



NINES

THE SAAB CLUB NEWSLETTER

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April
1992
no. 213



Member Nick Wilson, Colorado Springs, CO.

Louis Hughes named Chairman of Saab Automobile page 8
A Visit to the Front Wheel Drive Museum page 9
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National Saab Owners' Convention Registration Info page 4

Regional Club News

Calendar of Events

1992 National SAAB Owner's Convention
August 7-9, Columbus, OH. For further info, see page 4 of this issue. Reservations at Marriott North, 800-228-3429. Dan Orzano, 614/231-3892

Appalachian Saab Club

June 20 - Roan Road Run Rallye/Picnic, Jonesborough, TN.
Ken Edwards, 615/753-3153

Great Lakes Saab Club

June 20 - Saab Club Picnic, Traverse City, MI. Jim Laman, 616/335-5215

Milwaukee Saab Club

May 30 - Tech Clinic: Mid-'80s 900 valves, injectors and car care.
Paul Becker, 414/521-9968

New England Sonett Club

June 27 - Vintage Saab Picnic & Concours. Everyone welcome. Walden, NY.
Bruce Turk, 914/778-2469
July 12 - 3-Cylinder Enthusiasts BBQ and Get-together, Williamstown, VT.
Bruce Welch, 802/276-3356

Northwest Saab Owner's Club

June 7 - Swedish Car Clubs Meet/Picnic, Columbia Winery.
July 17-19 - A Weekend at Crystal Mount Rainier National Park.
Skip Schott, 206/486-1351

New schedule for NINES

This is the final "monthly" issue of NINES. The next issue will be the June issue, which should arrive at your mailbox late that month. There will be a four-page advertising/club news supplement in late May or early June.

The new schedule is as follows:

Magazine: February, April, June, August, October, December.

Supplement: January, March, May, July, September, November.

Regardless of the cover date, subscribers will receive six of each for the price of an annual membership. Membership fees will remain the same unless postage and printing costs rise dramatically.

Since the Saab Swap section has been running two to three pages, there will be room for some additional commercial advertising. Regular advertisers who wish to be a part of the supplement should contact this office. Ad size will be limited to one-sixth page (2.25" by 4.50").

Convention Registration

Plans are being finalized for the 1992 Saab Owners' National Convention, the weekend of August 7, 8 and 9 in Columbus, Ohio. We have confirmed speakers for eleven different tech sessions so expect to stay busy all weekend.

Due to meal and activity planning, registration for the convention is required in advance. Please complete and mail the form on page 4. Deadline is July 1.

For more information about tourism opportunities in Columbus, call the Visitors Bureau at 1-800-234-2657.

SAAB Club of North America
2416 London Road, Unit 900
Duluth, MN 55812-2221

Phone or Fax:
218/ 724-1336, 9am - 6pm Mon - Sat

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

Those wishing to submit articles or letters on 5/4" or 3/2" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

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 3 1/2x5, 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.

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Letters to NINES

Nine and a half

(The following letter was sent to William S. Kelly, president of Saab Cars USA, Inc.)

Listed below are Mrs. Hjertberg's and my comments concerning the first 500 miles in our Griffin Edition 9000 #179.

Paint - Excellent, one tiny one mm "volcano" easily removed.

Paint color - Gorgeous, but we prefer easy care gold.

Rear spoiler - Body shop affixed spoiler ends using screws into spoiler interior metal frame rather than defective glue because of doubt of the glue's reliability and also the required "no drive time"

Moon roof - Useful and preferred over steel sun roof.

Exterior fit and alignment - Perfect, except gaps between fenders and hood seem wider than necessary.

Wheels - Replaced cross-spoke design with Ronal #02 43 337 (Saab '92 accessories) which we believe are more attractive and far easier to clean.

Interior fit and finish - Superb, suede is elegant, but requires special protection precaution during servicing.

Glove box fit - Much improved.

Driver's seat - Configuration, support and electrical controls are very accommodating.

Interior color - Perfect, we prefer the light colors.

Steering wheel position - No problem, but desire tilt flexibility, despite Saab's enduring mind set against tilt and air bag operation.

Left footrest - Needed, but not critical.

Automatic transmission - Smooth, shifts essentially imperceptible.

Body noises - Quiet, no squeaks, rattles, leather or body flex sounds.

Mechanical, electrical and oil leak problems - None.

Engine idle smoothness - Probably very close or equal to the straight sixes (960, 300E, 535i).

Instrumentation - Oil pressure gauge plus voltmeter added despite more than sufficient volts readout. An analog clock with sweep second hand is preferred over the digital readout.

ACC - After experience with the manual controls in our '86 900 Turbo and '91 900 versus the ACCs in the Griffin and our '88 9000 Turbo, we prefer the simpler manual because we are in command. The manual system could be improved by a cold air temp. control. When the sun shines on the ACC temp. window the readout numbers become recognizable. The rear A/C is a question mark, but is certainly a conversation piece.

Interior lighting - Added footwell light with fuse and had overhead reading light rewired with fuse to allow operation at all times (i.e., with ignition on or off).

Sound system - Very versatile and competitive.

Quality control problems - The inside tops of each open door have slightly visible gaps between the interior plastic window trim and the top of the door frame. In certain light conditions clips inside the plastic molding show. Admittedly only this Swede is aware probably of this minor fault.

Engine compartment and accessibility - Very nice fit and finish with easy maintenance access. Assume electrical wire reduction is a long term Saab objective.

Turbo lag - No comprehensive testing yet, but seems virtually non-existent.

Oil change instructions - Strangely my '91 900 instructions require a change from break-in oil at 1,000 miles, but Griffin instructions make 5,000 miles the required change mileage. This 5,000 mile change refutes the guidance of consulted Saab local and non-local technical personnel. Please clarify.

Suggestion - More competitive advertising. Exploit again the Talladega victories which no other manufacturer has equalled or beaten. We believe we can prove in detail why the 9000 CD Turbo or Griffin is superior to the 960, 300E and 535i. Japanese cars do not appeal to us for technical safety and esthetic reasons.

A delightful new car experience! A 9½ out of ten points. We are looking forward to the end of the break-in period when our '92 9000 CD Griffin can fly as befits her Saab Grippen fighter heritage. We are desperate for a 9000 CD Turbo coupe.

Frederick M. I. Hjertberg
Major, U.S. Army, retired
Carefree AZ

Kidney Foundation: "Thanks"

I am writing to let you know the results of our Dream Car Raffle. The winner (of the 1992 Saab 900 Turbo Convertible) was Mr. Thomas Duffy of Kingston, New York. Mr. Duffy has had much sadness since losing his wife suddenly eighteen months ago, and winning the Saab was a blessing to him. He has a 17 year old son and both of them are thrilled with the car. Mr. Duffy bought his ticket at the New York Car Show on Friday, April 24th.

I also want to thank you and the Saab Club. The results of the mailing were wonderful. In that very short period we raised over \$12,000. The mail came from all over the United States and most people were kind enough to enclose a thank you, good wishes on the raffles, and there were even notes saying that if they had more time, they would have sold more tickets. Everyone from the Saab Club was kind and most generous. Quite a few members called the office for more raffles and we tried to meet all requests.

Please know that the monies raised will go to our research, patient service and pediatric programs of the Foundation.

The raffle was a success because of you and the Saab Club, and for that we are all most thankful.

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1992 National SAAB Owners Convention

August 7, 8 & 9 * Columbus, Ohio

Hosted by the SAAB Club of Central Ohio



The 1992 National Convention will feature three days of activities of interest to all SAAB owners. Highlights of the weekend include a Friday night "Welcome" Party, 11 technical sessions, a concours, a parts swap, a road rally, Saturday banquet with special guest speakers, Sunday brunch and an autocross. Tours of some area attractions are also available. Complete the registration form below and include with your check, payable to "SAAB Club of Central Ohio" and send to:

Convention Registration
2434 Dover Road
Columbus, Ohio 43209

Due to event and meal planning, advance registration is required.

Deadline for registration is JULY 1.

(please print clearly)

Name(s) of all attendees: _____

Address: _____

City/State/Zip: _____

Phone: _____

*What model/year SAAB(s) are you bringing?: _____

*What events will you participate in?: Concours Rally Autocross (helmets required)

*What tour location are you interested in? (Pick one event. Ticket prices listed are adult/children) :

AmeriFlora Zoo State Fair Center of Science & Industry
(\$19.95/\$9.95) (\$4/\$2) (\$5/\$3) (\$5 /\$3)

DO NOT send money for tour tickets, only for transportation (see below). Tickets can be bought at each site. For information or brochures on each tour location call 1-800-234-2657. PLEASE NOTE: Due to liability, babysitting and chaperons will NOT be available. Children under 18 years must be accompanied by an adult.

Convention Fees:

<input type="checkbox"/> Adults x \$65 each	=	_____ (all activities)
<input type="checkbox"/> Children (6-17 years) x \$30 each	=	_____
<input type="checkbox"/> Adults Sat and Sun only x \$50 each	=	_____
<input type="checkbox"/> Tour transportation x \$10 each	=	_____
TOTAL =		_____

Host hotel is the Marriott North. Rooms can be reserved by calling the hotel directly at 1-800-228-3429. Mention the convention for the special rate of \$68 for any room. Hotel cutoff date is July 17.



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Doktor Nio's SAAB Klinik

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

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

I would like to know the proper way to restore badly pitted EMS wheels. I'd like them to be as original as possible, with the machined/black insert appearance.

