



NINES

THE SAAB CLUB NEWSLETTER

\$4.95
June
1992
no. 214

It's Convention Time in Columbus

Schedule of events on page 31

Saab Club Mechanics List

- Eight pages of businesses that
specialize in Saab repair and parts
beginning on page 17

Saab 96 at the Baja 1000 Lonnegren was there

page 14

The Saab Ecosport - Planning for a cleaner future

page 16

Make any Saab go faster!

page 35

Competition

Downeast and One Lap

page 38

Letters page 3

Saab Klinik page 5

Service Subjects page 8

Saab News page 9

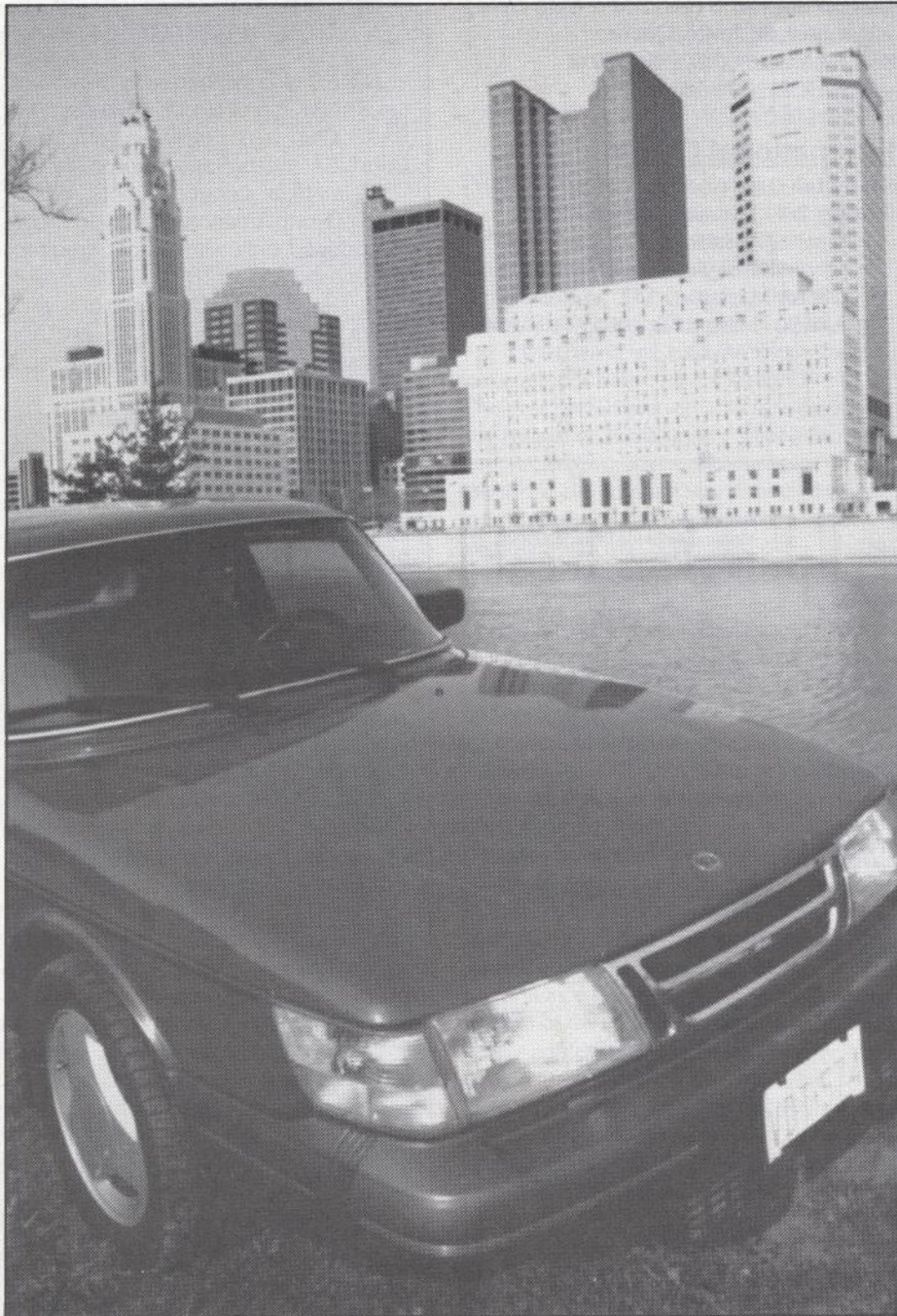
Jack Ashcraft - I Go Yugo. p. 26

Technical Talk page 28

Saab Swap page 36

Columbus Skyline

- photo by Patricia Egan, On Location Photography



Three - 400

Regional Club News

Calendar of Events

1992 National SAAB Owner's Convention
August 7-9, Marriott North, Columbus,
Ohio. Dan Orzano, 614/231-3892.

Appalachian Saab Club
October 31 - Halloween Holocaust
Location to be announced.
Ken Edwards, 615/753-3153.

Central Penn Saab Club
October 10-11 - Weekend retreat, Eagles
Mere, George Basehore, 717/944-2915

Great Lakes Saab Club
October 17 - Saab Club Winery Tour
Jim Laman, 616/335-5215.

Milwaukee Saab Club
August 16 - Picnic, Naga-Waukee Park
Dave Parps, 414/375-2676.

Utah SAAB Club
Sept. 19 - Picnic, Sugarhouse Park, Salt
Lake City. 11am-?
Chris Cox, 801/484-4266

Saab Owners of Canada, Inc.
October 3-4 - Saab Club/BMW Club driving
school, St. Jovite, Quebec.
John Casey, 519/576-4320 or
FAX 519/576-3604.

International Clubs

Saab Club Osterreich (Austria)
October 2-4 - International Saab Club
Meeting in Salzburg.
Martin Sailer, Saab Club Osterreich,
Oberer Marktplatz 167,
A-4830 Hallstatt. Tel: 0043-6134-254.

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

Phone or Fax (call first):
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 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 5"x7" or 8"x10". Good contrast color photos can usually be accommodated, no smaller than 3½"x5", 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.

Clubs & Contacts

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

Central Ohio SAAB Club
Dan Orzano
2434 Dover Road
Columbus OH 43209
614/ 231-3892

Central Penn SAAB Club
Meets: 1st Tuesday, Bube's Brewery,
Mt Joy, PA. Social hour at 8:30pm,
Meeting at 8:00pm.
George Basehore
477 E. Main St.
Middletown PA 17057
717/ 944-2915.

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

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

Great Lakes SAAB Club
(Western Michigan)
Jim Laman
617 Beechwood
Holland MI 48423
616/ 335-5215.

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

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

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

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

New Jersey SAAB Club
David Starbuck
28 Union Ave.
Warren NJ 07059
201/ 647-7549

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

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

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

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

SAAB Owners Club of Canada, Inc.
P.O. Box 578
Bradford, Ontario L3Z 2B1
Chris Teixeira, 416/ 737-5827.

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

Utah SAAB Club
Chris Cox
P.O. Box 526105
Salt Lake City Utah 84152-6105

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

Western Pennsylvania SAAB Club
Andy Bittenbinder
8433 Katherine Dr.
Allison Park PA 15101
412/ 364-4780.

Letters to NINES

HP vs. weight reduction

In the Feb/March issue Jack Ashcraft describes removing excess weight from the '68 Sonett saying that "we are pushing under 1600 pounds with something around 140 horsepower so any time we save 12 pounds we gain one horse power."

To be precise, this is not true. One should say that for a 10 percent reduction in the mass of the car, one gets approximately a 10 percent increase in, not horsepower, but acceleration. One cannot get an increase in horsepower by reducing the mass of the car.

Looking at it from the reverse angle, an increase in horsepower will lead to an increase in acceleration. And reducing the mass will further increase acceleration. But one cannot reduce mass to increase horsepower.

What about the relationship between mass and top speed? If one reduces mass, one will not get an increase in top speed. Instead, the time required to reach top speed will be reduced. If, on the other hand, one increases horsepower, one will get an increase in both top speed and acceleration.

Though I don't own a Sonett or a 93, 95, or 96, I always enjoy reading Jack Ashcraft's column. I just wanted to help clarify this small point.

Jason Reed
Ithaca, NY

Restoration help?

I'm contacting you by recommendation of Mr. Jan-Åke Johnsson, who told me you could help me.

I have recently purchased a 1965 Monte Carlo Sport, a car I've always loved, and I'm trying to restore it as much as possible to the original condition.

Even if the car is in relatively good shape and almost complete, it obviously has some missing or ruined parts after 26 years on the usually bad streets of our country.

In Uruguay there was an introduction during the sixties of a relatively important quantity of SAABS, and even today you can see in the streets some 50 or 60 96 Sports, 10 or 20 95's, and five or six 92's circulating

normally and in variable shape, including some beautiful ones. It is possible to find some pieces from dismantled cars, and there is also a workshop that specializes in old SAABS.

Anyway, some pieces are impossible to find, and this is the point for my asking for help. I want to know if you can give me advice for finding spare parts, and also any kind of information that may help me in restoring my car.

Nordex S.A.
Ramon Cattaneo
Plant Manager
Cesar Mayo Gutierrez 2488
Montevideo-Uruguay
Fax 005982-300853

New shoes

This letter is in response to the letter of Mr. Ian Duthie of Calgary, Alberta in the Feb/March 1992 issue of NINES on the subject of tires. I am not an authority on tires. I just by 'em and my Saab wears 'em.

I purchased my 1988 900S new and it was equipped with Pirelli P8-185/65-15's. The tires performed well until approximately last August at 36,000 miles. I am a firm believer in preventive maintenance, therefore, tire rotation was done every 5,000 miles. As Saab recommends, four wheel alignment was also performed.

Nevertheless, these Pirelli's began to rumble, and I also observed severe cupping. Correct tire pressure was maintained and checked every ten days. I spoke to my Saab service technician, Mr. Al Sefsic of Country Motors Saab in Butler, PA. Al said that, in his observation of all the brands of tires on Saabs, Michelin is a much better performing tire through the general range of how Saab drivers operate their cars.

Our local Michelin dealer, Elliott Tire Service in Butler, recommended Michelin MXL's for long mileage and smooth running. In contrast, they stated that the Michelin MXV is a more expensive performance tire which will not provide the mileage of the MXL due to the difference in rubber content and composition.

So in January, I had a set of four Michelin MXL's installed on my 900S, and I am very pleased. They are quiet, smooth running, and the car handles exceptionally well. The Michelin Service manual calls for the tire pressure to be maintained at 32 Psi for this size tire mounted on Saab 900 wheels. After the tires were mounted, I returned to my Saab service center for a

four wheel alignment. Price per tire: \$73.00 plus alloy wheel balancing at \$6.50 per wheel and all new tire valves at \$1.50 per valve.

Jim Oliver
Butler, PA

Get back to Real Saabs

How does a relatively modern day Saab lover such as myself -- who has owned a 99, three 900s, and spent only 10 minutes behind the wheel of the greatest Saab, a Sonett III -- end up an admirer of Jack Ashcraft, who specializes in pre-99 cars? Well, I believe it is because he seems to be one of the few people left who remembers what driving a Saab is supposed to be about.

This point was driven home to me after driving the 9000 Turbo 2.3 a few times. I had honestly hoped that the improved suspension might finally make the 9000 feel more like a Saab. Some NINES readers seemed to suggest that that was the case. Not so. The 9000T is still no where near as enjoyable to drive as the delightfully "chuckable" Sonetts, 99s, and 900s. Don't get me wrong, the 9000T's a nice car. That engine is incredible. If only it could be fitted into a 900. And handling is not bad. It's just not anywhere near the fun of the wondrously precise 900, particularly the SPG. And sure, it may be unfair to say how much more fun driving a Sonett is, but heck, for fun I'll take an old 1970 99LE any day. Those people who talk about the 9000T's "handling" can only be speaking of driving on controlled race tracks or smooth interstates. But take it on some back roads, as I did, and you see that this big four door limo is no 900. No way. Just try speeding through some had turns even half as comfortable as with the 900. Body roll is terrible. And slow speed handling? What handling?

Some have tried to suggest that a 9000 really is a Saab. Maybe that 's true is you consider it as a demonstration of what a Saab would feel like if it were too big and heavy. Most annoying perhaps is that sensation from the rear wheels when you try to power into and the adjust power through a bend. (No, it's not understeer, although it certainly feels like it.) Of all the 9000's quirks, this is perhaps the most disappointing. Because such a handling handicap is unheard of in any Saab before. Is it any wonder why Great Britain's "Autoweek" magazine said after test driving the 9000T 2.3 last year that, "For a car of such

NEW! Official Saab 900 16 valve Service Manual 1985-1992

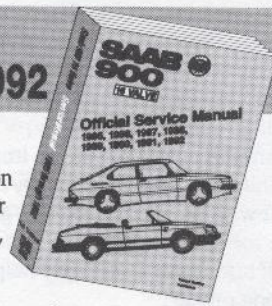
This new Official Saab Service Manual is the only factory-authorized, comprehensive, single source of service information and specifications available for Saab 900 16 valve cars. Whether you're a professional technician or a do-it-yourself Saab owner, this manual will help you understand, care for, and repair your Saab.

