. Minimum effort. Serial #765. Offers over \$2000. Vern Adkin, Rt 4, Box 115-A, S Haven MI 49090. 616/637-1846. Fax 616/637-2636.*

'69 V4, 60k mi, runs & drives, complete but needs work or parts car. Rear window cracked. Orig paint & int. Some spare parts, \$1000. Fenton Lang, 85 Churchhill St, Freehold NJ 07728. 908/577-8916.*

'69 Sonett V4, for restoration or parts, orig yellow, vg body, rusted pan, complete, \$1500. Rob Allen, Hamden CT. 203/248-8798.

93s, 95s & 96s for Sale

'71 95 Wagon, \$3500 lacquer finish, restored, stored 10 yrs, superb cond, many spare parts incl new trans. Located in Mass, \$4200 obo. Must sell. David Maclean, 25 Rocklare Lane, St. Louis MO 63131. 314/434-5424.*

'70 96, new trim, upholstery, exhaust, fuel pump, windshield, rear bumper, brake MC, 1.7-liter No-lead heads. \$2,000 obo. Dave, 5011 40th Ave NE, Seattle WA 98105. 206/752-1299.

'65 96, 2-stroke. Regretably must part with this car. All original, 79k mi, no rust. Greg Woodland, 222 Weona Dr, Nashville TN 37214. 615/871-9137.*

'60 93F, 67k mi, exceptional body, rare 750cc eng (needs frt seals & water pump seal) 3-spd, restored seats & panels, new tires & exhaust + extras, \$4200. George Voll, 8860 Schuler Rd, Greenville IN 47124. 812/923-3617 lv msg.*

2-Stroke & V4 Parts

Crossflow manifold for V4, 2x45DCOE Weber, long distributor, \$750. Weber 28/36 DCD, \$50. 4 Ronal Minilite-style wheels \$150 ea for 3; 4th is new, \$170. Paul, Seattle WA. 206/527-9405.

V4 parts: 1700cc engine w/20K, oil & filter changed every 2K, \$400. Transmission w/30K, \$250. Boge shocks, 6K, \$15 ea. Kleber C1 165R15's, 9K, on stock 96 wheels, \$25 ea. Sonett radiator w/electric fan & thermostatic control unit, \$75. Factory V4 manual, \$20. Haynes 96 & 99 manuals, \$5 ea. Send SASE for list. Andy Buc, Box 70187, Seattle, WA 98107. 206/783-7832 days, wknds.

New & used V4 parts for 95, 96, Sonett. Also 93 & 2-stroke. 2 BBL manifolds, Weber carbs, new clutch & brake masters, etc. Call or write for 15 pg inventory & price list. David Kronen, 22706 Califa St, Woodland Hills CA 91367. 818/703-7323.

'61 Saab (disassembled): Rebuilt engine w/ all new mains, spare trans, parts necessary for rebuilding body, \$1000. Buy this kit and finish my dream. Lowell Haas, HC61-Box 255, Deerwood MN 56444. 218/546-5398.

2 bbl manifold, Weber 28/36 DVG, \$300. 38/38 syncros opening DG MS, \$140. Adapter for 40 DOCE to 2 BBL, \$60. Hella 2000 lamps, \$100 pr. Rich Roberts. 206/481-9179 after 6pm PST.

For Sale or Trade: '58 93 spare parts list. Orig factory binder, printed in Sweden. Very good condition. Barry Welch, 58 Prospect Ave #304, Hartford CT 06106. 203/645-0888 days, 203/233-1068 eves.

Rally ring & pinions, brand new for 95,96,97. Saab P/N 10488, gear ratio 5.83:1, \$300 ea. Arne Gunnarsson, 38828 Harris Trail, Fallbrook CA 92028. 619/723-9154.

JVAB thanks everyone who ordered V4 trannies. I'm sold out, but more 76-78 V4 gearboxes are on the way. Order now so you don't miss out. Also, 2" sport exhaust, pistons, genuine Saab 2-bbl manifolds & carbs. Call or fax for V4 catalog. John VanLandingham, JVAB, 5011 40th Ave NE, Seattle WA 98105. 206/523-7619.

'68 V4 Sonett new frt bonnet, never painted, perf cond. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

25 yr collection of parts & bodies for 96 2 cyls and V-4's. 5 99's in varying conditions. Gerald Katz, 23139 Gertrude Ave, Perris CA 92570. 714/943-1980.