Robert DiGregorio
Bayside NY

Undoubtedly, there will be numerous methods other than mine after my suggestions are published, but here goes. You could send the wheels to a reputable company such as Ye Olde Wheel Shop in Glen Burnie, MD and let it up to them. If you would like to do it yourself, try a 3M abrasive pad used to clean metal without cutting into the surface. Repaint the black areas then clear coat two or three times.

I have owned my 1985 900 5-speed for just over a year now. During the past Summer, I was having trouble starting the car when it was cold. Once started, the engine would rev erratically up and down to the point of nearly dying. If I pressed the accelerator, the revs would dip rather than go up. This would end a couple of minutes later after the engine was warmed.

I replaced the warm-up regulator and everything seemed to be fine. However, two months later the problem began recurring from time to time. On top of that I seem to have lost some power of acceleration and there is a gap between depressing the throttle and a response in speed. There is a noticeable and aggravating gargling sound coming from the engine as the throttle is depressed.

The replacement warm-up regulator was a used one. Could this part or all of my problem? Could the gargling sound and loss of power also be caused by the warm-up regulator? It was recently suggested that a warm-up regulator from a Turbo model might help the erratic revs.

Joseph Cefaratti
St. Leonard, Quebec

Any CIS fuel system maladies should be checked with the proper pressure measuring device installed to compare line pressure and control pressure. After the ignition system is thoroughly checked out, read off cold control pressure and line pressure and compare with

the graph illustrated in the service manual. Cold running problems are related to high control pressure readings.

Dismantle the old regulator and check for dirt in the screens below the line fittings. Any time CIS components are replaced, it's a good idea to change the fuel filter. Concerning your poor throttle response, we have replaced many malfunctioning vacuum control units on the distributor. Be sure to check ignition timing with the vacuum hose on and off.

Since I bought my used 1985 900 Turbo over two years ago, I have been interested in modifications to increase horsepower. Specifically, I've read tests and letters in NINES about cars with APC boxes modified by Saab (which don't fit the 1985 model) and Performance Vehicle Engineering which promise increased power without compromising driveability or reliability.

However, isn't gas quality or octane rating a major limiting factor in increasing boost? A properly functioning APC system will open the wastegate to decrease boost when it senses detonation. Even my stock system, with the wastegate adjusted to the maximum reasonable setting, will quickly decrease boost after the boost gauge reaches briefly into the red zone. Thus, it appears that any of these modifications that increase boost will be limited by the relatively low-octane premium gas that is available these days. Or do the modified APC boxes adjust the fuel flow or other characteristics to compensate? Maybe it's the rotgut 91 octane premium we get here in Colorado, but spending several hundred dollars to increase boost would be wasteful if the APC is just going to put a halt to all the fun whenever the boost reaches into the red zone. Please comment.

What can be done to improve the balky shifting linkage in the 900? My 5-speed gearbox is often hard to get into 1st and 3rd, and it frequently hangs up when shifting into reverse. This behavior varies, because at times the linkage is almost decent, but at other times it's exasperatingly stiff and detracts from the fun of driving the car.

The transmission and clutch themselves seem healthy, and I've been using Amsoil synthetic fluid in the car, which has 78,000 miles. I know that 900s are notorious for their balky linkages, but what can be done to improve this annoyance?

Michael Belo
Denver CO

The changes produced with modified APC boxes seem to have more effect on the duration of maximum boost, the degree of boost reduction and the length of time before maximum boost is allowed again. The fuel flow and pressure is controlled by the regulator in the fuel rail, raising the pressure as the boost goes up and lowering it as boost goes down to vacuum. Double-check ignition timing and more importantly, insure the pressure retard unit on the distributor retards the timing when pressure is introduced to the line. With or without a modified box, run colder NGK plugs (higher the number the colder the plug), be sure the intercooler has adequate air flow and keep a cool thermostat in the cooling system.

The shift rod can be fine tuned at the clamp joining the inside rod to the shift shaft in the gearbox. Study the movement while someone else shifts through the gears and decide how you can ease the selection of first and third. Beware! A slight change at the pinch clamp causes a great change in shifter action. Check the engine mounts to be certain they are not sagging and allowing the shift rod to bind up.

Do you have any information on the "hooting" sound the turbo on my '91 9000 CD Turbo makes? My dealer says it's a normal condition.

Steve Shedden
Green Oaks IL

The "hooter" valve controls turbo pressure in the intake hoses when backing off and re-accelerating. We have found many loose or broken hose clamps at the valve on the 2.3 engines. Ask your dealer to check the clamps and maybe try another valve, P/N 9390022.

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SERVICE SUBJECTS



FROM SAAB

900 Service Manual

PSI 10/91-0139, Sec. 13/Pg. 4

Application: 900

This is the latest listing of 900 Service Manual sections. The complete set comes pre-assembled. Some recently distributed editions of section booklets may need to be ordered to make the set current. Sections may also be purchased individually.

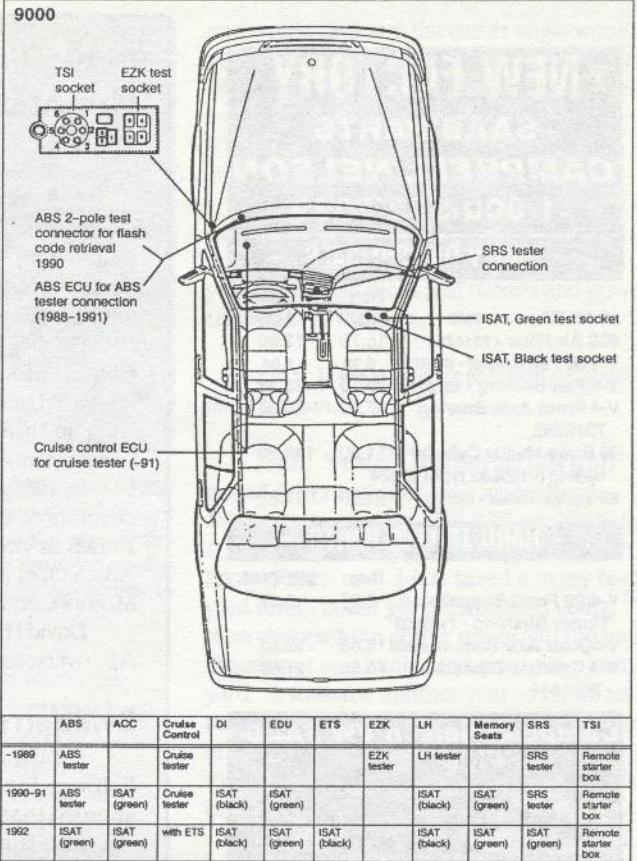
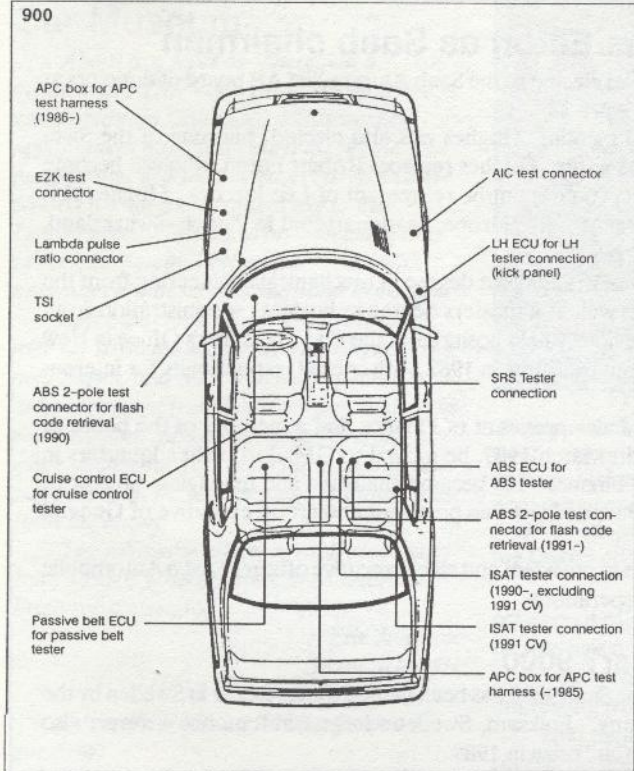
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03 20 051

Sec.	Description	Part No.
0	News M 1992	03 44 762
0	News M 1991	03 42 600
0	News M 1990	03 39 838
0	Technical Data 79-80	03 36 727
0	Technical Data 81-90	03 40 208
1	Service 79-83	03 24 210
1	Service (incl. PDI) 1992	03 44 945
1:1	PDI/Break-In 90-91	03 42 782
1:2	Service 85-88	03 38 525
1:2	Service 90-91	03 43 327
2	"B" Engine 79-80	03 21 265
2:1	Basic Engine 81-88	03 38 533
2:3	Fuel System 81-88	03 38 541
2:4	Exhaust, Cooling Systems, Turbo 81-86	03 31 058
3:1	Electrical Systems, Instruments 79-86	03 31 066
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8:5	Convertible 86-90-	03 40 240
8:6	Air Bag 1989-	03 40 257

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.

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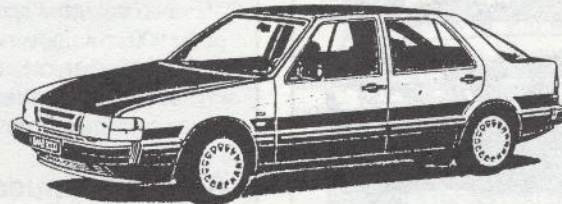
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SAAB NEWS

Hughes replaces Eaton as Saab chairman

Louis R. Hughes, 43, was elected to the Saab Automobile AB board of directors at a shareholder's meeting on April 28.