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\$49.95, 622 pages, with 1,025 photos/illustrations. Available from Saab dealers and parts specialists. Please include \$4.95 if ordered from the publisher. Call 1-800-423-4595.



Coming Soon!



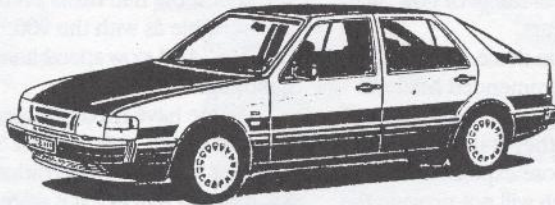
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devastating straight-line potential, it is a shame to see that advantage whittled away every time a bend hoves into view." And I also understand why public television's *Motorweek* program said the Volvo 740 Turbo "corners better."

This from the company that brought us the Sonetts and the EV-1?

To add insult to injury, the car even looks uninspiring; like an enlarged Hyundai with SPG wheels. Unsold 9000s, particularly Turbos, line dealer lots around the nation, and you can get real bargains on them. But for me that would mean giving up the fun and uniqueness of my 900T. and that is simply unacceptable. I know of someone who altered his 9000's suspension to the point that it handled almost as well as an SPG -- that is, it you drove it very, very precisely. And notice, I said "almost."

All of which brings me back to where I began: Jack Ashcraft. His beloved V4s, as well as the 99 and even its enlarged 900 cousin, follow the old but still true rule of fun handling. Small. Light. Narrow. The 9000T is too heavy, wide and tall. And it's no where near the fun of those earlier Saabs.

I have been heartened by news that Saab is working on a 1.6 liter engine for a possible lighter, peppier car. And maybe the next generation 900 will recapture Saab's true fun-to-drive tradition, although its use of a GM steering system terrifies me.

Face it Saab. The 9000 is a failure. Deservedly so. Maybe it's time to just drop a model, not bring out even more expensive versions that worsen the company's financial problems as they too clutter dealers' lots. And quit trying to blame the current economic recession. The 9000 has sold poorly almost from the start. And that was way back in 1986. Pleas from people like Bob Sinclair for Saab lovers to give the rejected newcomer a second look have been widely ignored. And as the sales show, owners of other marques rarely even notice the 9000. "Autoweek" last year quoted a British auto expert's assessment that "Saab may think it is BMW and Mercedes. But it is not." That is true. And as we enthusiasts want it. But if Saab continues on its present course, we may have nothing left but to let Ashcraft and company rebuild our old cars. And Saab may have no one left to build a new car for.

Bill Bartman
Alexandria, VA

Doktor Nio's SAAB Klinik

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

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

I own a 1986 9000 Turbo and the owners manual dictates 4.6 quarts of oil to fill, including the oil filter. I put in 4.6 quarts and the dipstick level shows ¼" to ½" above the MAX line. I check the level by inserting the dipstick, twist turn it tight, then draw it out again. Two dealers I called said I was doing it correctly, and one dealer said to use only four quarts of oil to refill. Is it possible the dipstick was miscalibrated on the '86 and should I scratch a new high mark on the dipstick?

John Tiefenthaler
Brookfield WI

The total capacity is 4.6 quarts but you would be hard pressed to drain all the oil at a change. Much remains in the oil cooler and lines and in the cylinder head. Fill with 4 quarts, run the engine until all is quiet then shut the engine off and allow it to sit for a minute or two, then check the level.

I have a 1989 9000 Turbo which developed an occasionally spongy clutch. The problem is most pronounced at start up. Also during acceleration the pedal seems to stiffen. The dealer has replaced the line, has bled the system twice (with the fluid recommended in a previous issue), and replaced the master cylinder. They have given up and told me to contact the Saab Rep. Before I go to the mat with the rep, I was hoping to have a clue as to the problem.

Lex duPont
Los Angeles CA

I would have been more inclined to suspect the slave cylinder since acceleration changes the pedal feel. This may not be the route the dealer wants to take because it involves removal of the transmission!

I am a fond and regular reader of your column, and this is my first letter to you. I am asking for your honest opinion, and at the same time, I am also asking the Tappet brothers of Car Talk on public radio for theirs.

I own an '88 900 Turbo, with almost 72,000 miles on her. This is the scenario:

- Have been driving for enough time to warm up the engine to about a third on the temperature gauge (normal for

cold weather); about 15 minutes.

- Traffic becomes stop and go, or slow, so that the car is kept in 1st or 2nd gear, low rpm's about 1000-1800.
- Because of cold weather, the heat is on pretty high, although fan is low.
- After two minutes or so in this traffic, a distinct acrid odor comes through the heat vent, this ranges from mildly annoying to so bad that once I checked the car to make sure there were no wires or materials hot or burning.
- No smoke is produced, and after a few minutes the smell dissipates.
- It does not happen twice in the same trip.
- It has happened about seven times in the past month and a half.
- I keep the car regularly maintained.

I want to know what causes this, what I can do to stop it, and what to expect as a possible result of this strange phenomena.

Betsy J. Todd
Andover MA

Either the blower motor is beginning to melt down (not uncommon) or the heater control valve may be leaking coolant into the duct work, but the latter usually creates a sweeter smell. Have your technician test the blower motor current draw and resistance.

The sunroof on my 1983 900 Turbo 4-door leaks along the driver's side. During a rain, the headliner on the entire side from front to back becomes saturated with water. The sunroof appears to fit snugly and the rubber stripping is not torn. The service department at my dealer, who usually have terrific mechanics, have cleaned the drains, but it still leaks. I doubted the "plugged drain" theory because I tested them myself and they appear to be open.

Martin Mercorelli
Scotch Plains NJ

You should remove the outer sunroof panel and check the headliner material where it is folded and glued to the inside of the inner panel. When it comes unglued it draws water from the edges and saturates the surrounding headlining. Use a contact adhesive, pull the material tight and press back into place. A strip of silver duct tape on

the folded edge wouldn't hurt either.

I would like to find the part number for the headlamp washer assemblies (this assembly I believe includes the motor, mounting bracket and wiper shaft) for 1991 and 1992 model years.

Alden Billitti
Los Angeles CA

You did not specify whether you were looking for the assemblies for the 900 or 9000, so I'll answer for both. For the 9000, the headlamp wiper motor assembly with bracket and shaft, part numbers are: LH-9123233 & RH-9123241. The headlamp washer kit will fit only the "slant nose" 9000s - all 9000 4-doors and '91-on hatchbacks. You will also have to replace the headlamps if you are trying to retrofit a 9000 sedan.

For the 900, the motor assemblies are: LH-4093126, RH-4093134, the arm assemblies, LH-9564295 and RH-9564303. There are other bits and pieces associated with this conversion; check with a Saab dealer for the complete list of parts and prices. If you are trying to retrofit an '87-'90 900, you will also have to replace the headlamps.

Continued on next page

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Saab Klinik - Continued

I have a 1987 9000 Turbo five door. About six months ago, I developed a strange sound, best described as an intermittent groaning. At first I thought it was coming from the transmission area, but now I believe it's coming from the front driver's side. The car has been to the dealer numerous times. I had the front end and the transmission checked. The sound seems to come on at speed, generally in the seventy to eighty mile an hour speed zone, although it has come on at much lower speeds. When I first heard the sound about six months ago, it was very loud and pronounced. But over the last month or two, it has greatly diminished and occurs for much shorter durations. But it still is a groaning sound (maybe a vibration). Sometimes very subtle, sometimes very audible. Any thoughts?

Ken Charof
New York NY

You could be describing any number of problems with engine mounts or even suspension bushings and cushions, but since you can't determine a consistency to the noise, I think it may be the infamous turbo by-pass, or "turkey" valve. In 9000 intake systems, the valve has a tendency to moan as you back off from a high boost condition such as a high speed run or a hard pull in third or fourth gear.

The valve, p/n 8981904, is located in the intake hose close to the air mass meter. Try disconnecting and plugging the vacuum hose leading to the valve and see if the noise goes away. I hope this is all the problem is.

Please explain the correct procedure for replacing the antifreeze coolant on my 1989 Saab 900 16V, especially in reference to the bleed valve.

Robert Lomitola
Cocoa FL

Drain the coolant while the engine is cool and the heater control knob turned to hot. Open the drain on the right lower side of the radiator and remove the 19mm plug in the coolant housing located on the side of the block beneath the exhaust manifold. Remove the expansion tank cap to allow all the coolant to drain. Tighten and replace the drains, open the bleeder at the thermostat housing and refill the system with a 50/50 mixture of antifreeze and water. When the coolant begins to run out of the bleeder in a steady stream, close it and top the level to max in the tank.

The car: a 1984 900 Turbo with 115,000 miles. The problem: when I back the car up and step on the brakes, I get a clunking noise. It appears to get worse the more I use the brakes. One alignment shop told me it is a problem with the brake caliper mounting which is common to Saabs and is not a problem. What is your theory?

Rick Cohn
Middletown RI

The clunk results from the two sliding halves of the caliper snapping as they change position in relation to the direction the car is moving when the brakes are applied. The noise can be dampened somewhat by modifying the u-shaped retaining spring in each caliper. Remove the spring and bend the two ends downward relative to their installed position by clamping about one inch of the end in a vice and bending it in the proper direction. The springs will be more difficult to re-install but they will limit the caliper movement and the noise.

Among the many Saab's I have accumulated is a 1978 Turbo 99 that I would like to restore. I also have a 1980 Turbo 900 that has rusted out, and I am using it as a parts car. I would like to know if any of the 900 parts will fit into the 99; specifically, will the 5 speed transmission go into the 99? If so, what parts are necessary, etc? Also, what suspension parts interchange between the 99 and the 900?

Randall Nelson
Inver Grove Heights MN

The five speed gearbox will fit but you will have to improvise sealing the front trans cover with the 99 mount to the 900 5 speed. It can be done using a rubber crescent from the cam cover seals in an old 99 engine or the sixteen valve. The layshaft opening in the five speed case extends to the front and thus has to be sealed.

Use the 900 shifter console and rod so you have the proper shift gates and centering of the shift rod. The rod may have to be shortened or use the pinch clamp from a later 900 rod to join the shift shaft in the trans.

Some suspension components like the control arms will interchange, but the 900 shock configuration is different to allow more front suspension travel.

SERVICE SUBJECTS



FROM SAAB

APC Solenoid Valve Hoses

Application: Certain 1991 900 Turbos
PSI 03/92-0192, Sec. 2/Pg. 17

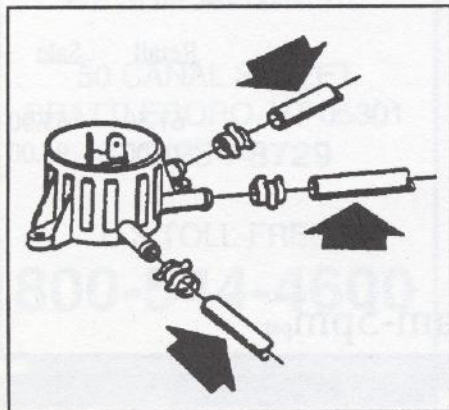
On 1991 900 Turbo models within VIN range M702100-M7022219, the rubber hoses connected to the APC solenoid valve may develop cracks. Affected hoses develop lengthwise cracks starting on the exterior and progressing inwards leading to a potential air leak. The fault symptoms vary depending on which hose cracks. New hoses have been introduced into production to eliminate future occurrences of cracking.

If the hose to the wastegate or compressor housing is cracked and an air leak exists, the boost pressure will increase if the engine is accelerating until the LH system cuts off the fuel supply at about 1.1 bar. This results in severe engine pinging and a subsequent momentary loss of power.

If the return hose cracks, the idle mixture will become too lean, causing the engine to idle erratically and possibly stall. Additionally, fault codes will be generated in the LH system.

NOTE

This PSI is identified as a "Service Directive," meaning that affected cars should be corrected at the next service opportunity, regardless of whether there has been a customer complaint. A "Service



Directive" differs slightly from a "Campaign." Owners are not notified to bring their car in for unscheduled service under this procedure.

Parts Required

Hose	P/N 93 42 619
Hose	P/N 75 25 777
Hose	P/N 75 10 266

Repair Procedure

1. Change all three solenoid valve hoses.
2. Erase any fault codes recorded in the LH system.

Revised Cruise Control Switch

Application: 1990-91½ 900 and 9000 models

PSI 03/92-0193, Sec. 3/Pg. 20

Incorrect adjustment of the brake or clutch switches can cause the cruise control system to be inoperative. Typically the complaint is that the cruise control speed set function does not work. The brake and clutch switches (both switches are identical) were modified beginning with 1990 models

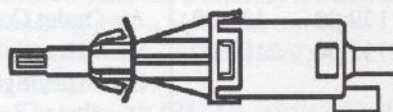


Figure 1. A revised pedal switch, P/N 43 50 443, is available as a replacement.

to incorporate a self-adjusting ratcheting mechanism. This ratcheting mechanism can sometime over-adjust (ratchet too far in) preventing the pedal from depressing the switch's pushrod actuator when the pedal is at rest, leaving an open circuit in the switch.