'73 96 body, no rust, engine & trans gd. Needs fine tuning. Enough extra engine parts for spare. Custom hitch, \$1000 obo. Stu Wilcox, 5541 Rainey Ave W, Orange Park FL 32065. 904/269-4919.*

Garage full of Parts: 2-stroke, V4, 99, 900, 9000. Call or send SASE for list. Pete Simcik, 967 Chamberlain Hwy, Kensington CT 06037, 203/828-1186 eves.*

Parting out 2-'71 Sonett III's: glass, door, engines, trans, seats & upholstery. Springs, factory air conditioning complete, \$325. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

Sonett III door lock sets. Complete floor shifters. New '68 Sonett V4 bonnet. Sonett III windshields and rear windows. Sonett transmissions. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

99s, 900s, 9000s for Sale

'90 900 SPG, 35k mi, black, leather, ABS, airbag, extended warranty, remote radar, 2500 mi oil changes, meticulously maint, \$15,800. David Toti, CT. 203/562-9005.

'89 9000CD Turbo, Edwardian Gray w/ gray leather. 5spd, tinted windows, moonroof, ABS, loaded. 41k mi. Meticulously maint, immaculate, garaged, assume lease \$435mo, @30mos. Louisville KY. 502/245-3556.

'88 900T convertible. Red w/tan leathr, 5spd, 62k mi. New Dunlop D60-M2 tires, all records, very clean, 200w. Sony w/10 CD chgr avail, \$17,000. Paul Herrman, 4141 Rosemeade #1301, Dallas TX 75287. 214/380-2647.*

'87 900 Turbo, 3dr, 5spd, red/tan cloth, like new, needs nothing. Well maint, new frt calipers, pads & tires, 107k hwy mi, \$8500. Dennis Farley, Modesto CA. 209/521-6460 wkdays. 209/522-9211 eves.

'86 900S, 5spd, 3dr, 16 vlv, silver, dk brown cloth, Shelby alloys, no radio, FL car, 105k mi, \$4500. Rob Allen, Hamden CT. 203/248-8798.

'79 900 Turbo, 34k mi, showroom cond. Meticulously maint, garaged & covered since new. No winters, serviced at 30k mi. Nearly new, \$5900. Robert Boote, 662 Coddington, Ithaca NY 14850. 607/273-1236.*

'77 99 EMS, exc cond, under 100k mi, many extras, orig owner, only driven a few yrs. Must see to appreciate, \$2200. Tom Burlington, Lodi CA. 209/334-2488.

'74 99LE Combi-Coupe, body restored 5 yrs ago. Sepia Brown w/ Cinnamon int. New exhaust, injectors, m/cyl. Rotors & calipers replaced last fall. EMS rims w/ 185/65 Nokia Rollsters. KYB shocks, runs great. Photos avail, \$1800. Dave Starbuck. 908/647-7549.

99, 900, 9000 Parts and Accessories

4-'86 S alloys w/caps, \$400. '87 S motor 16 valve 26k, \$1000. 16 valve turbo charger, \$175. '87S 3dr comp tan cloth int, \$500. Red box APC unit, \$175, '86 frt brake rotors, \$75 pr. '85T EQ, \$50. Blk leather spoke/button steering wheel, \$150. Km/hr speedo for 9000, \$75. Rob Allen, Hamden CT. 203/248-8798.

Parting out: Twenty 99's and thirty 900's, '73-88. One '86 9000. No leather int, SPG stuff or Euro lights. Rod Beckner, 604 E 1st St, Albany OR 97321. Tele/Fax 503/928-6351.

'79-85 900 trans manual, \$12. Haynes 900 manual, \$5. Center console w/tan carpet, orig from '87T, \$75. Kevin Fogarty, 1301 Haven Ave #E, Ocean City NJ 08226. 609/391-0981.

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9000 factory service manuals, current thru 1990, mint cond. Also 2 9000T OEM 24 spoke alloys, \$200 for all, +shpg. Guy, 714/337-8928 after 6 pm PST.

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Parting out '76 99 GLE auto trans, side damage. Alloy wheels, 70k total mi, 7k mi on new top end. Dick Landon, 219 Leonard St, Santa Cruz CA 95060. 408/549-8010.

Group 6/Ansa sport exhaust for '86-88 9000T, new, orig \$160, sell for \$125, incl domestic UPS to your door. Pr burgundy factory sheepskins for 900/9000 (just cleaned), \$100 w/ shpg. Set of 4 205/55VR15 Semperit Directions, almost new, \$200 (includes shpg). Noel Young, 31 Horton Ave, Hawthorn NJ 07506. 201/423-0847.