At a concurrent board meeting, Hughes was also elected chairman of the Saab Automobile AB board of directors. Hughes replaces Robert Eaton, who will become chairman of Chrysler Corporation upon the retirement of Lee Iacocca. Hughes also became president of General Motors Europe, headquartered in Zurich, Switzerland, following Eaton's move to Chrysler.

Hughes joined GM in 1966 and has a degree in mechanical engineering from the General Motors Institute as well as a masters degree in business administration from Harvard University. He previously held positions in the GM Treasurer's Office in New York and was named assistant treasurer in 1982, with overall responsibility for international activities.

In 1985, he was named vice president of Finance and a member of the board of directors of GM Canada. In March 1987, he moved to GM Europe headquarters in Zurich as vice president of Finance. He became chairman and managing director of Adam Opel AG in April 1989, and is a vice president and group executive of General Motors Corporation.

David Herman remains as president and chief executive officer of Saab Automobile AB, overseeing day to day operations.

Sweden's safest car? 9000

For the second time, the Saab 9000 has been named the safest car in Sweden by the Folksam Insurance Company. Folksam, Sweden's largest automobile insurer, also awarded the 9000 its "Safe Car" prize in 1989.

In its latest study of actual in-use accidents, Folksam assessed 26,527 road accidents between 1985 and 1990 and using the data collected, determined the safety level of all new car models in Sweden.

The 9000 demonstrated a low incidence of head and leg injuries--three times lower than the average car in the area of head injury and eight times lower for leg injuries.

Popular Mechanics rates 900 Best in Serviceability

Popular Mechanics, "America's largest monthly men's service magazine," rates the Saab 900 for best serviceability in a 14-car comparison of mid-size family sedans in its April, 1992 issue. The comparison tested front-drive, four-doors for best value and performance, including such popular models as the Ford Taurus LX, Honda Accord EX, Nissan Stanza SE, and the Toyota Camry LE.

According to *Popular Mechanics*, "We were also thoroughly impressed with the ease of the 900's routine service functions, which led all others in our serviceability index." The Popular Mechanics Serviceability Index is based on 12 basic maintenance requirements.

All 1992 Saabs benefit from reduced maintenance frequency to lower service costs, lessen customer inconvenience, and reduce hazardous waste.

Saab continues to support racers

Saab Cars USA, Inc., continues to support those racing Saab cars in certain racing and rally categories.

Contingency awards are available for those who race in SCCA's Showroom Stock category or Escort World Challenge, IMSA's Firestone Firehawk Endurance Championship, or in SCCA National PRO Rallies. While the racing events are limited to cars manufactured in only the past few years, any Saab is eligible for the rally awards.

Saab traditionally gives cash awards for the highest placing Saabs in an event as well as for top finishes in class and overall. A Saab driver who wins overall in either the Firehawk series or Escort Challenge would collect \$3,300 in contingency from Saab.

While PRO Rally awards are open even to vintage Saabs, there is a bonus for driving a 900 or a 9000.

Front Wheel Drive Car Museum

About five years ago there was a mention in *NINES* of a Front Wheel Drive car museum in Colorado. Visits were by appointment only, so I called the phone number that was also listed in *NINES* (303-659-6536), on a subsequent trip to the Denver area. That led to an interesting tour of the museum and my acquaintance with museum curator and owner, John Burnham.

Since that time I have watched John race his Berkeley with other vintage race cars near Aspen, and have watched with concern as he recovered from heart surgery, and, most recently, from injuries sustained in a crash while vintage racing. Most folks seventy-one years old lead far less exciting lives than does John Burnham.

The following interview took place at John's Front Wheel Drive Car Museum in Brighton, Colorado.

Eric Johnson
Northfield MN

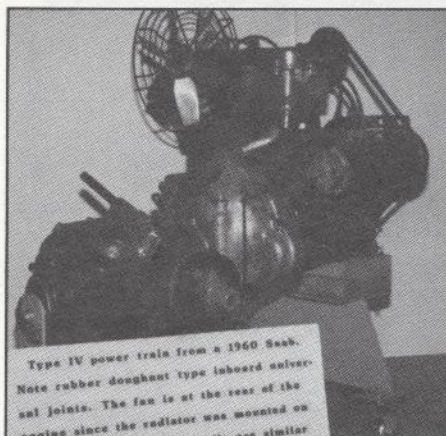
Eric: What was initial idea for this museum?

John: I've always been interested in front wheel drive cars. I was nine years old when the L29 Cord came out, and that's an impressionable age, and I was in high school when the V8 Cords came out, and that's another impressionable age. When I was about 20 or 21, I got stuck in the mud driving my father's 98 Olds, and all I could think was, if this silly thing was front wheel drive, I wouldn't be stuck in the mud.

When Kaiser announced he was going to build front wheel drives, I popped down to the Kaiser dealer to get on the waiting list, but that was a dead loss because they never went into production.

Along about 1950, a fellow by the name of Russ Skelly, back in Connecticut, advertised an 11PL Citroen which had been badly banged around, but I didn't care; I wanted something that was front wheel drive. I bought the silly thing and drove it home. That was the beginning.

I'm one of these people that likes to really plan ahead, so when I was about 28 or 29, I decided that when I retired in 30 years, I was going to have a front wheel drive museum. So I subscribed to a lot of foreign magazines and clipped all the front wheel drive articles and pictures, and it's kind of astonishing where this stuff turns up. That Citroen coupe picture over there was a



The sign reads: Type IV power train from a 1960 Saab. Note rubber doughnut type inboard universal joints. The fan is at the rear of the engine since the radiator was mounted on the firewall. Internal (engine) details are similar to the DKW-3 on panel 16.

cover on a calendar, and that Ruckston picture was a Whiskey ad. If you just keep your eyes open, you'll find all sorts of interesting front wheel drive stuff.

And then I, of course, bonded with several people in Europe. The thing that really egged me along was that Mr. Ben Gregory, who was one of the foremost front wheel drive designers in the country, lived in Kansas City, where my mother and father also lived. Every time I visited my parents, which was four or five times a year, I'd look up Mr. Gregory and we'd sit around and talk front wheel drive, and he'd reminisce about when he knew Christie and when he drove a Christie and when he went broke the first time he tried to get front wheel drive into production back in the early 20's. Did you know we had a depression in 1923?

Eric: I know there was an agricultural depression, but I didn't know how widely it hit.

John: It hit him, too. Of course, from 1923 to 1941 he was in aviation, and he often talked about all the cute girls and the basketball teams and softball teams he hauled around the country. I could hardly get him off the subject sometimes. So he had a lot of interesting things to say about front wheel drive.

The most interesting thing I learned from him was that the V8 Cord had a terribly dangerous front suspension with that single trailing arm. After he'd explained why it was so dangerous--the front

end would dive and the caster angle would change from positive to negative, flip the car off the road--I said, "How come nobody else ever noticed that?" He said, "They did. That was the only car ever built with the single trailing arm front suspension."

I took early retirement. My dad said that was the sure answer to longevity, so I retired when I was 60, and it took me one year to hack all these half chassis and power trains out of the cars.

Eric: Were they cars you had accumulated by then?

John: Yeah. I was buying this stuff nobody ever heard of, so it went cheap. Who ever heard of a VW K70 or a Goliath? It really went cheap, because people didn't know what it was. I just saved it in my backyard until I could get the museum going, then chopped the power trains and the half chassis out and hauled the rest to the junkyard. It took me another year to matte all those pictures -- there must be 150 pictures in there -- and make all those labels. No matter what kind of a machine you got, it's one letter at a time, baby.

So I've got the museum open, I got a full page article in the newspaper, and nobody came. That told me that nobody is interested in technical museums. They just want to wander in and look at the shiny metal and the white sidewall tires. So I put a sign in the window that said by appointment only and went to work for several volunteer organizations.

But one guy kids me about this. He says, "John, you're like the Irishman that won the sweepstakes."

I says, "How's that?"

He says, "Well, you won a million pounds in the Irish Sweepstakes and they ask: What's the first thing you're going to do?"

"Oh faith and begora, I'm going to buy meself a pub."

"What's the second thing you're going to do?"

"I'm going to buy a big padlock to put on the door, so nobody comes around to bother me while I'm in there drinking."

This is my pub. I'm in here playing cars.

Eric: Just as a quick rundown, what are the complete vehicles you have here?

John: There's a Citroen Mehari. An Emerson Formula 250. That's one thing I

want to do this winter. It's got a 400cc engine in it now, and I want to whip that out and put a 250cc engine in it to make it legal so I can race it next Summer.

Eric: What would you be racing against with that?

John: Another Formula B.

Then there's a BSA Trike, and a Gregory Porsche.

Eric: And of the drive trains, of course, the one that attracted me was the '60 Saab stroker. What are the others that you have?

John: There's a Fiat 128 and an Austin Mini. Then there's a Renault R16 and the VW K70. The half chassis are Panhard, Toronado, Goliath and Lloyd. There's a front wheel drive go-cart in the back corner. Actually it's a chug. Do you know the difference between a chug and go-cart?

Eric: No I don't. I've always ridden go-carts, I assumed.

John: A chug won't go more than five miles an hour.