Beginning with the VIN's listed below, a revised pedal switch that has a greater resistance to over-adjusting was introduced into production. This switch, P/N 43 50 443, is available as a replacement to remedy complaints of switches that over adjust.

NOTE

With the introduction of this new switch, the modification procedure described in PSI 12/90-0075 (Sec. 3, Pg. 5) should no longer be performed. Replace the faulty pedal switch with a new replacement switch.

Before replacing the pedal switch on

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cars with manual transmission, however, the clutch pedal operation should be checked to make sure it is returning completely (see PSI 07/90-0012, Sec. 4, Pg. 1). If one switch on a car with manual transmission requires replacement, the other switch should also be replaced at the same time.

The revised pedal switch was introduced into production as follows:

900:	M2500209-, M7001460-
9000:	M1027855-

Parts Required:

Pedal Switch P/N 43 50 443

Replace Hose Clamps on the Turbocharger Bypass Valve

Application: 900 and 9000 Turbo models as specified

PSI 05/92-0205, Sec. 2/Pg. 18

The turbocharger bypass valve is secured to the induction hose with plastic hose clamps, P/N 79 77 234. A service directive is being issued to update earlier cars with metal hose clamps, since the plastic hose clamps can crack under high temperatures. A cracked or broken hose clamp can result in poor starting or driveability.

NOTE

This PSI is identified as a "Service Directive," meaning that affected cars should be corrected at the next service opportunity, regardless of whether there has been a customer complaint. A "Service Directive" differs slightly from a "Campaign." Owners are not notified to bring their car in for unscheduled service under this procedure.

Cars Affected:

900s within the following VIN ranges:

M2500001 - M2500488
N2000001 - N2005415
K3006737 - L3007862
K5000001 - K5014243
K7007877 - N7004416

9000s within the following VIN ranges:

K1007879 - L1009517
K2003589 - M2012513

SAAB NEWS

Saab Announces Retail Financing through GMAC

Saab Financial Services Corp. (SFSC) and General Motors Acceptance Corporation (GMAC) have entered into a servicing agreement, whereby Saab dealers will be able to offer Saab Retail Financing through GMAC.

This agreement will allow Saab dealers and customers to gain the advantage of a national network of GMAC branch offices for fast turnaround of loan applications for qualified Saab purchasers.

According to Kenneth F. Adams, President of SFSC, "For Saab dealers and owners this is another example of the powerful synergy derived from the creation of Saab Automobile AB."

Saab Financial Services Corp. is a subsidiary of Saab Automobile AB, Trollhattan, Sweden. Saab automobile AB is a 50/50 joint venture between Saab-Scania AB, Sweden and General Motors (Europe) AG, Switzerland.



2½ Millionth Saab car produced

TROLLHATTAN, Sweden -- Saab Automobile AB, manufacturer of the Swedish-built Saab 9000 and 900 automobiles, recently produced its 2,500,000th vehicle -- a metallic green Turbo hatchback from the Saab 9000 series.

Saab automobile production began in Trollhattan, Sweden during 1949 when the first Saab 92 emerged from the Svenska Aeroplan Aktiebolaget (abbreviated SAAB, but nowadays known as Saab) aircraft-turned-automotive assembly hall. By 1976, 1,000,000 Saabs were produced and the Saab 99 was the mainstay of Trollhattan production. Eleven years later, the 2,000,000th Saab rolled off the line -- a 1987 Saab 9000 Turbo.

Of Saab's most popular models, almost 658,000 Saab 95s and 96s were produced. Just over 614,000 cars were manufactured in the Saab 99 series.

Over 856,000 Saab 900s have reached the road since production began during the 1979 model year. To this day, the Saab 900 enjoys continued success. The Saab 900 Convertible recently registered a 47 percent annual sales increase in the U.S. market compared to one year ago.

Production of Saab's newest model range -- the Saab 9000, introduced as a 1986 model -- has already exceeded 291,000 vehicles and continues to take an ever-increasing share of Saab production.

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Rear Tail Lens, 95 Late Style Round - RARE! Upper 7259120	—	28.40
Lower 7259146	—	25.70
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Without Bleeder Port 7863699		2.85
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Std. size Rod BRG set 0269308 #00093 Quantities Limited	79.00	36.95
Ignition Unit Factory Bosch 9390220	138.80	110.00
Water Pump 99/900 B-Motor, 20 COG, 8367674	115.98	92.78
Water Pump, 900, 1981 And Newer, 8817900	76.75	61.40
Factory Oil Filter 9309576, 3 - pack	21.75	16.50

9000		
	Reg.	SPECIAL
Waterpump 9321670	116.85	93.48
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Front Pads, 1988 and Newer with ABS 8993768	101.95	81.56
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SAAB NEWS

Saab Pres. Herman moves to Opel

David J. Herman, 46, President and chief Executive Officer of Saab Automobile AB since 1990, has been elected Chairman and Managing Director of Adam Opel AG. He succeeds Louis R. Hughes, 43, who was named President of General Motors Europe and Chairman of Saab Automobile AB in early April.

"David Herman has had wide-ranging executive and operational experience throughout the international automotive industry for almost twenty years - a definite asset to the entire Opel organization as it takes on the challenges of an increasingly competitive marketplace," said Hughes. "Under David Herman's leadership, Saab has made a great deal of progress in improving its productivity and financial situation, in spite of an extremely difficult business climate in its principal markets."

A successor to Herman at Saab Automobile AB has not yet been named.



David J. Herman



Steven Rossi

Rossi to remain as PR head, Martin to handle media info

Steven Rossi, public relations manager for Saab Cars USA, Inc. will be staying with Saab, and Elke Martin has been hired to handle media information.

Rossi, who had announced earlier this year that he was taking a position as Vice President, Operations, for Lotus Cars USA, the American distribution arm for Lotus sports cars, will instead be remaining with Saab Cars USA at their new headquarters facility in Norcross, Georgia. He will hold the newly created position of director - industry, government, and public relations.

Rossi will continue as director, public relations, the position he has held since 1989. His duties have been expanded to include corporate responsibility for industry and government relations.

Elke P. Martin has been named manager, media information and publication for Saab Cars USA. In this capacity, Martin will create and disseminate corporate and product information to external media contact and prepare Saab's owner and dealer publications -- *Saab Soundings* and *Saab Prospects*, respectively.

Prior to joining Saab, Martin served as director, public relations and publications for the Connecticut Motor Club, an affiliate of the American Automobile Association. Before that, she was employed

by Petersen Publishing Company and served as Managing Editor for *Dirt Rider* Magazine.

Martin is a resident of Lawrenceville, Georgia. She replaces Karin Nobile, who chose to remain in Connecticut when Saab Cars USA, Inc., moved its headquarters to Norcross, Georgia.

Marie Warner, coordinator, public relations, will also be remaining with Saab in the same position.

June Saab sales outstanding

Saab Cars USA posted an unprecedented 162 percent sales gain for the month of June. This is the largest number of new Saabs sold in the U.S. in one month since August, 1987. Of this total, the 9000 registered a June volume of 1,980, the largest monthly total since it's 1985 introduction. According to Jan Jonsson, vice president, sales and marketing, Saab Cars USA, Inc., "In today's value conscious new-car environment, Saabs are being recognized as even better investments. They offer a myriad of virtues, without compromising one product advantage in favor of another."

During the first six months of this year, European sales (excluding Nordic countries) amounted to 18,200 cars, compared to 15,700 last year. This increase by 2500 cars or 16 percent was achieved in spite of the slump in most European car markets. The upsurge was particularly strong in Italy, where sales rose 66 percent. In spite of a weak Nordic market, Sweden has been at the top of the 9000 sales statistics during March, May, and June.

In Asia and the Pacific, Saab sales have increased by 52 percent to 3,500 cars. Hong-Kong, Saab's largest market in the region, recorded a record 1,000 units sold in the first six months of 1992.

According to Hans Halbach, Executive Vice president, Sales and Marketing, of Saab Automobile AB, "The successes in Europe and in Asia/Pacific are due to the fact that we have adapted our products more closely, in terms of both content and price, to the needs of the markets."

"In the Nordic countries and the USA, we are awaiting the end of the long drawn-out recession. In the meantime, we have consolidated our import company in the U.S. and have strengthened our dealer network in Sweden. Our production is more market-oriented and our productivity has been improved. We are well prepared for the upswing in sales when it eventually comes."

Skarin named Manager, Distribution

Hakan Skarin has been named manager, distribution for Saab Cars USA, Inc. In this capacity, Skarin will manage the importation and distribution of Saab's new car inventory between its Scandinavian production facilities and U.S. ports of entry, and Saab's 317 U.S. dealers. In addition, Skarin will be Saab's primary liaison with its freight forwarders, and will develop new transportation and ordering routines.

Prior to joining Saab Cars USA, Inc., Skarin served as distribution manager, system development, and worked with volume planning for Nordic Countries.

Skarin is a graduate of Chalmers University of Technology, Gothenburg, Sweden, and currently resides in the Atlanta, Georgia area.



Sinclair given Sonett II

Felix Bosshard (right), chairman of the National Saab Dealers Advisory Council, recently presented Bob Sinclair, retiring president of Saab Cars USA, with a 1967 Saab Sonett II. The car was purchased with donations from 130 Saab dealers in recognition of Sinclair's 12 years as president of Saab-Scania of America, now called Saab Cars USA, Inc.

The silver Sonett II, one of only 258 two-stroke Sonetts produced, was purchased from SAAB Club member Sandy Fotter of Maine. According to Bosshard, "The car was in excellent mechanical shape, but we needed to refurbish the body." The restoration work was done by Dave's Auto Body in Alston, Massachusetts.

Five Saab suppliers awarded Quality prize

Award Criteria In Accordance With GM-Europe Quality Standards

TROLLHATTAN, Sweden -- Five suppliers who provide components to Saab Automobile AB have been recognized by Saab as quality "Suppliers of the Year" and will receive prestigious Quality Service, and Price (QSP) Prizes.

"The outstanding performance of these five component suppliers, all Scandinavian, demonstrates Saab's Swedish quality tradition and European assembly integrity", according to Bo Andersson, director, purchasing, Saab Automobile AB. He further noted, "These awards also show that Saab suppliers measure up to the best in the business".

Three Swedish suppliers who will be awarded the QSP Prize include AB Mekanoverken, Forsheda, Sweden, an advanced metalworking concern, Autoliv Sverige AB, Vargarda, Sweden, and automotive safety innovator and supplier of quality seat belt and air bag system components, and ABB Flakt Industri AB, Vaxjo, Sweden, the supplier of Saab's state-of-the-art paint and car body surface treatment facility at the Swedish-automaker's Trollhattan assembly plant. In addition, Dynoplast A/S, Kongsvinger, Norway will receive a QSP Prize for its superior blow-molded fuel tanks and A/S Roulunds Fabriker, Odense, Denmark will be recognized for its high-quality brake pads and transmission components.

Since the QSP Prize is in accordance with GM-Europe quality criteria, the five recipients of the Saab "Supplier of the Year" award can now also serve as suppliers to GM. ^

Scania truck quits U.S.

Small sales volume has caused Scania to pull out of the U.S. truck market. Only four units, all Class 8 trucks, have been sold in 1992. Total 1991 sales were 17 units. Worldwide, Scania is the No. 3 manufacturer of heavy trucks.

Scania USA will continue to provide parts and service through its 17 U.S. dealers, which are primarily located in the Northeast.

Scania Trucks and Buses is owned by Saab-Scania AB, the company that owns 50 percent of Saab Automobile AB along with General Motors. Scania USA was formed in 1990 to handle truck operations in the United States when GM bought into the Saab car operation.

350,000 miles

Jerry Grogan of Hackettstown, New Jersey, recently had the pleasure of seeing 350,000 miles on the speedometer of his 1986 900.

Grogan sells Electrolux vacuums and uses his SAAB to carry sold units to his customers as well as sample units and spare parts. The car is typically fully loaded.

Repairs and failures on the SAAB have been minimal. The clutch was replaced once. The voltage regulator, wiper motor and one CV joint have been replaced. Other than that, service has been routine.

Grogan attributes his great ownership experience to hard, but sensible driving. "I use the car for what it was intended to do, but I also treat it the way a machine should be treated."

Grogan is a loyal and appreciated customer of Reinertsen Motors, Inc. of Denville, New Jersey.

Former Saab Pres at MB

Sten Helling, former president and chief executive officer of Saab Cars USA, has accepted the position of general manager of franchise and network development at Mercedes-Benz of North America in Montvale, New Jersey.

Helling succeeded Bob Sinclair, who retired as president of Saab Cars USA last year. Helling quit after only one month as president due to a difference of opinion regarding moving the company's headquarters from Connecticut to Atlanta.

"I did not feel that it would be in Saab's best interest for the president of the U.S. distribution arm to be in disagreement with the parent company," said Helling. "I could understand their reasons for wanting to move the headquarters, but thought it would all run smoother with someone else in charge. My parting from Saab was more than amicable."