Used Turbo Pre-Luber. Pre and post-lube your precious engine, adjustable post-lube setting. Great for changing oil too! Complete w/ instructions, fittings, electronics module, wiring, some hose. New \$350. Your low, low price, \$175. John Wynn, West Chester PA. 215/692-8784.

Clarion/Saab factory stereo. AM/FM stereo cassette, removable w/ lock out # & removal tools (not crowbar). From '86+, will fit any standard DIN opening. Comes w/ amp, wiring & chassis for installation. A steal at only \$180. John Wynn, West Chester PA. 215/692-8784.

Clearing out remaining 99 parts, B-Heads, \$125, B-Turbo Heads, \$150. Trans in gd cond, \$300 ea. Fans, \$25. Lots of misc trim, etc. from '78 Turbo and '73 EMS. Call or write for list. Dave Starbuck, 28 Union Ave, Warren NJ 07059. 908/647-7549.

New 900 steering rack, \$150. Porsche coil & ignition module for Bosch K Jetronic, \$40. Haynes 99 manual, \$8. Package deal on misc new 900/99 parts +shpg. Arden Holley, 560 C37 RR #1, Keremeos BC, Canada. 604/499-5758.*

'73 99LE, sell complete, runs. Bad wiring, int. NO RUST, \$250 obo. Reed Robinson, Chino Valley AZ. 602/636-1546.

'86 900T Parts: Fuel cap, 7 oil filters, fuel filter, all \$30. Factory shop manual (4 binders), \$55. 04/87 to date NINES newsletter, offer. Brad Chovit, PA. 814/695-0549.

Good 99 auto trans, 70k mi, \$300 obo. Also good parts from '75 99 wagonback. Sam Sparks, Tacoma, WA. 206/272-2892.

900 Turbochargers, \$450 exchange. Used 5 spd trans, \$699 exchange. Rebuilt, \$1099 exchange. All other 900 parts avail new/used. **900 Club.** PO Box 410634, San Francisco CA 94141. 1-800-377-CLUB.

Inca alloys, complete set, \$400. 900 bra, \$35. '87 900S steering wheel, \$50. EZK computer (Bosch #0227400022), \$250. Jeff Steltz, 4309 Sunrise Rd, Eagan MN 55122. 612/452-8265.

'86 style 9000 6Jx15 alloy rim, cosmetically fair, w/ P6 tire, \$100. '86-88 9000 service manual, 8:1 - Body, \$15. Pr 9000 frt & rear door light switches, \$10. Complete 9000 right frt headlight unit, \$100. David Gabbe', 38 Winchester St #7, Brookline MA 02146. 508/635-8434w. 617/232-0055h.

900 & 9000 Parts: 79-91 engines, trans rebuilt & used, interiors, headliners, wheels, new & used turbos, much more. European Car Parts, 57 N Plains Industrial Rd, Wallingford CT 06492 203/284-8989.

Cruise control, orig Saab accessory for '84-91 900. Complete kit cost \$400, sell \$150. Scott Shiple, Miami FL. 305/388-7883.

Wanted, All Models

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

Seats or seat covers for '72 or '73 99. Tan color. Must be in gd cond. Rear door for '71 95, tan color. Parts book for 93 & for later V4's. Dave Starbuck, Warren NJ. 908/647-7549.

Pair Saab genuine sheepskins, silver, must be in good/exc cond. Dave Marsh, Phoenix AZ. 602/220-3811w. 602/893-9405h.

1 or 2 Inca, SPG or Ronal silverspoke alloys, drivers side lens & rear caps for Euro headlights, late 900 shop manual, 92-97 posters, 92 sales brochures, old dealer signs, early toy SAABs, SAAB pedal car, correspondence from other collectors. Rob Allen. 203/248-8798.

2 Sonetts: one '73-74 and one '71 in gd cond. Carl Jardevall, 2121 Arizona Ave #2, Santa Monica CA 90404. 213/922-9477w. 310/828-2977h.

Euro headlights for '86-90 900, 900 cargo mat, driving lights. 415/864-8289.

900 for teenagers for 1st car. Can afford \$1000. Mike Meade, Edgewood Estates, Irvine KY 40336. 606/723-5320.

Good 96 or 95 body to restore. No rust. Bob Seath, Minneapolis MN. 612/421-8885.*

SAAB Posters: All years considered, older ones especially. Torn, wrinkled, damaged ok complete. C. Galanapulo, 2670 Lehman Rd #311-D, Cincinnati OH 45204. 513/471-4097.