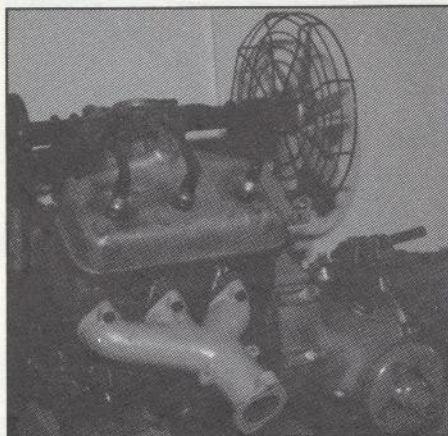
Eric: That was my first go-cart then. I had a chug that was made out of a riding lawn mower. Until I changed the gear ratio, I had a chug.

And then the displays on the side are the various forms of front wheel drive with regard to the placement of the differential, the transmission and the engine arrangements. And I have the copy you gave me of the breakdown of all the variations and examples of those variations. A SAAB 96, for example, has the engine in the front, differential in the middle and the transmission to the rear.

John: Sometimes it's kind of frustrating. Some people come in here and they want to argue about the Jowett Jupiter. They think the Jowett Jupiter is front wheel drive, and they're quite disgusted when I tell them it wasn't, but I keep a copy of an encyclopedia handy to show them.

Then there's another bunch of crazies that wander in and ask, "Where's your Morgan display?" I tell them the Morgan three wheeler was not front wheel drive. They want to argue over that. I point out that it had a chain as long as a widow woman's waistline from here to that one rear wheel.

I was telling one of these millionaires



Another view of the 750cc SAAB powertrain.

who drives a Morgan three wheeler at different races around the country about that, and he says, "Don't think anything of it John. I've had people stand two feet from the car and tell me it's front wheel drive."

Another type I run across are these know-it-alls that know all about car design and they look under the hood of the Gregory, which has the Porsche engine sticking way out in front, and say, "That's no way to design a car. It unbalances it." I try to tell them that Mr. Gregoire, the Frenchman, who had a career similar to Mr. Gregory, back in the 20's, tried lashing cinder blocks on the front of his front wheel drive cars to unbalance it. He'd get as much as 80 percent on the front wheels and it still ran good.

Eric: Oh okay. Just to prove that



The Trihawk

wasn't an issue. Take it to the extreme.

John: Yeah, because nobody was doing front wheel cars back then.

Eric: My sense when I come in here is of walking into one room in a place like the Smithsonian where they have a total history of a particular very limited bit of information or technology, and it's all here. It's all clearly displayed. And for me it's wonderful just to see a whole range of mechanical things. I'm looking at the drive train on this Toronado, and I remember when it came out, people said, "Oh that'll never work." Lots of things broke on the car. The tires were the limiting factor before radials became popular.

John: But they never had a bit of trouble with that two inch chain. It really surprised me when I opened it up. I thought I'd find a three or four inch chain. There's a big old fluid coupling right there.

Eric: Let's talk about the value of vintage cars and the books that give a value for older cars.

John: These books, Cruise and Kraus and all these people that publish these book values, all they do is look at sale results and come up with half a dozen prices and that's what they put in their book.

Now a car like that Gregory, I'm the second owner. The widow of guy who built it gave it to me. It's never been sold, it's never been nothing.

I tried to get insurance on it and of course the people who are publishing these books can't leave blanks in the books; that wouldn't do, so they got a bunch of guys sitting up there in the office twiddling their fingers and looking out the window at automobile license plate numbers, and they say, "There's a \$50,000 car if I ever saw one. It's unique. It's one off. It's built by a fellow who was a front wheel drive pioneer, that knew all the other front wheel drive pioneers." I thought I ought to insure it for \$50,000. At least that would be the replacement cost. If I'm hauling it across the country and it falls off the transporter, it would cost me \$50,000 to replace it. But this guy looks in his book with the auto license plate numbers in it and it's worth \$3,000. So I said to heck with it, I won't take it out of the state, I won't even share it.

Eric: It's a tough deal because, on the one hand there are people who are buying cars on speculation figuring they are going to go up and they are going to get rich. They know nothing about cars. They just were told that this one's rare. So on that hand, they're trying to push them up.

On the other hand, there are people out there who are saying "Gee, I'd like to drive one of these old things. I'm on kind of a low budget." I chose two stroke Saabs because they match my budget. I have even gotten them for free.

As I was preparing to leave the museum after my first visit, John asked if I would help with another FWD car he had in his garage at home. Seems the car hadn't been driven in awhile. Would I be willing to take it out for a spin? Eagerly I agreed.

The name "Trihawk" brought back memories of its photo on the cover of Popular Science, a picture I had cut out and saved.

The reason I'd been asked to drive the car became evident as I followed John's instruction for entry: Suspend yourself above the driver's seat with one hand on the windshield frame and the other on the roll bar, then descend slowly, making sure both feet arrive at the pedals. As I waited for John to join me in the passenger seat, he explained his rotator cuff problem prevented him from entering either side of the car.

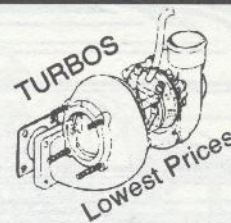
On my own, driving a car I had once only dreamed of seeing, I headed out for the most exhilarating experience of open air driving in my life!

Eric Johnson

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SHIFTIN' GEAR

by Jack Ashcraft

FAST FREDDY UPDATE

Not everyone is an rabid—or even avid—fan or competitor in the small world of autocross racing. This sport is highly specialized, requires some thought, expense and dedication to be successful in anything but the stock classes, and produces little in the way of recognition and nothing in the way of monetary reward. What then is the attraction of doing a lot of work and then using up all that adrenalin on a two to three minute run, sometimes in a sea of pylons?

As I see it, autocross racing gives a splendid release for competitive urges, improves dramatically your knowledge of automotive dynamics in a controlled environment, and perhaps most importantly, makes you much more comfortable with a car in an emergency situation. After all, driving an autocross is a constant emergency situation. To be competitive you must motor at 9.8 to 10.1 tenths (ten tenths being the absolute limit of adhesion for any given car on any given corner) 100% of the time. Every application of the brakes is a maximum deceleration effort prior to entry into a corner. The corner, then, entered properly partially sideways, becomes a model for control of the car at some later date where you find yourself confronting a farmers haywagon just as you round a turn at some elevated speed on your favorite bit of back country road.

Those who have not attended an autocross event should do so, whether or not you actually compete. A Saturday practise session, where you can don a helmet and ride with an experienced autocrosser in his/her car will be an eye-opening experience. You will know in a few minutes whether you want to give this sport a GO or not.

FAST FREDDY, shown in the Feb/March issue, was completed in time for the first autocross of the season here in the Valley of the Great Rogue Bear. Much shown in the phantom (not exploded, as previously described) drawing was new to the car as we ran in the stock class last year, and so was more or less experimental, as least where the modifications were beyond what I had done with Sonetts in the past.

Two areas that WERE new and which turned out exceptionally well were the wide rims and fat tires, the engine lowering efforts and the fat sway bar.

Taking these in reverse order, the phantom drawing shows 2 stock bars. We decided at the last minute, and after some measurements of one of our FIAT 124 Spiders' bars, to use one FAT bar instead of two skinny ones. The installation was NOT easy and simple. It was one grand pain in the ass which required a lot of blacksmithery to fabricate the mounts, grind, re-drill holes in the mounts, adjust, and finally get the bar and mounts to clear

the brake backing plates and the lower end of the shock absorber. But it worked, and very well. The car corners flat as a pancake and even though there is tremendous adhesion from the sticky tires, the car WILL NOT lift an inside rear wheel off the ground, no matter WHAT you do and what corner you do it on! Beautiful!

We will NOT be making a kit of this, but will be doing a new book soon, which will be a how-to for autocrossing a Sonett, and which will tell all. There will be a ton of nitty-gritty in this one, and will show you how I did it. If you wish to use that as a guide or wish to use parts of it on your car, then that is up to you. We will announce the book here, in our customer flyers and in HEMMINGS MOTOR NEWS when it is printed.

We made some changes in tires, too. We are using 205/50x15s on 6" wide rims with 1" offset to the outside, for the front. We are using 195/60x15s on 6" wide rims with no offset to the outside at the rear. We had planned to use 195/50x15s on the rear but had these Yokohamas which we used on the front last year and thought what the heck lets give them a try. We did and the results were very satisfactory.

The car is a NEUTRAL handler with this setup, that can be induced to oversteer, which is probably as close to ideal as you can get with a front wheel drive car for autocrossing. All tires clear all fenders. No rubbing.

We designed a G-Force resistant oil pan for the V4 engine and it works splendidly. This car can generate enough G-loading to put the oil slap up the sides of the crankcase and leave the oil pickup sucking fumes, which, so far as I can tell, do not lubricate worth a hoot. The oil pan has a box around the oil pickup with flap doors to control the oil movement on hi-G maneuvers, PLUS a windage tray to keep oil in the bottom of the pan AND to break up returning oil froth off the fast moving crankshaft parts and cause the froth to turn back to oil once again. This is not new stuff—road racers have been doing it in their engines for years—but it IS new to the Ford/Saab V4. And it DOES work. Oil pressure remained at about 80 psi throughout the weekend of competition runs, with no fluctuation on ANY corner at any time.