He had worked for Saab for 11 years, and had been with AB Volvo and Volvo Cars of North America for 17 years prior to that.

Baja, humbug

It was kind of a strange setting, but there we were, about half a dozen of us, hanging around a pick-up truck, drinking Mexican beer and listening to tales of how racing movies are made.

Telling us how films like *Grand Prix* come about was James Garner, the star himself. While he was talking we could occasionally hear the angry noise of a tuned Saab V4 in the distance. The car was driven by another movie star, Steve McQueen, with the passenger seat occupied by a somewhat frightened Swede named Carlsson. What the passenger said afterward about the driving abilities of the star is not fit to be printed in a family publication like this -- or anywhere else for that matter.

This all happened in November of 1969 in LaPaz, in Mexico's Baja California Sur province. We were waiting for the start of the prize ceremony for the 1969 Baja 1000, an "off-road" race which Steve McQueen had not been able to finish, and in which Jim Garner, driving a seemingly giant Oldsmobile 4-4-2 was only able to finish second in class...behind a Saab V4.

How did we get to be at such a place, in a country where Saabs were totally unknown, and at a racing venue almost exclusively devoted to dune buggies and pick-up trucks?

Actually we got there by two routes:

California Saab dealer Ingvar Lindqvist, a Swede who had lived in California for many years and was known as Mr. Saab of Southern California, since he had been servicing -- and sometimes selling -- Saabs there, long before they were generally available, had run the Baja 1000 the year before in a Saab 96 and had placed first in the passenger car (two-wheel drive) class.

Saab Motors had just introduced the Saab 99, and I had the honor of travelling with Erik Carlsson on the West coast in that connection. In several places, most importantly at the offices of what was then *Competition Press* (nowadays *AutoWeek*) near San Francisco, people told us that Saab would do well with a serious effort in Baja. Someone even set up a meeting for us with the head of the organizing body, NORRA (National Off-Road Racing Association), so we could see films from earlier events, and learn more about the 1969 running.

Listening to these people, and to Ingvar Lindqvist, we felt that maybe they



were right. Erik had retired from active rallying a few years earlier, but wanted to return to the action. We decided that he would suggest a Baja entry to the Saab powers in Sweden, while I would try to convince Saab Motors President Ralph T. Millet in Connecticut.

We both succeeded. I got the necessary U.S. support, and some funds; Erik got the rest of the money, manpower, and a couple of quite different Saab V4s.

One of the cars was taken off the assembly line in as rudimentary a state of finish as was possible. It went straight to the Trollhattan competition shop, where it was totally taken apart, and put together again with a few extras, like: Heavy duty parts wherever possible; special exhaust system, with the tail pipe along the side of the roof; handlebars and footrests for someone to ride on the back, just in case. Of course, the engine had been tuned as much as was possible, still retaining reliability.

The second car was somewhat simpler. It looked like the real thing, white paint, roof exhaust, decals and all, but it was otherwise a pretty stock V4, in this case designated as a practice and eventually photography car.

Both cars were air freighted to Los Angeles, and the Saab team, with Erik Carlsson, co-driver Torsten Åman (today PR manager for Saab Sweden) and super competition mechanic Leif "Malin" Melin, set up shop at Saab's regional office in Torrance.

While Malin prepared the race car, Erik and Torsten did something very few

Baja competitors at the time bothered with. They practiced in the other car, and reconnoitered the entire route -- twice. Torsten wrote copious road notes, covering practically every yard of the way, the way they used to do it in Europe. At the start in Ensenada a few weeks later, Åman's notes were admired by many, and he could probably have made good money selling copies.

One thing the two of them discovered was that the Baja peninsula is rough country. Roads are really non-existent. What there is are dusty trails and tracks, with lots of rocks and bumps. The bumps were so tough that Erik felt he needed something like a kidney belt for the race itself. The wife of a friend made one -- from two of her old girdles.

Aircraft came into service a lot during the Baja -- and still do, although I assume there are many more helicopters these days. By the time the race started we actually had the services of four aircraft, two of which we paid for. But a big problem was that aircraft are not allowed to fly in Baja at night because there are no illuminated landing strips...and it was at night that we could have used their air support. Air strips are also pretty far apart, and whoever has heard of a race car breaking down at a service point. (At one point our pilot actually planned to set down right on the "road". Fortunately his passengers were able to stop him.)

The 1969 event was the third scheduled Baja 1000, if I'm not mistaken. The earlier ones had drawn mainly four-wheel drivers, one of whom was Bob Sinclair, who

drove a Volvo-powered dune buggy, and finished both times he entered, once on only three wheels. By 1969 there were big bucks and big names around, like Jim Garner with his Olds, and Steve McQueen's monster vehicle that looked like the Humvee of Desert Storm reknown.

A lot has been written about Saab and the actual running of the 1969 Baja 1000 -- the best account I believe is told by Torsten Åman in Anders Tunberg's excellent Saab racing and rally history "From Two-Stroke to Turbo". I can't add much to that, since I spent most of the time in an airplane rather than on their ground. Suffice to say that Jim Garner was pretty surprised, when he was passed, time after time, by Erik. That was between the times that Saab was stopped because of recurring driveshaft problems. When Garner finished, he believed he was way ahead of the pesky Swede and had the class won, only to learn that Ingvar Lindqvist with co-driver Sven Sundqvist had passed him -- using a different route, (and driving a car that Ingvar had used in Baja the year before, as well as for some other similar excursions). McQueen wasn't able to finish at all. The final results included three Saabs: Lindqvist/Sundqvist first in class; Carlsson/Åman third in class; and in sixteenth, a Saab 99 entered by the Saab Rocky Mountain distributor.

Which led us to the LaPaz gathering. Jim Garner, a true gentleman and sportsman -- and a pretty good driver to boot -- explaining to an admiring Saab service crew how he starred in *Grand Prix*. And Steve McQueen showing his 'Bullitt' type driving and scaring the wits out of Erik Carlsson by driving a very hot Saab V4 Baja racer through the streets of LaPaz at full speed--chicken, pigs, but thankfully no humans, scattering out of the way.

And then the prize ceremony, with lots of Margaritas and Miss Hurst Shifter, Linda Vaughn, presenting some pretty ugly trophies. I wonder whatever happened to them, especially the big silver bull.

Were Saab's Baja entries worth the expense? I think so. When you're small, and practically unknown, you have to try some pretty unorthodox ways of gaining recognition. One such way was the Saab entry in the Baja 1000. Was it fun? You bet, and exciting, too... and we did come back for the 1970 race with a bigger team.

Len Lonnegren

Len Lonnegren worked for Saab in the U.S. from 1963 to 1989, handling public relations.

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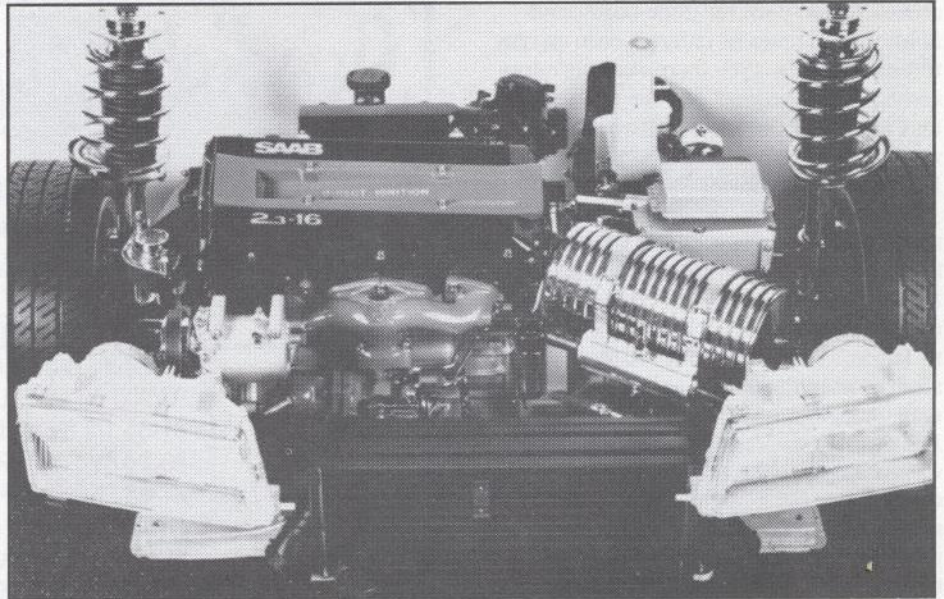
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Saab Ecosport:

DEVELOPMENT WITH A SENSE OF RESPONSIBILITY

The Saab Ecosport - a high-performance car developed with a special regard for the environment - was unveiled at the Geneva, Switzerland, International Motor Show in March of this year. In launching the Saab Ecosport, Saab Automobile also unveiled a number of new technical features related principally to safety and the environment. The most important of these are multi-fuel four-cylinder engine developing 225 bhp, and an automatic clutch. Saab also demonstrates its sense of responsibility by equipping the car with a thermo accumulator and several other features designed to minimize exhaust emissions, even from a supercar engine of this type. Moreover, the Saab Ecosport is entirely CFC-free.

The Saab Ecosport is based on the Saab 9000CS which went on sale in Europe last fall and will be available in the United States as a 1993 model. It is the result of 15 separate development projects. All of these can be incorporated in some form or another into future Saab cars. The projects from which the Ecosport has emerged are classified into four main areas. The environment: Low-emission engine, CFC-free construction, thermo accumulator and multi-fuel engine. Safety: Co-driver air-bag, integrated UV headlamps, high-performance front brakes and 17" wheels with a new generation of low-resistance tires. Driving enjoyment: High-performance



A few of the Saab Ecosport's innovations: a low-emission, multi-fuel 2.3 liter 225 bhp engine; thermo accumulator; ultraviolet headlights.

engine developing 225 bhp, and automatic clutch. Individuality: Exclusive interior, aerodynamic body trim, automatic interior ventilation powered by solar cells, and heat-absorbing window glass.

In developing the Ecosport, Saab has demonstrated the ability to design a high-performance car with low exhaust emissions by fitting heater plates in the intake manifold to vaporize part of the fuel before it is ignited in the combustion chamber, and by using a pump to blow air into the exhaust system when the engine is started, in order

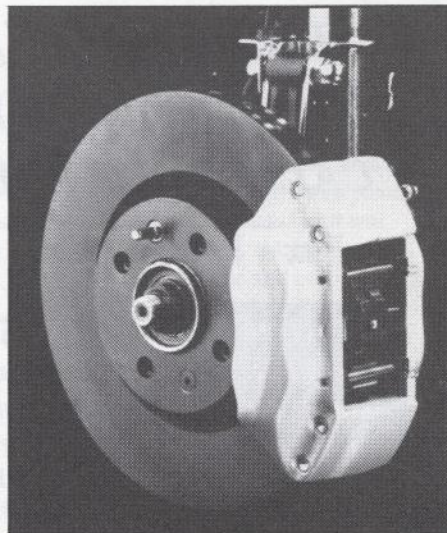
to burn any excess fuel. In addition, the catalytic converter has become fully operational.

Injectors spray fuel onto electrically heated plates which results in very fine dispersion of the fuel, improving the combustion efficiency. When the engine has begun to warm up and the catalytic converter is operative, the power supply to the plates can be switched off.

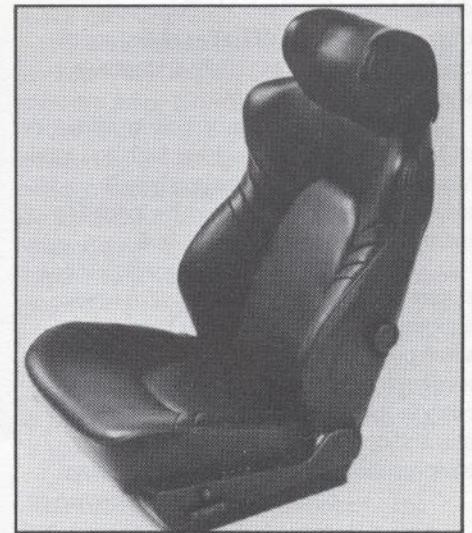
The unburned fuel residues that still reach the exhaust system are burned before the catalytic converter, since a pump blows



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air into the exhaust system immediately after the turbocharger. The air blown into the exhaust system makes up the last of the three elements needed for burning the fuel residues - it provides the oxygen to burn the fuel in the already hot exhaust gases. The extra combustion raises the temperature in the exhaust system and, in addition to reducing the emission, warms up the catalytic converter to the temperature at which it becomes operative. Air admission is interrupted as soon as the Lambda sensor begins to control combustion.