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HISTORY OF THE THREE CYLINDER TWO STROKE

The 94 - a Beauty & 97 - a Toad

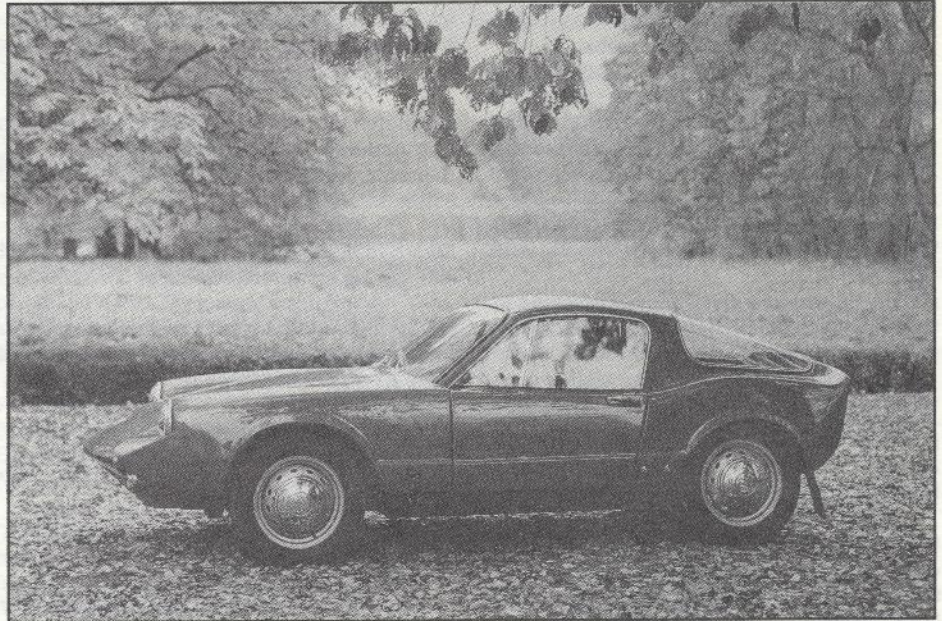
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The Saab 94 was originally called the Saab Super Sport and later by the name Sonett. It was yet another of Rolf Mellde's ideas and had started out conceptually as a track racer. In 1954 he began to sketch out the project and the Board finally gave him the money to build. There would be a total of six built before the project ended.

The first Sonett was a small two seater with a riveted light alloy chassis and its mechanicals sourced from the then developing 93. Mellde decided on what is often referred to as a front midships engine location. This means the engine is in the front of the car but behind the front axle. So, opposite to the 93, the transmission was in front of the engine. To make this work he had to reverse the direction of rotation of the mighty three - simply done with a two stroke. As it was also easier to install the steering box upside down, the car was made right hand drive.

Naturally the car had a column shifter, but the first two had three-speed gearboxes and the final four had the experimental ZF four-speed. The engine's ignition timing was controlled from the cockpit as very hard spark plugs were used. These plugs made the engine a brute to start. Two strokes are most efficient when they run cold (50°C) so there was a special cooling system built for the 94. Over the passenger's knees was a water reservoir from which two thermostatically controlled pumps drew water to cool the engine. The excess hot water was simply dumped overboard!

It is no surprise that the body was designed by Sixten Sason. The actual body was made out of fiberglass imported from the USA, and was at the time a radical material to use. Sason also contributed the name Sonett. He had been trying since the



mid-forties to have the name used which in Swedish means 'how neat'. The favourable reaction to these wonderful cars is the same today as when the design was first shown in February 1956. "How neat" it is.

The 97 was the result of a much different process and it had a less fortunate outcome. In the early sixties, Sason had thought about building a one-off Saab sports car for himself. This design included a targa roof similar to that introduced by Porsche in 1965. After constant badgering from America, Saab finally called for such a car to be built as a study. Meanwhile, without Saab's beckoning, another group also produced such a car. Saab tested both and found Sason's the more likely one. For political reasons, the other prototype got the final nod.

To simplify production the targa roof originally specified was abandoned as was the opening rear glass. As well it lacked side windows which would roll down completely.

The press were confused and critical of the car. One magazine compared it to a kit car and others had

to look very hard to find something positive to say about the ugly duckling.

To add insult to Sason's injury, the car was officially called Sonett, taking Sason's favourite name for such an inferior and rival design.

There were incredible developmental problems with the 97 but eventually all began to come right. The engine was the Sports engine with its separate lubrication, but with slightly different carbs (to solve a space problem). The end result was a very happy 60 bhp (DIN). The whole front of the body hinged up to reveal the engine compartment much like a Triumph Spitfire. From the sports models, the 97 also received front disc brakes and the sports gauges.