Though this oil pan was listed last month as an item we would offer, we made so many changes and added so much to the design that the price would have to be outrageous for us to make a buck on an exchange setup. So we will instead add a blueprint or scale drawings and full how-to on this oil pan in the autocross book.

Well....how did it go? We race now in class

D Street Prepared. We were first in that class and 10th overall (in a field of about 40 competitors) and were the second fastest STREET LEGAL car at the event. Cars ahead of us included 5 Formula Fords, a couple of 240Z race prepared cars and a \$20,000 BMW 2002. I was just over 2 seconds slower than the Bimmer and since our car was new and tight and the course was long and favored the Bavarian Wonder, I figure I'll reel him in before the season is over.

The car ran exceptionally well and we are very pleased with our efforts so far. We will continue to make improvements as the season goes on and we'll let you know when we put the Bimmer on the trailer.



A SAD 93

Ordinarily I can look at old Saabs rather dispassionately. Well, if it is a bashed Sonett I do run the tape that says, hmmm....I DO fix fiberglass rather well and I DO have a variety of welders, and I DO have parts.....hmmmm. I admit to that.

It is easier to walk away from a rusty old 96 because I do not do sheet metal as well as I do fiberglass, and besides, I have several of them in my storage building which I can go fondle if I need a 96 fix. But a 93.....

YESTERDAY a friend of mine who owns a local emporium of Great Automotive Junque called me and asked if I knew what a Saab 93 was..... Chris and I were standing in his greasy doorway before he put the phone down. He led us, in his carefully gaited, half limping walk thru winding corridors of stacked tires and decaying differentials to the old 93, which was perched somewhat precariously on top of two barrels, the front of a dead Pinto and yet another stack of tires.

It is much as I have drawn it. You can see thru it a lot of places, most of them where a steel panel used to be. It is a suicide door B model that some jackass ran over into his fencerow many years ago when the engine bit the dust, probably because he or an equally dim bulb relative forgot to put oil in the gas when he/she filled the tank. It is sad.

Part of me says: Save it. There is not an infinite number of 93s around. You CAN do the steel work if you want to. Part of me says: You need another project like you need a hole in the head. As I write this I truly do not know what I will decide to do about this old troll. Stay tuned. News at eleven.

THE FAST V4

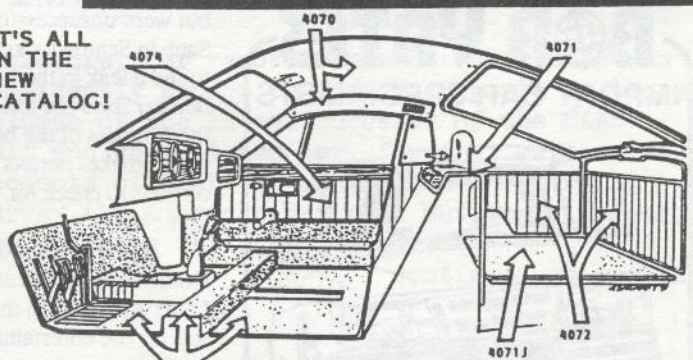
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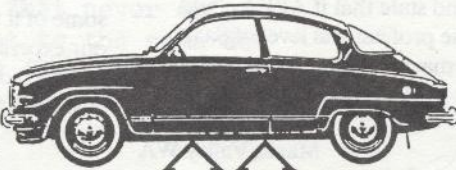
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TECHNICAL TALK



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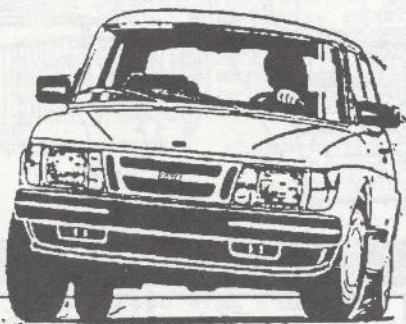
Group 6 APC box

In response to Raymond Drabik's letter (Sept 91), I have the new Group 6 APC box installed on my 1987 900 SPG. I give it full marks for significantly improving the overall performance of the car. Low end response is much better than stock SPG with no sacrifice in highway performance. Besides the APC box, I have installed the complete Jacobs ignition system (computer, coil and wires) and Sport exhaust system available from Group 6. All products are of high quality, easy to install and well worth the money for the extra performance provided.

I must also comment on how impressed I am with Frank Freeman of Group 6. I have had numerous conversations with Frank since installing his products. He is very knowledgeable, not only of the products, but how they work with Saabs. An excellent combination.

Brian A. White
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Power brake vacuum leak causes stumble

As the original owner of a 1984 900 Turbo 8-valve with 160,000 miles, I would like to share my SAAB story. The Saab is driven daily and is the most reliable, best designed and best built vehicle I have ever owned. Since 30K miles, Mobil 1 5W-30 synthetic oil has been used in the engine and transmission, being replaced every 5K and 30K miles respectively. Outside of 30K mile tune-ups, brake pads and tires, repairs have been limited to a) water pumps at 80K and 150K miles, b) clutch and shock absorbers at 120K miles, and c) new ball joints and a new power steering rack at 140K miles.

The most recent repair, 155K miles, was to fix the notorious warm start problem. That is, a very pronounced stumbling idle when the car was first started and the outside temperature was between about 60° and 70°F. Every mechanic and article pointed to a vacuum leak as the most likely cause. Several shops searched for the leak but were unsuccessful. Finally, Bayside Saab in Seattle looked at the vehicle and found a leak in the brake booster. A new booster fixed the idle problem and increased the firmness of the brake pedal. Although the fix makes perfect sense, it is less than obvious to check for vacuum leaks in the brake booster.

As the current owner of an ALFA Romeo Spider and an ALFA club member, I also want to take this opportunity to praise you for the entertaining and informative newsletter, and state that if ALFA could ever get to the professional level of Saab and NINES, maybe they could be perceived as more than a "weekend" automobile.

Rob Mustard
Maple Valley WA

Generic equivalents

I hope that readers are not shocked by news that auto industry producers and dealers engage in price-gouging practices! I find a strong similarity between dealer prices for automotive parts and accessories and the drug industry prices for prescription medications.

Judging from articles appearing in NINES, there is a spirited group of owners who enjoy beating the system by finding and buying generic equivalent parts at great savings, and I am happy to share with them the following:

Price quoted by Saab for 9000 removable tow bar trailer hitch, #117191007, \$348.50. This hitch fits into bolt holes in the frame where the towing eye is attached. I found a near-perfect set of trailer fittings at WalMart for \$50.00. Only two holes drilled through the receiver plate permitted bolt-on into existing holes. Saved \$300!

Price quoted by Saab for locking gas cap #107107005, \$21.50. The Stant Locking Fuel Cap #BG-791 is a perfect fit, but is not listed for the Saab in the store directory furnished by Stant (I am informing Stant by copy). It sells for under \$10 at WalMart.

There are numerous accessories listed in the Saab catalogue which are generic items available at K-Mart, WalMart, and auto supply sources, including J. C. Whitney where I bought a sun roof wind deflector for under \$30.

It is enough to have to spend more than \$30,000 for the car. I hope to recoup some of it by joining other owners in sharing our experiences and using generic equivalent medications and auto parts when available.

Mel Becker
Miami FL

SAAB

SOUNDINGS



OCTOBER, 1956

SAAB MOTORS INC.

VOL. 1, No 1.

AN IMPORTANT CARGO

When the M.S. Sparroholm came into New York Harbor back on the 28th of March, it carried, what was for us, a momentous cargo - two of the new SAAB 93 automobiles.

With the exception of a SAAB 92 that had been privately imported three years ago by an aircraft executive in Hartford, these were the first SAAB cars to reach us from Sweden.

In taking a moment to relate what has happened in the intervening months, it is not our intention to establish a precedent so far as the content of future SOUNDINGS is concerned.

FOREIGN IMPORT MARKET

Unlike the domestic automobile industry, there was never any question about 1956 being a good year for imported car sales in this country.

Already, Volkswagen has nearly equalled in the first six months, her total sales in 1955 - 25,000 vs 28,000. Substantial gains are piling up for other makes as well, in particular Triumph, MG, Simca, Porsche, and Mercedes-Benz.

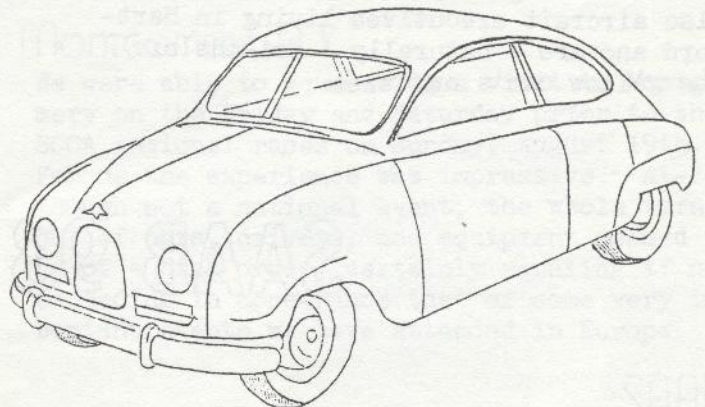
As we have talked to dealers in recent weeks - over 100 have contacted SAAB regarding dealerships - we have felt that they are exuding a confidence - and reflect a substance - that never existed before, or at least not to the same degree. There is strong feeling that the market for imported cars in this country will rise not fall.

But at the same time dealers are disturbed and worried over problems of high overhead and, of course, the 'shop around' attitude of many buyers. The latter exists far less where foreign cars are concerned than domestic cars, but in any degree its existence is an
continued on page 3.....