Depending on the motoring conditions and the ambient temperature, the catalytic converter normally

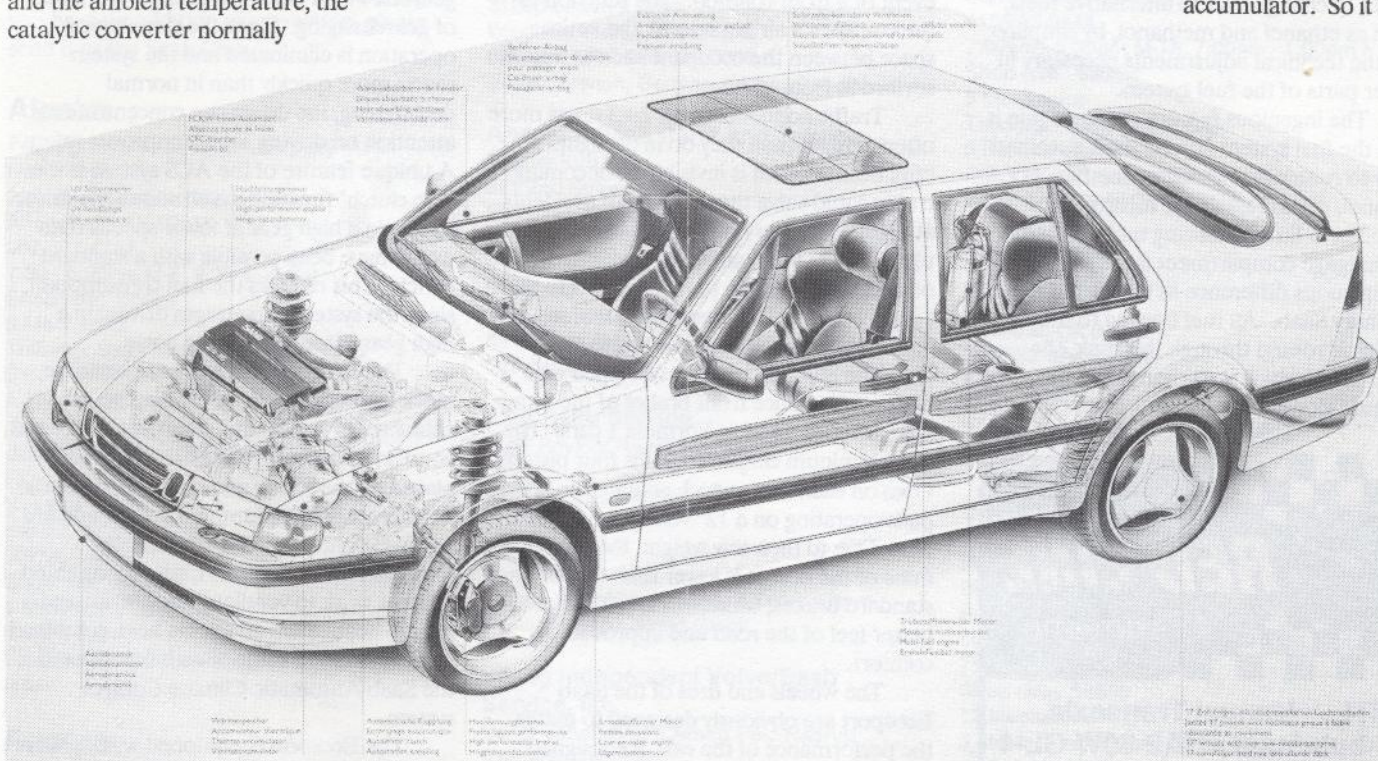
the heat accumulator and the heater plates in the intake manifold - the car is entirely CFC-free. Parts for which CFC (Freon) was earlier used in production are now made of environment-friendly materials. These parts include the seat upholstery, steering wheel, gear lever knob and internals of the bumpers.

The most important change is the introduction of CFC-free air conditioning. Saab was the first car manufacturer in the

Society of Automotive Engineers (SAE).

The thermo accumulator is one of the more interesting innovations on the Ecosport. It can be described as a "super-vacuum flask" which absorbs excess heat from the engine to substantially reduce the exhaust emissions of the gasoline engine after starting from cold. It also improves road safety and comfort, since the effectiveness of the heating and ventilation system is improved, a high defroster effect is obtained immediately after starting from cold.

Excess heat from the engine coolant is used for charging the thermo accumulator. So it is



comes into operation about two minutes after the engine has been started. If the measures outlined above are not adopted, a large amount of unburned fuel is emitted. To reduce the time before it has warmed up, the catalytic converter has been moved 70 cm closer to the engine of the Saab Ecosport. As a result, the catalytic converter comes into operation about 40 seconds earlier, which is very favorable to the emission level.

The heater plates, the air admission and the displaced catalytic converter jointly give a substantial reduction in the carbon monoxide (CO) and hydrocarbon (HC) emissions.

In addition to incorporating a number of emission-reducing measures - including

world to introduce CFC-free conditioning in regular production.

In 1991, Saab replaced CFC by a new refrigerant in 9000s equipped with air conditioners (AC) or automatic climate control (ACC). The new chlorine-free refrigerant is known as HFC-134a. At an early stage, Saab began using a new type of vane compressor, which proved to be a prerequisite for the development of a system that could use the new refrigerant. Having used it on the 900 since 1986, Saab has accumulated experience of this compressor type. Several of the components, such as nipples and connectors, developed by Saab for the CFC-free refrigerant serve as a basis for standardization work carried out by the American

heat that is normally lost which is used for reducing the exhaust emission, thus providing a double environmental effect.

When the engine is started from cold, the thermo accumulator supplies heat to the coolant during the first few seconds. As a result, the engine warms up very quickly. After the engine is started from cold with the thermo accumulator fully charged, the car need only travel around 6 kilometres before the accumulator is fully recharged again. The greatest benefit of the thermo accumulator is that it helps to reduce the harmful exhaust emission when the engine is started from cold, and during short journeys. Engine oil also warmed up.

A heat exchanger uses the heat from the thermo accumulator to warm up the

engine oil quickly. This contributes toward reduced engine wear, but its most important function is to cut down the emissions of hydrocarbons and carbon monoxide.

The thermo accumulator also speeds up and improves the defroster effect, which actively contributes toward safer motoring. The air in the interior is warmed up faster, too, which improves the comfort, makes the driver more relaxed, and thus makes him better able to concentrate on his task of driving the car.

The thermo accumulator makes it easier to change over to alternative fuels, such as ethanol and methanol, by simplifying the technical adjustments necessary in other parts of the fuel system.

The ingenious feature of the engine is that the fuel system adjusts itself automatically to running on gasoline, methanol or ethanol, regardless of the mixing ratios.

The 6-litre equalizing tank located in the luggage compartment is the most conspicuous difference as compared to an ordinary Saab. All fuel flowing to the engine is routed through this tank, the function of which is to change the fuel mixture slowly after the tank is topped up

with a fuel. The ordinary Lambda sensor of the engine senses the oxygen content of the exhaust gases. The Lambda sensor signal is processed by the control electronics which adjust the fuel/air ratio to the correct value. The equalizing tank enables the fuel system to adjust itself slowly to the new fuel mixture. This takes place automatically and does not affect the driveability of the car.

Saab is unveiling a new double-bag type of co-driver airbag which reduces the risk of injury and arrests the occupant's head and torso as gently as possible in the event of a front collision. The function of the co-driver's airbag is to fill the entire space between the occupant and the impact surface in front of him.

Traffic accidents occur 2 - 3 times more often at night than they do in daylight. A "full beam" which is invisible to oncoming traffic could solve the problem of accidents at night. This can be achieved by using ultraviolet (UV) light which makes many objects clearly visible to the driver. On the Saab Ecosport, UV headlamps are integrated into the full beam elements.

The Saab Ecosport is equipped with high-performance front brakes of the same type as those fitted to Formula 1 cars. The cast aluminum caliper contains four pistons - two on each side - which actuate the brake pads operating on a 12" ventilated brake disc. Due to their low weight, the unsprung mass of the brakes is lower than that of the standard brakes, which offers the driver better feel of the road and improved comfort.

The wheels and tires of the Saab Ecosport are obviously designed to match the performance of the car. Redesigned three-spoke 7" x 17" Aero wheels of aluminum alloy are fitted with newly developed, low resistance, high-performance 215/40-17 tires. These new tires grip the road more firmly and improve steering precision.

One of the tasks in the development work of the Ecosport was to evolve an engine type that would meet various elements of tomorrow's demands. The work was based on the turbocharged version of Saab's standard 2.3-litre, four-cylinder engine. Engineers have uprated the engine to 225 bhp and a torque of no less than 350 Nm without raising the fuel consumption. The cast iron engine block with built-in balancing shafts has been modified only to improve the water

circulation. The torque curve is flat, and the peak torque of 350 Nm remains roughly constant between 2,000 and 4,000 rpm.

The Ecosport is also equipped with the Saab Traction Control System that prevents wheel spin and ensures good mobility on slippery road surfaces. At speeds above 40 km/h, the TCS controls the electronic throttle, and then assigns priority to stability.

For sportier motoring, which also offers fuel savings, the Saab Automatic Clutch System (ACS) allows the clutch pedal to be replaced by an actuator on the gearbox which takes the physical work out of gearchanging. Since the declutching operation is eliminated and the system reacts more quickly than in normal declutching, the driver can concentrate his attention on driving, which improves safety. A unique feature of the ACS system is the "slip clutch" function which allows the driver to stay in a high gear at lower speeds than would have been possible with a standard clutch. This reduces the fuel consumption, since the system encourages driving in a high gear without changing down.

The Ecosport has a special exclusive black leather interior which matches the character of the car and improves safety and comfort. Particular emphasis has been placed on the squab and backrest, while the front seats provide lumbar support and are electrically heated. For additionally improved driving comfort, two coordinated systems work to ventilate the interior and absorb heat. Saab engineers have combined solar cells in the sunroof with functions in the Saab Automatic Climate Control system.

The Ecosport is equipped with spoilers and skirts for reduced drag and lower fuel consumption. Further benefits include reduced cross-wind sensitivity and improved stability on the road.

The Saab Ecosport represents Saab's view of the path automotive development will take in the future. However, all innovation must be based on a practical approach. "We wish to outline a future development platform," say Rolf Sarsten, who was the project leader for the Saab Ecosport. "We have a great deal in the pipeline in the field of product development. The Saab Ecoport gave us an opportunity to present a project which is highly typical of Saab's approach - a sporty car with regard for the environment."



**MTL® - Manual Transaxle
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- Cleans intake valve deposits
- Helps restore fuel efficiency
- Cleans emission control systems

Red Line Synthetic Oil Corporation
3450 Pacheco Blvd. Martinez, CA 94553
(800) 624-7958

Call or write for technical literature

MECHANICS LIST

Once again, a list of independent repair shops, body shops, special services, and Saab dealers drawn from member recommendations and the membership list. It is not to be considered an endorsement by NINES or the Saab Club, and is meant only as a reference guide for members.

Saab-Scania of America also publishes a booklet listing all authorized Saab dealers, which is updated regularly. It is available through your local dealer or from Saab Cars USA, Inc.

This list is by no means complete. If you have an addition or correction, please send it to the Saab Club.

Alaska

Foreign Auto & Truck Supply

Ivan Felton
202 E. International Airport Rd.
Anchorage, AK 99518-1212
907/561-4721
7:30 - 6:00pm M-F, 9:00-4:00 Sat.
Shop rate: \$52/hr
5 Mechanics
Training: Saab factory & ASE certified
5 Service bays
Authorized Bosch service center.

Johnson's Saab Service

Lee Johnson
Box 624
Kasilof, AK 99610
907/262-4599
Shop rate: \$40/hr
1 Mechanic, Saab training
1 Service bay
Electrical troubleshooting, complete engine repair.

Arizona

Little Germany

Dave Lansing
5235 E. Speedway Blvd.
Tucson, AZ 85712
602/881-3273
7:30 - 5:30 M-F
Shop rate: \$42/hr
4 Mechanics
Training: ASE, Bosch, Saab, Volvo
8 Service bays
All repairs, emissions (no body work), lots of parts V4 - older 99's.

Group 6 Performance

Frank Freeman
4961 N. Calle Tobasa
Tucson, AZ 85749
602/749-1809
8 - 5:00 M-F
Performance parts only, no service work.

California

Swedish Advanced Auto Bay

Lewis Norris
15608 Inglewood Ave.
Lawndale, CA 90260
310/536-0161
8:00 - 6:00 M-F
Shop rate: \$42/hr
2 Mechanics
Training: ASE & Saab, 6 Service bays
Complete services & repair, Saab only.

Roadshow

European Automotive Services
Robert James Gillis
31290 La Baya Drive
Westlake Village, CA 91362
818/991-3200 805/497-0088
British, French, German, Italian, Swedish.

Absolute Saab Parts and Service

Paul or Kurt
371 2nd Street
Encinitas, Ca 92024
619/943-7222 800/736-7222 800/536-7222
8:00 - 6:00 M-F, Sat. by appt.
Shop rate: \$44/hr
3 Mechanics, 8 Service bays
All models, transmissions, all repairs, hard to find parts.

A&B Saab Service

Mark Boykin/ Ralph Alcalá
5365 Pacific Hwy.
San Diego, CA 92101
619/295-6888
7:30 - 5:30 M-F
Shop rate: \$48/hr
3 Saab trained Mechanics, 3 Service bays
4-gas analyzer, smog check.

Viking Independent Volvo/Saab Service, Inc.