In all 258 of the two stroke Sonetts were built, virtually all exported to the United States.

It was now 1968 and the unpretty little Sonett was about to get a great wart and a blocked off scoop on its hood...

Simon DuStroke

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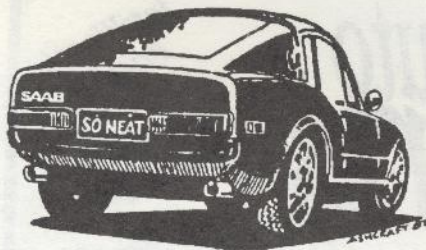
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Rear View

The best laid plans....

Just when I think things are starting to catch up, some unseen force rips away calendar pages by the handful.

Our mailing list was finally transferred to the 286 computer last year under the database program Foxbase+, but neither Joan nor I have been happy with it. Late last year we picked up Paradox to assume the mailing list chores. Unfortunately we haven't had the time to learn how to use it efficiently yet, so we're still muddling along with Foxbase. (At least it's better than trying to handle it on the Commodore 128.)

The topper this month was the death rattle of the hard drive that contained the mailing list. After several weeks of hoping for an easy fix, the best long-term solution was to replace the whole damn computer. More time was absorbed in searching for the right machine to fill our needs, then getting it set up. Since the newsletter doesn't write itself, it had to be put off until the new computer, a Northgate 386/25, was up and running. (The new machine also has a fax board, so fax messages may now be sent via our regular phone line.)

Consequently, I, once again, have to apologize for the lateness of an issue. It has only made me more determined to switch to a bi-monthly magazine.

On that subject, the response has been

much more for than against switching from a monthly newsletter to a bi-monthly magazine with a classified newsletter in between. A better description is that you will now receive six magazines (of 40 or more pages) with six short (4 page) newsletters. The new schedule will begin with the May/June issue.

Here I go again, planning more Saab bound adventures. Late spring has been spoken for with two events--the Downeast Rally and One Lap of America.

Downeast is a seven-day, 3,000 mile TSD rally covering parts of New England, Nova Scotia and New Brunswick.

Two years ago, I ran One Lap with Satch Carlson and John Pentelei-Molnar in a 9000S with the just introduced 2.3 liter engine. We placed ninth, which we thought was darn good for a rookie team. One Lap has been shortened to less than 3,000 miles and only four days, but the competition is as fierce as ever. Both events will be contested in a Saab 9000 Turbo.

As of this writing, the teams for both events are still in the works. Satch has signed on with (shudder) the BMW team for both events, though I'm sure we'll have opportunity to tip a few Heinekens during the pre- and post-competition sessions.

Saab Cars USA has also furnished the organizers of this year's One Lap with a 9000S to help in setting up the course.

The International Saab Clubs Meeting is the first weekend of October in Salzburg, Austria. I'm tentatively planning to participate. That's around Oktoberfest time, and Munich, Germany's best known *bier* city, is only about 100 km. away (good beer is another passion of mine).

While I would like to participate in all of the international SAAB Club meets (I love to travel), there are the restraints of

time and money. The ideal trip would be to purchase a new Saab through the IDS program, then spend a couple of weeks driving around Europe. Unfortunately, reality dictates a shorter stay and travel by train (unless I can borrow a car... hmmm, maybe there's someone in one of the German Saab clubs with a spare vehicle).

Of the twenty people who were invited to make the move to Atlanta with Saab Cars USA, about a dozen are making the journey south. Among those who will not be a part of Saab's new office in Atlanta are the folks in the Public Relations department, Steven Rossi and Karin Nobile. Over the past few years we have become friends and I always look forward to seeing them again. Good luck to both of you in future endeavors. I hope this isn't the end of our friendship.

Another who was invited but declined is John Moss, one of the few at Saab HQ who still had a love for the stroker engines. His preference is to remain in Connecticut where he lives on his ancestral farm.

Some of those who weren't specifically invited to make the move will likely be rehired. Saab will need them for continuity of business, but, more importantly, the company would be at a significant loss without them.

Saab has always had headquarters in the New York City/Connecticut area, consequently many employees have worked there all or much of their working lives. The Saab office was less of a business and more of a family. With less than two hundred folks working at the national headquarters, it was pretty easy to get to know everyone. Several folks have told me they'll miss their co-workers the most.

Unfortunately we tend to forget that the purpose of a business is to make money.

Tim Winker

NINES

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