The SOUNDINGS will, of course, serve as a speedy medium for us to communicate certain matters of interest to SAAB owners and dealers in this country, but otherwise the SOUNDINGS are not intended as a 'house organ' or publicity handouts but rather as news sheets developments of common interest to SAAB's friends.

Therefore, our readers interested in SAAB can confidently expect to find no reports in these columns of the latest successes of the SAAB golf and chess teams nor, for that matter, any accounts of SAAB top management arriving to survey the American market. But for a moment, let us bring things up to date.

continued on page 2



AN IMPORTANT CARGO

CONTINUED FROM PAGE 1

The first two arrivals happened to be a blue-green and a yellow sedan. After a shipboard pre-view party for the press, both cars went over the side and into immediate service. The blue-green car was on the road virtually night and day during the next weeks, being used variously as company car, demonstrator, road test car for the press, personal transport for Gunnar Jungstrom - head of SAAB's automobile design division - on his trip out to Detroit to visit American companies, and on countless other missions by those who wanted to have a go on this latest arrival on the American foreign car scene. The blue-green car somehow survived this baptism and is now in private hands, having covered 15,000 hard and frequently, we suspect, eventful miles in a very short period.

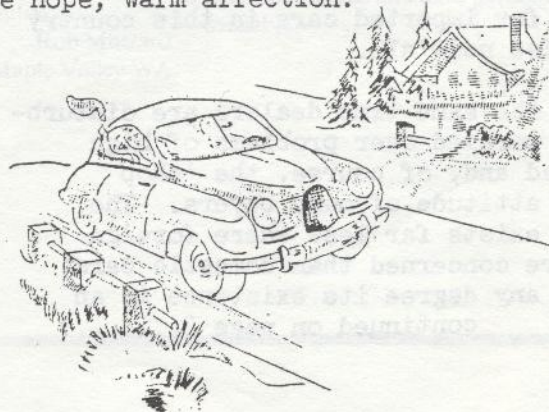
The yellow car, however, has had a life of comparative ease. When the aircraft executive we mentioned earlier heard that SAAB had decided to market its cars in this country, he was on the telephone to us from Hartford even before the first two cars arrived asking how soon could he expect to get delivery. Although little details like maintenance manuals in Swedish and a single box of spares seemed to legislate against early delivery to private owners, it seemed only right that the long and devoted follower of our marque in Hartford should get the yellow car. This was arranged and his 1953 two-cylinder '92 model now belongs to SAAB Motors where it carries our serviceman a thousand or so miles a week, looking in on SAAB owners in New England, three of whom are also aircraft executives living in Hartford and are - naturally - friends of the yellow car's owner.

To make this history of SAAB's first six months in the United States brief, we will conclude it with this run-down of developments to date:

1. SAAB cars are distributed by SAAB Motors Inc., 130 W. 57th Street, New York 19. This is a factory owned and operated organization.
2. SAAB dealers are being appointed in an East Coast area mainly concentrated between Virginia and Maine.
3. SAAB Motors has a complete supply of spare parts and follows a policy of supplying dealers within 48 hours upon receipt of orders. More parts are coming every week.
4. SAAB cars are now arriving in regular shipments from Sweden, and will soon incorporate a large number of modifications to specially suit them for the American market, including heavy bumpers, safety-lock doors and push-buttons handles, tubeless white side-wall tires, sealed beam head-lights and flashing indicators, built-in oil mixing tank, and numerous detail changes.

SAAB, in its years as an airplane manufacturer and Europe's largest producer of jet aircraft, has gained an inestimable reputation for integrity. The Company's basic determination to stand behind the machines that it builds, extends to its automotive division just as much as the aircraft division. To a large extent the Company achieves its ever growing family of owners because of widespread appreciation of this fact. It is our aim that every SAAB owner will regard the producer of his automobile with respect and, we hope, warm affection.

SAAB 93



continued from page 1

IMPORTED CAR MARKET

unhappy indication of a change that has come into the field of merchandising automobiles. Perhaps our solution to the problem will sound a little old world or naive but we believe that so long as the dealer can be counted on to give a fair price and has earned a reputation for providing efficient service and standing behind what he sells, his customers will grow, not diminish.

It is a simple formula but even in these times it continues to pay off for a number of dealers we know.

SONETT

In the October issue of ROAD AND TRACK there is a letter to the editor from Ralph T. Millet, SAAB representatives in the United States, calling attention to the policy decision SAAB faces regarding production of the Sonett Super Sports, SAAB's extremely fast 748 cc. sports car.

R.T.M. points out that SAAB views the U.S. as the market for this car - as it is for all sports cars - and therefore the question of whether there is demand or not must be determined in this country. (Data released by SAAB indicates that the prototype model of the Sonett weighs 1100 pounds and has reached a speed of over 100 MPH.)

In his letter, R.T.M., has asked for a post card poll from readers on the Sonett and at this moment people at SAAB Motors are waiting with enormous interest to see what the response will be. It should be added that the Sonett uses the same main components as the SAAB 93, and production of the car could be achieved by Spring.

SOUNDINGS readers wishing to express views - pro or con - should send in their cards. For those who did not see the Sonett at the International Automobile Show at the Coliseum, its general dimensions and appearance might be described as being not unlike those of the Porsche Spyder, although, if produced, both competition and sports-touring models would be available. U.S. delivered price is estimated to be somewhat less than \$3,000.

THOMPSON

WATKINS GLEN, ET AL

The paucity of motor sports events that was once the rule of the day fades further and further into the past. The improvement that

The improvement that has taken place here in the East is particularly appreciated, making us feel a little as though we were on the Continent or in England.

We spent two enjoyable days early in September at Thompson where organization of the meeting was, we thought, extremely well done.

It would have been fun if the battle between Ferrari and Jaguar could have been materialized and although it did not on account of Masten Gregory's difficulty in getting away from the starting grid and Carrol Shelby's braking problem, nonetheless it made Thompson very much more interesting to have these two western Ferrari exponents on hand.

Perhaps their luck will be better next time.

ROLLS-ROYCE

ECONOMY CAR

The statements by Rolls-Royce spiking recent rumors that she was getting ready to produce an economy car left us a little disappointed.

Naturally, no one should exactly relish the prospect of competition from the distinguished house of R & R, and yet it could have been very interesting.

If there were published artist sketches of what this car might have looked like, we did not see them but in our mind's eye we had our own notion - complete, of course, with the traditional radiator.....

MONTGOMERY, N.Y.

We were able to squeeze in a visit to Montgomery on the Friday and Saturday prior to the SCCA regional races on Sunday, August 19th. For us the experience was impressive. Although not a national event, the whole turnout of cars, drivers, and equipment seemed to be of a high order, certainly equaling if not exceeding in appearance that of some very important events we have attended in Europe.

SAAB

SAAB MOTORS Inc.

THINGS TO COME

In forthcoming issues we shall keep you advised in some detail about SAAB's performance in rallies and other competition events. A brief review of events during the past few months shows a very commendable record.

A SAAB-93 driven by Hengt Jonsson and Kjell Persson won the important Wiesbaden rally. In the grueling 8,500 mile Tour de Europe; a SAAB-93 driven by Rolf Mellde and Sverker Benson finished second over all. If the team had not inadvertently missed a rally control point in Spain, SAAB would have finished first because this was the only penalty against SAAB throughout the entire run. Sixty-seven cars started the Tour de Europe and after traveling through thirteen countries for 8,500 miles, only eleven cars finished at Hannover. In the Norwegian "Viking" rally SAAB-93 cars placed first and second driven by C. Sckoogh and E. Karlsson respectively. As for the Mobilgas Economy Run recently completed in Scandinavia, SAAB-93 cars, very nicely placed first, second, third and fourth. This performance is a very noteworthy achievement.

COMMENTS REQUESTED

In future issues of SOUNDINGS we shall include a technical section, describing general items of interest along with servicing notes and SAAB owner experiences. Please let us have your comments and opinions.

SAAB LUBRICATION

We have been asked many times about oil recommendations for lubricating the SAAB cars. Although the lubrication requirements for modern four stroke cars is somewhat complex and very often confusing to many individuals, when they consider the wide variation of advertising claims, the lubrication of a two-stroke engine is truly simple.

For the SAAB cars it is only necessary to use a common non-additive, non-detergent oil with a viscosity of SAE #40 or SAE #50. DO NOT USE a detergent lubricant because these oils may tend to cause plug fouling and combustion chamber deposit build up.

Never use a multi-grade (10W-30) or (20W-40) oil because these lubricants do not have enough film strength or scuff resistance when mixed with gasoline. Faithfully use one pint of good clean oil of the correct viscosity and you will have many thousands of smooth trouble-free miles.

For maximum performance and longest engine life we recommend the use of C. C. Wakefield - "CASTROL" outboard and Two-Cycle Oil. If you are not able to obtain CASTROL or a regular non-detergent oil SAE #40 or SAE #50 you may also use "Outboard" oil that is marketed by any of the major oil-company service stations.



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HANS G. LEHMANN/HIDDEN IMAGE

This artist's rendering of the next Saab 900 was published in the April 13th edition of *Automotive News*. The drawing is based on prototypes seen undergoing testing at Lotus proving grounds in England. The new 900 is due on these shores in late 1993.

Simple fix for flooding

For those who may somehow flood the engine due to cold temperatures (-25°C / -13°F) or high humidity, I have a small trick that worked for me.