Bengt Johansson (Owner) Paul Hattrup
(General Manager)
23501 Commerce Center Drive, Suite "A"
Laguna Hills, CA 92653
714/951-1525
8:00 - 6:00pm M-Th, 8:00 - 5:00pm F
6 Mechanics, 8 Service bays
Training: 6 ASE, 3 Saab
4-gas Analyzer, alignment rack, 2-stroke and V4 repair.

Saabcraft

Ted Bunding
1297 West El Camino Real #C
Sunnyvale, CA 94087
415/960-7141 408/730-0109
7:00 - 7:00
Shop rate: \$55/hr
2 Mechanics
Training: Saab Factory School
4 Service bays
900's & 9000's main work, but loves V4's.

Parker Automotive

Chuck Parker
250 B San Antonio Rd.
Mountain View, CA 94040
415/941-0342
8:00-5:30 M-Th, 8:00-12:00 Fri.
Shop rate: \$62/hr
2 Mechanics
3 Service bays
Full state of the art engine & electrical equipment.

Embarcadero Automotive, Inc.

Michael Land/Peter Maclaird
2620 Third Street
San Francisco, CA 94107
415/285-9444
7:00am - 5:30pm M-Th, 7:00am - 1:00pm F
Shop rate: \$66/hr
5 Mechanics
Training: ASE, Saab, CSAA
5 Service bays
CIS, LH, ABS test equipment, all tools - '73 - 99, 900, 9000/ STD/Auto trans.

Saab Saver

Jim or Sheila Johnson
2601 - 35th Ave.
Oakland, CA 94619
510/532-SAAB(7222)
8:00 - 5:00pm M-F
Shop rate: \$50/hr
3 Saab Mechanics, 3 Service bays
Smog inspection, V4 repair.

B&B Saab

Service-Armano Giovacchini
Parts-Michael DeSmet
2983 El Camino Real
Santa Clara, CA 95051
408/246-6388 Service 408/249-8261 Parts
7:30 - 4:30 PST
Shop rate: \$65/hr
12 Mechanics
3 Master Technicians, 3 ASE, 6 pending ASE
14 Service bays
FMC Electronic Alignment, 2 Electronic Engine Analyzers, Freon recovery & recycling machines, complete Saab repair service.

Saab-O-Rama

Dan Joel/Gary Snyder
501-C Soquel Ave.
Santa Ana, CA 95062
408/423-1691
9:00am - 6:00pm M-F, Sat. by appt.
Shop rate: \$48/hr
3 ASE trained Mechanics, 3 Service bays
4-gas, performance, all aspects of Saab repair and modification.

Orange Coast Saab Specialists

2967 Randolph Ave., Unit C
Costa Mesa, CA 92626

Saab Factory

Paul Perry
1185 Campbell Ave. #10
San Jose, CA 95126
408/241-7222
8:30 - 6:00 M-F
Shop rate: \$55/hr
6 Mechanics, 9 Service bays
Training: ASE & Saab
4-gas analyzer, alignment rack, performance tuning, 2-stroke - 9000, Allen smart scope, eng. & trans. rebuilding, 5 lifts, latest factory tools & manuals.

Penner Automotive

Eldon Penner
1059 Maxwell Dr.
Santa Rosa, CA 95401
707/526-SAAB(7222)
8:00 - 5:00 M-F
Shop rate: \$55/hr
4 Mechanics
Factory trained master tech, 25 years on Saab
9 Service bays
Factory special tools back to 2-stroke, specialize in trans O/H. All types (we have AL DATA), factory 2-stroke bulletins, etc.

Colorado

Mile Hi Body Shop, Inc.

Jerry (owner), Mike (parts), Kevin (service)
519 Lipan Street
Denver, CO 80204
303/595-4646
7:30 - 5:45 Tues.-Sat.
Shop rate: \$33/hr
4½ Saab tained Mechanics, 6 Service bays
Allen scope.

SA Swedish Automotive

Jim Addison
5310 E Pacific Pl
Denver, CO 80222
303/691-9484 691-0364 (parts)
7:00 - 5:30 M-F MST
Shop rate: \$40/hr
3 Saab Mechanics, 6 Service bays
All mechanical and body work except alignment and frame. Used parts sales.

Steve's Garage

Steve Keller
2575 49th Street
Boulder, CO 80301
303/449-6037
10:00 - 6:00 M-F (occasionally closed for long vacations)
Shop rate: \$30/hr
1 Mechanic, 2 Service bays
2-stroke and V4 only, transmission rebuilding.

Scandinavian Auto Service

David Snider
4939 N. Broadway
Boulder, CO 80304
303/444-SAAB
8 - 5:30 M-F, 10 - 5 Sat.
Shop rate : \$40/hr
6 Mechanics
4 dealer mechanics, 2 independent
5 Service bays w/ lifts
4-gas analyzer, alignment rack, body work, performance tuning. We do automatic trans., parts wholes, sell tools & equip., computer program, 99, 900, 9000.

A&B Import Auto, Inc.

Randy Kechter, Mark Ausbrooks, Scott Diack
1943 E. Lincoln Ave.
Ft. Collins, CO 80524
303/221-4700
7:30am - 5:30pm M-F
Shop rate: \$39/hr
4 Mechanics, 6 Service bays
Training: ASE Master, Saab Associates
4-gas, Allen DEA, freon recycling, anything Saab - mechanical only.

European Motor Sports

Zdenek Stejskal (Zee)
4635E Park Vista Blvd.
Colorado Springs, CO 80918
719/593-7799
8:00am - 5:30pm M-F
Shop rate: \$40/hr
2 ASE, Saab trained Mechanics
5 Service bays
Authorized Bosch Service Center.

Durango Small Car

Steve Rogers - Service Manager
138 Bodo Drive
Durango, CO 81301
303/259-3460
8:00am - 6:00pm M-F, 9:00am - 1:00pm Sat.
Shop rate: \$35/hr
4 Mechanics, 5 Service bays
Training: ASE & Factory trained by Saab
4-gas analyzer, alignment rack, performance tuning, V4 repair. Also parts and Pirelli tires.

Connecticut

Shoreline Auto Service, Inc.

Brian or Burton Tucker
80 North Main Street
Branford, CT 06405
203/488-0615
5 days, 40+ hours
Shop rate: \$40/hr
2 Mechanics, 3 Service bays
Over 25 years experience on Saabs
4-gas, body work, performance tuning, V4 repair, fuel injection & electrical specialists, engine and transmission repair.

Delaware

Sports Car Service, Inc.

Jenny Trostel/Bill Jacobson
3901 N. Market Street
Wilmington, DE 19802
302/764-Saab
8:00 - 7:00 M-F, 10:00 - 5:00 Sat. 3 x month
2 Mechanics, 1 Technician, 16 Lifts
Training: Saab Certified Technician/V4 Certified Mechanic
In house manual trans rebuilding, no body work, large new & used parts inventory.

Florida

Intellect Corporation

dba SaabServices
John Schreiber
105 NW 5th Ave.
Ft. Lauderdale, FL 33311
305/763-1496
New location in West Palm Beach
800/326-0599
9:00-6:00
Shop rate: \$45/hr
3 ASE trained Mechanics, 6 Service bays
Body work, performance tuning.

Georgia

Auto Transformation, Inc.

L.R. Sullivan/Wm. Freeman
865 Buford Rd.
Cumming, GA 30130
404/889-9347
M-F 8:00 - 5:00, Sat. to Noon
Body & paint shop rate: \$30/hr
Align & mech shop rate: \$48/hr
10 Mechanics
Training: ASE, Saab, ICAR, PIAAT
30 Service bays (16,000 sq. ft. facility)
Alignment rack - 4 frame systems, downdraft spray booth, tire service and balancing.
Largest Saab body repair in SE USA.

Roadsport

Richard Morris
8351 Roswell Rd.
Atlanta, GA 30350
Tele/Fax 404/587-1356
M-F 9:00am - 6:00 pm
Fax: 24hrs/7 days/wk
Parts and accessories only. No service work.

S&J Automotive, Inc.

Jack Baxter/Chris McPherson/Teresa Baxter
1491 Howell Mill Rd. NW
Atlanta, GA 30318
404/351-SAAB Service 404/351-2727 Parts
M - F 8:00-6:00
Shop rate: \$45/hr
5 Mechanics, 10 Service bays
ASE and Saab trained technicians
4-gas analyzer, sun interrogator, power flush equipment, Shop rate: \$25,000 new parts inventory, 40-60 parts cars. If it says Saab, we work on it (cars only). That's all we work on.

Iowa**British Motors, Inc.**

Dave Walker
517 Scott Ave.
Des Moines, IA 50309
515/244-8791
M - F 8:00-5:00
Shop rate: \$30/hr
3 Mechanics, 3 Service bays
Performance tuning.

Meyer Garage

Terry Adams
Box 53
McIntire, IA 50455
515/737-2239
Shop rate: \$34/hr
3 Master Mechanics, 4 Service bays
Everything on Saab.

Illinois**Independent Auto Craft, Inc.**

Thomas Low (owner) 21 years Saab experience
6207 Factory Rd.
Crystal Lake, IL 60014
815/455-4030 800/627-7250
M - F 8:00am-5:30pm
Shop rate: \$48/hr
Ken Wahl-Saab Master, ASE Master, 24 years Saab experience
Bob Kiddell-Saab qualified, ASE master, 14 years Saab experience
8 Service bays
All facets of mechanical, electrical, fuel injection and turbo charger rebuilding, done in house.

Petersen Automotive, Inc.

Jon Petersen
7626 N. Parkside Ave.
Skokie, IL 60077
708/675-6540
M - F 8:00-6:00
Shop rate: \$55/hr
4 Mechanics, 5 Service bays
Training: ASE, Saab, Bosch
4-gas analyzer, alignment rack, Saab and Volvo repairs only. In business since 1974.

LaFox Import Auto Repair, Inc.

Dennis Tobin
959 N. Lafox, Route 31
South Elgin, IL 60177
708/931-1555
M - F 8:00-6:00
2 Mechanics, 1 ASE trained
3 Service bays
Electrical.

Wigglesworth Saab

Mike Fortuna - Service
Larry Treptow - Parts
705 E. Roosevelt Rd.
West Chicago, IL 60185
708/293-1970
M - F 8:00am-5:00pm
Shop rate: \$60/hr
5 Saab Master Technicians
10 Service bays
Exclusive Saab dealer, 15 years in the same location, all types of repair. Shop rate: \$250,000 parts inventory, used parts also available.

KG Autowerks, Inc.

Mike, Ron or Randy
322 W. Ogden Ave.
Westmont, IL 60559
708/515-8118
M - F 7:00-6:00, Sat. 8:00-12:00
Shop rate: \$52/hr
3 Mechanics, 5 Service bays
Over 60 years combined experience
Sun MEA w/ 4-gas, Saab factory tools & manuals. Drivability mods. We cure cold running blues.

Indiana**Gibson Motor Company, Inc.**

Frank Gibson
Box 180
Perrysville, IN 47074
317/793-3512 317/793-2433
Tues. - Fri 9 - 6, Sat. 9 - 4
Shop rate: \$36/hr
3 Mechanics, 5 Service bays
62 years total Saab experience
Training: ASE, Saab Master Mechanic
All Saab 2-stroke to 9000 - mechanical, front-end alignment rack.

Kentucky**Carroll Browns Subaru**

Ernie Adams
1308 Triplett Street
Owensboro, KY 42303
502/685-5548 502/683-8547 wkds
M - F 7:30am-5:30pm
Shop rate: \$38/hr
2 Mechanics, 6 Service bays
ASE Master & Saab Master Tech
General repair & driveability problems.

Maine**Auto Motion**

Bill Lewis, Chip Lewis, Geoff Nelson
333 Rt. 1
Falmouth, ME 04105
207/781-3903
M - F 8:00-5:00
Shop rate: \$44/hr
6 Mechanics, all Master ASE, 2 factory Saab trained
10 Service bays
4-gas analyzer, alignment rack, performance tuning, 2-stroke & V4 repair. Turbo, engine & suspension work.

Lewis Auto Sales, Inc.

Dick Lussier
8 Lisbon Rd.
Lisbon, ME 04250
207/353-8285
M - F 9:00-5:00, Sat. 10:00-2:00
Shop rate: \$40/hr
1 Mechanic, 30 years experience
3 Service bays.

Maryland**Banzai Motor Works**

Michael McGinnis
6735 Midcities Ave.
Beltsville, MD 20705
301/937-5746
M - F 8:00am-6:00pm, Sat. 10:00am-4:00pm
Shop rate: \$45/hr
2 Mechanics
96-97 factory training
3 Service bays
V4, 96 & 97 repair, services & restoration.

Rosemont Motors

Edward C. Gunneau II
1800 Rosemont Ave.
Frederick, MD 21702
301/662-6043 301/662-6647
M - F 8:00am to 5:00pm
Shop rate: \$35/hr
3 Mechanics, 1 body shop technician
Training: ASE, T-Car, Data Liner, GM, Chief
16 Service bays
Body shop (all foreign & domestic).
Mechanical shop (Saab & BMW only).

Brewer's Saab, Inc.

Kevin Brewer
13815 Maugansville Rd. (Main Street)
Maugansville, MD 21767
301/739-0420
M - F 8:00am-5:00pm
Shop rate: \$30/hr
5 Mechanics
1 Master Saab/ASE tech, 4 Saab, ASE certified
9 Service bays
23 years as a Saab dealer.

Danneman's Auto Service, Inc.

Don Danneman/Steve Brassell
100 Lafayette Ave.
Laurel, MD 20707
301/725-2244
M - F 7:30am-6:00pm
Shop rate: \$40/hr
6 Mechanics
8 Service bays
Gas analyzer, Hunter 4 wheel align C-111,
foreign repairs specializing in Saab service,
parts & accessories. Since 1972.

Scandinavian Import Service Center

Phil Palley, Paul Phillips, Alan Tetervine
7404A Westmore Rd
Rockville, MD 20850
301/340-7222
M - F 8:30-5:30
Shop rate: \$40/hr
6 Mechanics, 1 Master tech award winner
7 Service bays
Specialize in honest competent work on main
stream Saabs. Shop has full compliment of
Saab factory tool, microfiche, computerized A/
C servicing & recycling of R-12.

K&S Associates, Inc.

Steve Ankers & Amir Kahn
3939 Falls Rd.
Baltimore, MD 21211
410/235-6660
7:30am-6:00pm
Shop rate: \$40/hr
10 Mechanics, 15 Service bays
Saab factory and ASE trained
4-gas analyzer, alignment rack, body work,
performance tuning.

Massachusetts

Walts Bros. Auto Repair

Joseph & Jack Walts
2296 Westfield Street
West Springfield, MA 01089
413/736-1878
M - F 7:00am-6:pm
Shop rate: \$38/hr
3 Mechanics, 10 years Saab/Volvo services
5 Service bays
High tech brake lathe - resurfaces rotors on
vehicle, stock OEM parts.

Performance Automotive of Pittsfield , Inc.

John A. Fiorini
34 Parker St.
Pittsfield, MA 01201
413/449-2665
M - F 8:00-5:00
Shop rate: \$38/hr
2 Mechanics, 4 Service bays
Complete line of Saab special tools, SUN 4-
gas analyzer. 2-Strokers to Turbos.

J.G. Service

John V. Goguen
346 Electric Ave. Route 13
Lunenburg, MA 01462
508/342-6860
M - F
Shop rate: \$40/hr
1 Saab trained Mechanic, 3 Service bays
All repairs, no body work. Specialize in Saab
repair.

Central Saab

Bob Thompson
265 Lowell St.
Lawrence, MA 01840
508/682-7047
M - F 8-5pm
Shop rate: \$51/hr
4 Mechanics, 6 Service bays
Full service body shop & service area.

Shaw Saab

Fred Shaw, Jr & Jorgen Weikert
Hingham, MA 02043

Mecca Motors

Chuck Crespi
30 Penniman Rd.
Allston, MA 02134
617/787-1707
7:30-6:00
Shop rate: \$42/hr
4 Mechanics, 4 Service bays
Training: ASE, Saab
All repairs except body work.

Charles River Saab

Dennis Collins/Felix Bosshard
570 Arsenal St.
Watertown, MA 02172
617/923-9230
M - F 7:30am-8pm, Sat. 9am-3pm
Shop rate: \$58/hr
14 Mechanics-ASE, Saab trained.
3 Saab Master Technicians
17 Service bays
Completely equipped to Saab specifications
plus.

Quantum Mechanics

Bart Guiney
45 Huntington Ave.
South Yarmouth, MA 02664
508/394-5193
M - F 8am-6pm
Shop rate: \$44/hr
4 Mechanics-ASE, Saab trained
3 Service bays
Large inventory of new & used Saab parts.

Michigan

Pontiac Sports Car

467 Auburn Ave.
Pontiac, MI 48059
313/335-1511

K&N Auto

Nick Scott, Dan Scott, Kirk Rowland
1240 Jewett
Ann Arbor, MI 48104
313/665-9944
M - F 8am-5:30pm
Shop rate: \$46/hr
3 Mechanics, 4 Service bays.

Minnesota

Andrews, Inc.

Rt. 4, Box 247
Princeton, MN 55371
800/882-7220, 612/389-3805, 444-6868 metro
M - F 8-6, Sat. 8-12:00 CST
Shop rate: \$30/hr body
Shop rate: \$35/hr labor
3.5 Mechanics
Training: ASE Master Tech, vocational-4
mechanics, 3 body
4 wheel align, 4-gas analyzer, body, paint.
Any 99/900/9000 exc. radiator repair.

The Phoenix

Bob LaBresh
3715 Oregon Ave. S.
St. Louis Park, MN 55426
612/933-7284
M - F 8am-6PM
Shop rate: \$50/hr
3 Mechanics
Room for 15 cars
4-gas analyzer, performance tuning

Foreign Affairs of Duluth, Inc.

(Formerly Swedish Express, Inc.)
Mark Strohm/Jeff Hofslund
920 1/2 E 1st Street (alley entrance)
Duluth, MN 55805
218/724-2466
M - F 8am-5pm
Shop rate: \$36/hr
2 Mechanics, 7 Service bays
Training: Saab, Volvo, GM, BMW, Toyota
Performance tuning, 2-stroke & V4 repair.
Injection, transaxle, electrical.

Missouri

G.A. Myles Automotive Services

George Myles
8777 Big Bend Blvd.
St. Louis, MO 63119
314/963-0450
M - F 7am-6pm, Sat. 8am-4pm
Shop rate: \$47/hr
1 Mechanic-ASE Master, Saab Master, 1988-
90 1st Place Saab USA National Master Tech
competition.
2 Service bays
Everything but alignment & body work. 900-
9000 Specialist.

Taliaferro Imports

John Taliaferro
525 N. Prince Ln.
Springfield, MO 65802
417/831-7222
M - Sat. 8am-6pm
Shop rate: \$42/hr
3 Mechanics, 7 Service bays
Training: Saab, PPG Certified tech, Certified unibody
4-gas analyzer, body work, performance tuning, V4 repair, tire mount & balance.

Montana**Rocky Mountain Motors**

Jon Todd
2924 Minnesota Ave.
Billings, MT 59101
406/248-2795
1 Mechanic
Foreign car repair, alternator & starter repair, electrical repair, Fuel injection service.

Dana Saab

Steve Ericksen - Dealer Principal
2046 Grand Ave.
Billings, MT 59102
406/656-7654
M - F 8-5:30, Sat. 9-5 sales only
Shop rate: \$39.50/hr
5 Mechanics, 5 Service bays
Training: 2 ASE, 2 Saab Master Tech

North Carolina**Townsend Imports, Inc.**

Tom or Cathy
944 S Chapman St.
Greensboro, NC 27403
919/272-8716
M - F 9am-6pm
Shop rate: \$40/hr
1 Mechanic (owner), 2 Service bays
Training: NIASE, 20 years experience
900/9000 Saab specialist. Electrical & fuel injection, Master services.

New Jersey**Reinertsen Motors, Inc.**

Jerry Sweet/Len Schrader
295 Rt. 53
Denville, NJ 07834
201/627-0616
8am-8pm M T Th, 8am-6pm W F
Shop rate: \$50/hr
10 Mechanics-ASE & Saab trained
12 Service bays
Saab dealer, exclusive Saab service and parts

Saab Story

Michael Grieco
290 Rt. 10 West
East Hanover, NJ 07936
M - F 8:30-5:30, Sat. by appt.
Shop rate: \$45/hr
2 Mechanics-Saab Master tech, ASE Master tech
6 Service bays
Complete service bumper to bumper

Miller Motorsports, Inc.

782 Paterson Ave.
East Rutherford, NJ 07073
201/896-2755 201/779-6829 800/382-2770
Shop rate: \$50/hr

New Hampshire**Don's of Hooksett**

Don or Jon
714 Route 3A
Bow, NH 03304
603/225-9411
M - F 8-5, Sat, 10-3
Shop rate: \$30/hr
7 Mechanics, 5 Service bays
Sales & service and Saab, body work. All major checkup.

New Mexico**Smart Motors**

Jim or Ellen Smart
PO Box 15411
Santa Fe, NM 87506
505/471-8541
M - F 10-7:00, Sat. 11-5:00
Shop rate: \$40/hr
2 Saab trained Mechanics, 2 Service bays
Nokia snow tires! Saab only repair. Tire balancer, etc. V4 trans tools, complete 900/9000 facility. 2-stroke & V4 restoration.

New York**Punctual Motors**

Carlos
35 Church Ave.
Brooklyn, NY 11218
718/972-2100

Garden City Saab

John Billard
301 N Franklin Ave.
Hempstead, NY 11550
516/483-7200
9:00-9:00
Shop rate: \$65/hr
6 Mechanics-all Master technicians
10 Service bays
Alignment rack, full body shop, Dynomonitor, tuning machines.

Baldwin Foreign Auto Repair

Bruce Baldwin
Rt. 20, Box 32
New Lebanon, NY 12125
518/794-8729
M - Sat. 8-5
Shop rate: \$30/hr
1 Mechanic-17 years Saab repair
2 Service bays
5 speed trans & general mechanical

Four-In-Tune Autoworks

Peter Bartoletti
PO Box 175
Stone Ridge, NY 12498
Mon. 10-6, Tues.-Fri. 9-6
Shop rate: \$40/hr
2 Mechanics, 4 Service bays.

Brownell Motors, Inc.

Rt. 52, PO Box 413
Fishkill, NY 12524
914/831-3000
M - F 8-6
10 Mechanics-ASE, Saab trained
14 Service bays
Saab dealer since 1059.

Motor Sport Service

Jack or Pat Lawrence
1400 E 2nd St.
Jamestown, NY 14701
716/665-4200
M - F 9am-12noon, 1pm-5pm
No service. Performance parts for V4 & 99.

Pellegrino's Saab Service

Nicholas Pellegrino
282 Enfield Main Rd.
Ithaca, NY 14850
607/272-8259
M - F 7:30am-5:30pm
Shop rate: \$38/hr
2 Mechanics-20 years banging on Saabs
4 Service bays
Saab Specialist.

Ohio**The Swedish Solution**

Dan Schindler
27999 Miles Rd.
Orange Village, OH 44022
216/248-1022
M - Th 8am-7pm, Fri. 8am-5pm
Shop rate: \$40/hr
6 Mechanics
Training: ASE certified, MACS CFC-12 refrigerant recycling certified. Dan Schindler - Saab school
4 Service bays
Saab & Volvo service exclusively. Parts, tires, rental cars. Guaranteed repairs.

Courtesy Saab

Gary Dalton/James Dziemianzuk
1991 Mentor Ave.
Painesville, OH 44077
216/951-7222
M - F 8-5:30
Shop rate: \$49/hr
1 Mechanic-ASE & Saab factory trained
6 Service bays

Heights Swedish Solution

David Miller
1815 South Taylor Rd.
Cleveland Heights, OH 44118
216/371-5100
M - Th 8am-7pm, Fri. 8am-5pm
Shop rate: \$40/hr
6 Mechanics, 6 Service bays
Training: ASE certified, MACS CFC-12
refrigerant recycling certified
Saab and Volvo exclusively. Parts, tires, rental
cars. Guaranteed repairs.

Scandinavian Motors

Dave Horstmeyer/Randy Drake
6323 Madison Rd.
Cincinnati, OH 45227
513/527-4300
M - F 7:30-6:30, Sat. 10-2
Shop rate: \$45/hr
7 Mechanics-ASE, Saab, Bosch trained
10 Lifts/2 Service bays
4-gas analyzer, performance tuning, Latest
Saab test equip & manuals, ABS, SRS, etc.

Acculign

Nicholas F. Karras
4688 Wadsworth Rd.
Dayton, OH 45414
513/278-0314
M - F 9am-6:30pm, Sat. 9-3:30pm
Shop rate: \$40/hr
3 Mechanics-ASE trained
5 Service bays
2 Hunter alignment racks, expert brake
service, complete chassis repair.

Specialty Motorwerks

Tony Dipillo
5325 Springboro Pike
Dayton, OH 45439
513/293-1188
M - F 7:30-5:30
Shop rate: \$40/hr
5 Mechanics, 5 Service bays
Complete auto repair.

Oregon

T. Scandia Motors

Toni/Ben
8848 SW Commercial Street
Tigard, OR 97223
503/684-6465
M - F 8-6, Sat. 8-3
Shop rate: \$45/hr
4+ Mechanics-20 years combined experience
18 Service bays
V4/99/900/9000. Fuel injection, 4-5 speed
trans rebuilding.

Mouse Autowerks

Paul
11570 SW Walnut St.
Tigard, OR 97223
503/684-1605
Hours depend on appt.
Shop rate: \$35/hr
1 mechanic, 1 Service bay
Performance tuning.

S.A.S. (Swedish Auto Specialties)

Frederick Hein
2820 NE Broadway St.
Portland, OR 97232-1790
503/287-5204
Performance parts & hard parts only, no
service. 99,900,9000.