Loosen the gas cap (to release tank pressure) and remove the fuel pump fuse. Check for any mechanical or electrical reasons that might cause loss of spark.

Start the car. The engine will go through all the rough motions of feeling like the timing is off, but this will burn all the excess gas. Re-start the car to confirm it is deprived of gas. Re-install the fuse, close the gas cap, and you should be on your way.

The reason my 1981 900 flooded was because I forgot to step on the clutch in -25°C weather when I first started it.

Reinhard Hoffmann
Pierrefonds, Canada

Zerex Saab Series on ESPN

Every year since the Zerex Saab Pro Series' inception (1986), ESPN has broadcast the majority of each season's races. Last year, there were 19 separate telecasts of 10 of the 12 Barber Saab races. In 1992, at least 10, and possibly all 12, races will be televised.

Below is the latest TV schedule. All times given are Eastern.

Race location (race date)	Air date & time
Lime Rock (5/24)	Sat. 6/6, 10:30pm
New Orleans (6/14)	Tue. 6/30, 12:30am
Watkins Glen (6/28)	Sat. 7/4, 10:00pm
New Hampshire (7/5)	Sun. 7/26, 3:30pm
Laguna Seca (7/19)	Fri. 7/31, 12:30am
Road America (8/9)	To be scheduled
Road America (8/23)	To be scheduled
Mid-Ohio (9/13)	Mon. 9/28, 10:00pm
Phoenix (10/4)	To be scheduled
Del Mar (10/11)	Tue. 10/20, 8:00pm

Saab One Lap team selected

A Saab 9000 Turbo has been entered in the 1992 running of the Car and Driver One Lap of America by Saab Cars USA. A team of three drivers has been named.

Ann Gelehrter of Shaker Heights, Ohio has finished in the top five several times on One Lap. She was part of the team that finished third in 1988 with an Alfa Romeo Milano, placed second in 1990 aboard a BMW M5, and was fifth in last year's running in a BMW M3, also winning the Luxury Car class in '91.

Former Indycar driver and SCCA Super Vee champion Herm Johnson is a One Lap rookie, but his driving ability is expected to make the Saab team competitive in the autocross and bracket drag racing sections. Johnson has recently been racing Volkswagen Golfs in the IMSA Firehawk series and IIRA ice racing.

NINES editor Tim Winker is acting as team captain.

Saab Cars USA, Inc., in addition to entering a 9000 Turbo, has provided the organizers of One Lap of America with a new 9000S for laying out this year's course.

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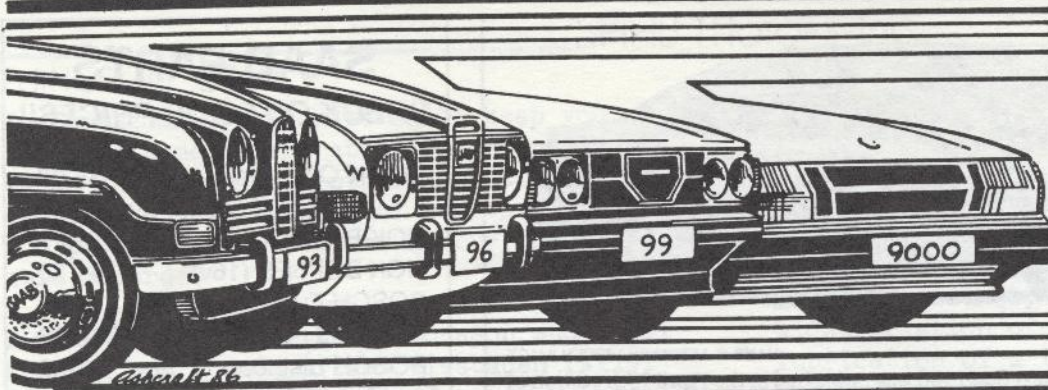


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	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS.	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)	\$10.00	\$15.00
EVERY 5 EXTRA WORDS	\$1.00	\$1.50

DEADLINE: The 15th of each month for the following month's issue, e.g. January 15th for the February issue. Newsletters are mailed the first week of the cover month.

COMMERCIAL DISPLAY ADS: Contact the editor for rates and info. Deadline, the 10th of each month for the following month's issue.

5 New Sonett (soccerball) alloys, perfect. New 96 Solex tri-carbs. 2 used steel wheels, hub cap, starter, alternator. Reasonable. George Pouridas, 9920 Jordan Ave, Apt 26, Chatsworth CA 91311. 818/882-9950.*

'73 96 hoods, doors, glass & other parts. Good cond. P. Omalyev, Woodbury CT. 203/263-0594. Lv msg.*

Parting out '72 Sonett III w/ 60k mi. All parts except frame. Dave Dahms, Box 336, RD 2, Barto PA 19504. 215/845-2726.*

25 year collection of Saabs & parts. Bodies/parts for 96 2 cyl and V4's. 5-99's in varying cond. Gerald Katz, 23139 Gertrude Ave, Perris CA 92570. 714/943-1980.

Parting out: '68 Sonett V4 #983. Engine, trans, steel wheels, baby moon hub caps, windshield, complete frt clip w/ headlights, vent scoop, Sonett V4 badge, rear clip, more. No rear window. Mark School, 313 E Greenfield St, Appleton WI 54911.

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

99s and 900s For Sale

'86 900 SPG, very well maintained & in vy gd cond. \$7995. Bob Mazza, Erie PA. 814/725-8695 days. 814/725-5155 eves.*

'85 900 Turbo, 3 dr, A/T, leather pkg. Wrecked frt, right door & pillar post. Drivable, 116k mi, \$1800. 205/478-4335.

'81 900 Turbo, 4 dr, auto, pw, pb, cc, A/C, pwr mirrors, dk brown, vy clean. AM/FM/cassette w/amp, 100k mi, \$2500 obo. Jim Hallman, Sandy OR. 503/668-3024.

'78 99 Turbo, new head, 83k mi, no rust, silver, gd runner, \$3700. Troy O' Reilly, 710 S 4th W, Missoula MT 59801. 406/543-6982.*

Sonetts For Sale

Restorable '72 Sonett III, all glass, body parts & 5 mags, no drivetrain. Solid pan. Also GARAGE O' SAABstuff. Misc V4 parts: starters, switches, trim pieces & more. The whole pkg for 1 low price. I'll even help load your U-Haul! \$1500.97 obo. Paul Florance, Seal Beach CA. 310/493-6707.

'71 Sonett V-4, 65K mi, unique tilt frt end, fair cond, not running, \$1000 obo. Joe Schaefer, 1207 Oxford Rd, Cleveland Hts OH 44121. 216/382-5943.*

'68 Sonett V-4, gd mech cond, good glass & interior, complete. Needs floor pan work, \$2500. Robert Garber, Elyria OH. 216/324-5507 or 216/322-6226.

'68 V4 SuperSonett. Total restoration to better than new. Very fast 1700+ engine. Absolutely gorgeous car. \$12,950. Full info pak w/ details, photos, \$5. Jack Ashcraft, 2201 Woodlawn Dr, Medford OR 97504. 503/779-0731.

93s, 95s & 96s For Sale

'73 96, 4 spd, pb, custom cloth interior, AM/FM/cassette, garaged, serv records, no rust, gd mech, many parts replaced, \$2450 obo. Jim Hallman, Sandy OR. 503/668-3024.

'69, '72 Runners. Solid frames. '69 needs body work & brake m/cyl. AZ fenders, door, new inner fender & Weber carb + other parts. Mark Lazerson, 7 Dairy Farm Rd, Stony Brook NY 11790. 516/632-7749.

'63 96 2-stroke. Lots of spares incl MC850 eng & freshly rblt crankshaft. Dark blue, Nice. \$2,950. Jack Ashcraft, 2201 Woodlawn Dr, Medford OR 97504. 503/779-0731.

'60 93 750GT, compl less eng, 4 unmounted new fenders, new F&R bumpers. Speedpilot, body gd, 4 cyl heads, \$1400. Gary Thomas, 113 Irving Pl, Ithaca NY 14850. 607/277-0501 'til 11pm.

2 Stroke and V4 Parts

Weber 34-ICH carb kits, incl. linkage, choke cable, instructions, \$195 +shpg. 34-ICH rebuilding kits available. Foreign Affairs of Duluth, Inc., 920 1/2 E. First St., Duluth, MN 55805. 218/724-2466.

4 2-Stroke flywheels, used pressure plate & clutches, air cleaner assemblies, 3 rear lever shocks for 95. Stroker bell housings, stroker starters. 2 1500cc crankshafts. Mark School, 313 E Greenfield St, Appleton WI 54911.

'76 99 Wagonback, 121k mi, fair body & int, soccerballs. Trans needs work, drivable, whole or parts, \$250 obo. Richard Austin, Chicago area. 708/432-6716.

'74 99 EMS, clean ND body, 106k mi, excellent white paint, mech sound. New exhaust, rear shocks, garaged, \$1995. Joel Graumann, 15549 27th St SE, Amenia ND 58004. 701/347-4069 h, 701/347-5401 w.

'72 2-dr 99LE, \$995 obo. '73 EMS, \$1995 obo. '79 900 EMS, \$1995 obo. '84 900 4dr, \$3495 obo. Ken Edwards, 296 Brethren Church Rd, Jonesborough TN 37659. 615/753-3153.

9000s For Sale

'90 9000S 2.3L, 5-sp. In service 9/91, 15k mi, best of care. Rose Quartz. Frt mudflaps, hood stripe, hdlight covers, "hot-squirt". *Car & Driver* "Hotline" price \$20,500; \$19,300 obo. Steve Goldberger, N Canton OH. 216/497-0346.

'86 1/2 9000T, Euro delivery, Grey/Grey leather, 5spd, glass roof, all options +. orig owner, all records, always serviced by Saab dealer, great shape. \$6,750 obo. Bruce Bowman, 130 E Main St, Bloomsburg PA 17815. 717/784-2747 or 784-7050.

'86 9000 Turbo, 5-dr, 5-sp, grey, tan cloth, new MXV III tires, exc cond. 115k mi, \$5975. Jim or Linda. 1-800-325-0817.

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900, 9000 Parts, Turbo, non-Turbo, '91 & older engines, transmissions, doors, nose parts, clips, wheels, suspension, accessories, electrical, glass, radios, seats, dash, headliner, carpets, door panels, also new parts. European Car Parts, 57 N Plains Indust. Rd, Wallingford CT 06492. 203/284-8989.

Parting out: '69 99. Chrome bumpers, eng, trans, windshield, doors, complete interior, directional lights, trunk lid. Mark School, 313 E Greenfield St, Appleton WI 54911.

'74 99LE parts car. New water pump, cracked block, \$350 obo. Chas. Easter. 219/745-0438.*

99, 900 headliner kit comes w/ glue, 3 1/2 yds + instruc, \$87.50. Other parts avail. Trollhattan Motors, Inc. 410/682-4688 or 1-800 32 TROLL.

'78 99 Turbo parts: Engine/Trans, A/C components, cooling fans, power mirrors, spoilers, etc. New cyl head w/valves. '86 radio & EQ. Wayne Howell, 101 College View Dr, Hackettstown NJ 07840. 908/852-6443.*

'85 16V Turbo engine/trans. Still in car. Hear it run. No reasonable offer refused. Also turbo for '78 "B" motor. Very low mi, \$200. Dan Gallatin. 619/564-4047.

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

Snow tires: two studded Pirelli 185/65HR15 W190's used 3 mos/1500 mi. \$55 pr (\$25 if picked up). '89 900 hubcap, free +shpg. D. Yee. PO Box 4546. Louisville KY 40204.

Autocross special! 1 set (4) TRX alloy wheels w/ 180/65HR390 shaved to racing depth. TRX gives the quickest response and holds the line tightest on 900's, \$100 ppd. Steve Goldberger, 2389 Chestnut Hill, North Canton OH 44720. 216/497-0346.

KYB Gas-a-just shocks for 99s, \$99.00/set +shpg. 99/900 CV joints, \$125.00 ea. +shpg. Foreign Affairs of Duluth, Inc. 920 1/2 E. First St, Duluth MN 55802. 218/724-2466.

900 Whaletails, factory intercoolers, factory sway bars. Restorable Sonett V4, \$1,000. Dennis Sweeney, Ligonier PA. 412/238-0900.

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

Set of Inca wheels, early 900T, w/tires, \$200. Paul Rossi, Franklin Sqr, NY. 516/437-2625.

Wanted, All Models

Wanted: 900 for teen-ager's 1st car. Can afford \$1000. Mike Meade, Edgewood Estates, Irvine KY 40336. 606/723-5320.

Saab posters, all yrs considered. Older ones especially wanted. Torn or wrinkled OK if complete. C. Galanopulo, 2670 Lehman Rd #311-D, Cincinnati OH 45204. 513/471-4097.

4-5 Bolt Adaptors to put 900 rims on a 96. Rumored to exist. Also need rust-free early type fender & later-type rears. Robt. Wagner. 212/614-0641 days, 718/645-3433 eves.

Early Issues of Saab Club Newsletter, #1 thru #17, 3/73 - 6/74. Copies OK. Tim Winker, 218/724-1336.

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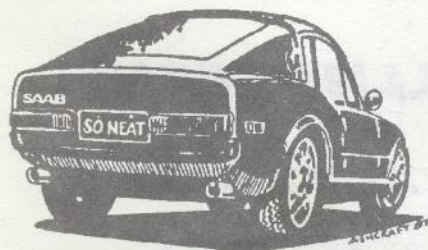
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Rear View

There is a move afoot in our federal government that has collectors of old cars hopping mad. I know because I get large packages containing copies of magazine and newsletter articles and letters to elected representatives on the subject. I'm talking about "Clunker" legislation.

Much of the mail on this subject comes from Len Athanasiades. Len runs a company called Year One, Inc., which provides restoration parts for muscle cars. Obviously, the fewer restorable cars around, the fewer potential customers for Year One's products, but Len is also an enthusiast who would prefer to see the older cars continue to be driven. His zeal in battling this legislation would make the National Rifle Association proud. Len claims to have already collected between 40 and 50,000 signatures in opposition to Clunker bills. (To obtain a petition, contact Year One, Inc. at 4559 Granite Drive, Tucker, Georgia 30084 or call 404-493-6568.)

The intent of this legislation is to get the older, high-pollutin' cars off the roads in an effort to improve air quality. A car that meets the legal emissions imposed twenty years ago now pollutes as much as five new cars. Most 20 year old cars have pollution controls disabled or are so far out of tune that they exceed the limits by far more.

A few years ago, Unocal paid \$700

apiece for over 8,000 pre-1971 cars in California, then sent them to the crusher. Most were dime-a-dozen domestic sedans on their last legs. The worry then and now is that potentially collectable vehicles would end up in the shredder. I wouldn't mind seeing some of the sagging-suspension, oil-dripping, rust-bucket Dodge Darts, Chevettas and Hornets disappear from the streets in my area, but folks in the Dodge Dart, Chevette and Hornet clubs might disagree with me.

While I hate to see any old Saab go to the crusher, once it has been stripped of useful parts, the rusted hulk is nothing more than a nuisance. I recently looked over a "collection" of Saab 99s which included three roadable cars (two just barely) and four parts cars. The parts cars had already been stripped of the more common wear parts and were not worth saving. Yet the owner insisted on selling the collection as a whole. I don't think he found a buyer.

San Bernadino County in California recently crushed Jim Phillips' collection of 120 Corvairs following an anonymous complaint for maintaining a "public nuisance". The Corvairs were parked in rows behind a seven-foot high fence. A rezoning of Phillips property three years ago made the property in violation of a county ordinance. The Hazardous Materials Section of the San Bernadino County Health Department never gave Phillips a chance to appeal their decree in his effort to save the collection, but merely wanted to know "who to send the towing bill to." Several other large cache's of old cars have been confiscated and crushed in California in recent months. This could happen to anyone who keeps a parts car or restorable non-running vehicles on their property.

One negative is that the offer of \$700+ for anything that runs will drive the cost of potential parts donors up to and above that

figure. Used parts from salvage yards would rise as well, since they would have to make more to recoup the price paid for each car.

The U.S. Congress has seen bills with Clunker Laws attached, and so far the amendments have all been defeated. That does not mean this potential legislation will go away however.

The idea has passed from the Senate and House of Representatives to the Environmental Protection Agency. To enact a law in Congress, a proposal must pass by a majority vote, usually after much debate. To enact a law under the EPA, a decree is issued by the EPA, probably after much research, but without the checks and balances provided by the Constitution.

The plan would not be funded by the government, but by industries that already, or may in the future, exceed the EPA's directives. By destroying polluting cars, they would earn credits against their own factory emissions. These credits could also be sold or traded to other polluters.

I was amazed when the Center for Auto Safety (a few professional whiners funded by the insurance industry) condemned the cash-for-clunkers idea. Their complaint was that the poor would not be able to afford to own cars. Apparently the CAS (and insurance companies) are afraid that with higher priced used cars, the poor won't be able to afford insurance, so insurance companies would lose income. The fact that unsafe, highly polluting cars are helping to destroy our water and atmosphere, and creating a hazard for other motorists must not bother them.

I'm in favor of getting vehicles that have outlived their useful days off the roads and recycling whatever can be salvaged. The concern is "automotive euthanasia", wholesale destruction of elderly cars merely because they are old.

Tim Winker

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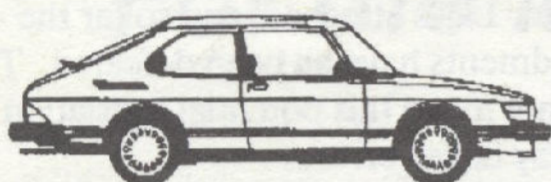
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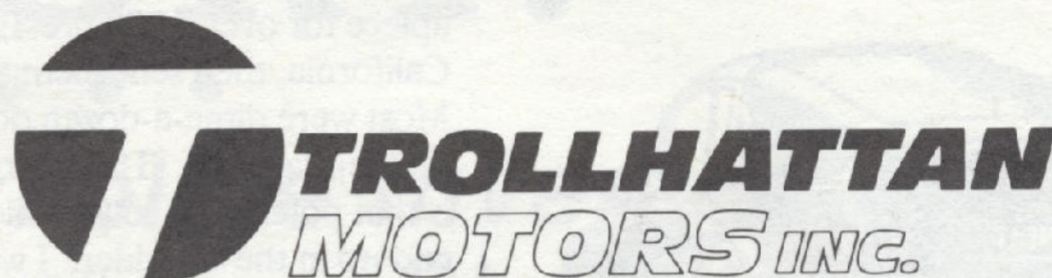
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