Pats Import Auto Clinic

Pat Proctor
2403 NE Tweet Pl.
Bend, OR 97701
503/389-1023
M - F 8-5, Sat. by appt.
Shop rate: \$40/hr
1 Mechanic-ASE Master tech, 3 Service bays.

Pennsylvania

Dennis Sweeney

Road Tested Saab Parts
RD 1, Box 410
Ligonier, PA 15658
412/238-0900 parts Fax: 412/238-0099
M - F 7am -5pm, Sat. 7am -3pm
Shop rate: \$35/hr
1 Mechanic
3 Service bays
Used mechanical and electrical parts,
interiors, accessories, sheet metal, rebuilt
steering racks, wheels, heads, transmission.
General tune-up, engine replacement, trans.,
2-stroke & V4.

Country Motors, Inc.

Robin Gilliland/Kevin Geisland
620 Evans City Rd.
Butler, PA 16001
412/482-2156
M - F 8-4:30
Shop rate: \$38/hr
4 Saab trained Mechanics, 9 Service bays
All Saab special tools & schools.

Parrformance, Inc.

Rick/Tim
243 S. Broad St., Rt. 501
Lititz, PA 17543
717/627-SAAB
M T Th 8am-8pm, W 8am-9pm, Sat. 11am-3pm
Shop rate: \$32, Shop rate: \$35, Shop rate:
\$38, Shop rate: \$42/hr
4 Mechanics, 10 Service bays
Training: ASE Master & Saab to 1990
Anything Saab related, 1958-1992.

Swedish Motors, Inc.

Rich & Carol Kushner
Essex & Decatur Streets
Marietta, PA 17547
717/426-2202
M T Th F 7:30-5:30, W 7:30-7:30, Sat. 8:30-12
Shop rate: \$36/hr
3 Mechanics, 6 Service bays
General repair and used Saab sales.

Victor Saab (Victor Sports Cars, Inc.)

Victor Hajj
1125-35 Easton Rd.
Abington, PA 19001-2440
215/886-8660
Sales M - Th 10-8, Fri. 10-6, Sat. 10-4
Service M - F 8-6
Shop rate: \$48/hr
6 Mechanics, 7 Service bays
Training: ASE, Saab, Saab transmissions
Saab exclusive dealer - highly trained and
experienced technicians, service, sales and
parts management. Exclusive parts staff. All
personnel knowledgeable and courteous.

Bob Yates Saab

Dave Andrews - Parts
Bill Clark - Service
1222 E. Lincoln Hwy.
Langhorne, PA 19047
215/752-3000 Service & advice
800/669-SAAB Parts orders
M - F 8am-5pm Eastern
Shop rate: \$46/hr
4 Mechanics, 10 Service bays
Training: Some ASE, Many Saab schools.
Saab dealer.

Clews & Strawbridge, Inc.

S. Boody - Service
J. Malin - Parts
310 Lancaster Pike
Frazer, PA 19355
215/644-5054
M - F 7:30am-6:30pm, Sat. 9-Noon
Shop rate: \$44/hr
8 Mechanics, 10 Service bays
2 Master techs, ASE & Saab training
Saab dealer, 4-gas analyzer, freon recycle.

Intuitive Dynamics Racing

Robert Arano, B.S. Mech. Eng. Tech.
232 Lenape Drive
North Wales, PA 19454
215/368-8227
M - F 9-5
Shop rate: \$15/hr
1 Mechanic, 1 Service bay
Rally prep, boost kits, Electro-Pneum clutch actuator.

Cliff Story's Schuylkill Garage

Cliff Story
108-B Schuylkill Rd., RD 1
Phoenixville, PA 19460
M - F 8:30am-6pm
Shop rate: \$35/hr
1 Mechanic-20 years on Saabs
3 Service bays
All mechanical/electrical, no body work.

Gary Reider Service

Gary Reider
RD #4, Box 232 Lutz Rd.
Boyertown, PA 19512
M - F 8:30-6
Shop rate: \$30/hr
1-2 Mechanics, 2 Service bays
Dealer work in '60's, 27 years Saab repair
Scope/exh gas, trans repair specialty, no body work, used & new parts.

South Carolina**European Motorcars LTD**

Neil F. Troyer
436 Scuffletown Rd.
Simpsonville, SC 29681
803/288-0628
8-6:00
Shop rate: \$35/hr
3 Saab trained Mechanics, 6 Service bays
Performance tuning, 2-stroke & V4 repair.

Tennessee**Ken's Automotive Specialties**

Ken Edwards
RFD 3, 296 Brethen Church Rd.
Jonesborough, TN 37659
615/753-3153
M - F 9am-5pm, other hours by appt.
Shop rate: \$30/hr
2 Mechanics-combined 35 years Saab experience
5 Service bays
Complete service & restoration, all models plus a large (100+) car/parts inventory 1958-

Wendell Francis Vintage Saab Racing

Wendell Francis
512 Cline Rd.
Dandridge, TN 37725
615/397-2172
M - F 4pm-10pm, Sat. 9am-5pm
Shop rate: \$20/hr
2-Stroke & V4 repair, restoration of Sonett/93/96/95.

Texas**French's Foreign Car Service**

Tom French
925 Luke Street
Irving, TX 75061
214/399-1222 Metro
M - F 7:30am-6pm
Shop rate: \$39/hr
3 Mechanics-All ASE certified, 2 CMATS
3 Service bays
4-gas analyzer, alignment rack, performance, tuning, 2-stroke & V4 repair. No body work or tires.

Phoenix Motor Works, Inc.

Terry Sayther
1127 West 6th Street
Austin, TX 78703
M - F 7:30-6pm
Shop rate: \$50/hr
6 Mechanics, 18 service bays
Training: ASE, Bosch
4-gas analyzer, alignment rack, fuel injection & electronics, Bosch.

Utah**Chick & Mike's Custom Auto Service**

Chick Burnham/Mike Newbold
2212 S. West Temple
Salt Lake City, UT 84115
801/487-3601
M - F 7:30-5:30
Shop rate: \$35/hr
2 Mechanics, 3 Service bays
Saab Master Technicians.

Virginia**International Motors Ltd.**

Jeff Palmer
2931 Annandale Rd.
Falls Church, VA 22042
703/534-0770
M - F 8am-6pm
Shop rate: \$52.50/hr
5 Saab trained Mechanics, 5 Service bays.

S&S Auto Sales Ltd.

Rick Stanley
Rt 3, Box 1290
Bainessville, VA 22065
703/349-2744
M - Sat. 8-6pm
Shop rate: \$45/hr
4 Mechanics-Saab Master Tech & ASE certified
3 Service bays
Service Saabs only. Hi-performance tuning & free loaner Saab w/ every service.

European Service Centre

Patrick Pegues
4 Liberty Street SW
Leesburg, VA 22075
703/478-1035 Metro D.C
703/777-6155 Local
M - F 8am-6pm
Shop rate: \$48/hr
3 Mechanics, 5 Service bays.

Swedish Specialists, Inc.

Pablo - Parts
Ken - Service
8249-C Backlick Rd
Lorton, VA 22079
703/550-7777 FAX:550-7779
M - F 7:30-6
Shop rate: \$52.77/hr
3 Mechanics, 7 Service bays
Training: ASE, Master
4-gas analyzer, state insp., alignment.

Suttle Saab

Mark David
12525 Jefferson Ave.
Newport News, VA 23602
804/886-1700
7am-5:30pm
Shop rate: \$53/hr
6 Mechanics, 7 Service bays
Master Tech Saab factory trained, ASE
Full service, parts, body, sales, leasing.
Factory authorized dealer.

Vermont**Bisson's Auto**

Maurice and Pam Bisson
RR2, Bolton Rd.
Bolton, VT 05676
804/434-2933
M-F 8am -5pm, Sat. by appt.
1 Saab trained Mechanic
Sales and service, all Saabs, transmission rebuilding, new and used parts, flat bed towing. Over 30 years experience.

Irasburg Imports

Sheb White/Patrick Poginy
RFD
Irasburg, VT 05845
802/754-2083 802/754-2328
Tues. - Sat. 8am-5pm
Shop rate: \$20/hr
2 Mechanics, 2 Service bays

Washington

Campbell Nelson Saab

Rich Roberts - Parts
Robb Johnson - Service
24329 Hwy 99
Edmonds, WA 98026
206/778-1131 800/552-2999
M - F 8-5:00
Shop rate: \$51/hr
3 Saab Mechanics-ASE & Saab Factory trained
3 Saab Service bays (12 other)
Parts, V4/99/900/9000 service. Full service including overhauls, alignment and in house body work.

Saabmasters, Inc.

Rob Walden
9520 Greenwood Ave. N.
Seattle, WA 98103
206/789-2819
8-5:30
Shop rate: \$49/hr
3 Mechanics, 4 Service bays
Everything except body work.

Hermann's European Auto Service, Inc.

Herman Lax
6800 Roosevelt Way NE
Seattle, WA 98115
206/522-7766
M - F 8-5:30
Shop rate: \$56/hr
4 Mechanics, 6 Service bays
Training: ASE, Bosch
Bosch systems.

Swedish Automotive, Inc.

David Winters/Don Boyd
7501 35th Ave. SW
Seattle, WA 98126
206/938-8685
M - F 8-5:30
Shop rate: \$45/hr
4 Mechanics, 4 Service bays
2 ASE Master Techs, 1 Saab Master Tech.
4-gas analyzer, scopes, 2-gas analyzer, Saab special tools, EFI analyzer, brake lathe, headlight aimer.

Fairchild European Auto

Melinda Fairchild
2011 Iron Street
Bellingham, WA 98225
206/671-6190
M - F 8-5:30
Shop rate: \$48/hr
2 Saab trained Master Mechanics
4 Service bays
35 years combined experience maintaining & repairing Saabs.

The Volvo Specialist

Ray Schmeller
E11207 37th Ave.
Spokane, WA 99206
509/928-7953
M - F 9-6:00
Shop rate: \$30/hr
1 ASE Master Technician
1 Service bay
Gas analyzer, state certified emissions specialist. Tech Tips columnist for ROLLING VCOA magazine.

The Saab Specialist, Inc.

Bill or Emil
4535 So. Washington St.
Tacoma, WA 98409
474-0177
M - F 8-5:30
Shop rate: \$45/hr
4 Mechanics-ASE & Saab trained
3 Service bays
All aspects on 900/9000 only.

Saab Specialists of Spokane

John/Mike/Dan Lippis and Chris Gay
East 1211 Francis
Spokane, WA 99207
509/487-3308
M - F 8-5:00
Shop rate: \$32.50/hr
4 Mechanics-Saab and ASE trained
4 Service bays
All repair, servicing, exceeding Saab factory specs & recs.

Wisconsin

Gesch Enterprise

Larry Gesch - Owner
Jack Benske - Service
12411 W. Silver Spring Dr.
Butler, WI 53007
414/783-5530 Emergency Service available
Service M - F 7:30-5
Shop rate: \$48/hr
5 Mechanics-Some ASE & Saab trained
10 service bays
4-gas analyzer, 4 wheel align, machine work, towing, performance work, welding, rebuilt transmissions. Late model Saabs & parts

Vintage Saab Service

PO Box 521
Butler, WI 53007
Used 96, 95, 2-stroke and V4 parts only.
Write w/needs. Sorry, no catalog.

Capitol Import Autos

Mike Etzel
9301 W. Brown Deer road
Milwaukee, WI 53224
M - F 7:30am-6pm
Shop rate: \$52/hr
3 Master Technicians
25 Service bays.

Import Motors

Doug Christensen
2111 3rd Street
Eau Claire, WI 54703-2949
715/832-0136
M - F 9:30am - 6pm, Sat. 9:30am - 12:30pm
Shop rate: \$40/hr
2.5 Saab trained Mechanics
4 Service bays
4-gas analyzer, performance tuning, 2-stroke & V4 transmission rebuilding, auto transmission rebuilding. No body work.

Puerto Rico

Saab Service

Mr. Alberto Lugo
#51 Giralda Sultana
Mayaguez, P.R. 00708
5:00 - 10:00pm M-F, All hours Sat. - Sun.
Shop rate: \$45/hr
1 Mechanic, 3 Service bays
Training: Local automotive technician, engineer
Complete Saab repair.

Stuttgart Motors, Inc.

Wilfrido Lluch
Kennedy Ave., KM 2-2
Puerto Nuevo, P.R. 00920
809/781-0102
6 days/wk
Shop rate: \$35/hr
12 Mechanics, 14 Service Bays.

Canada

Swedish Garage, Inc.

Moses & Kevork Keusseyan
2115 Old Orchard Ave.
Montreal, Que H4P 1Y5
514/484-7834 Fax: 514/484-4668
8:00 - 5:30 M-F, 9:00 - 1:00 Sat.
Shop rate: \$46/hr
2 Mechanics/2 Electric Specialists
Body work, performance tuning, gas analyzer.

John "G" Auto Service LTD

Mark
 9409 98 Ave.
 Edmonton, Alb T6C 2C8
 403/469-8016 Fax: 403/469-3551
 8:00 - 5:30 M-F
 Shop rate: \$48/hr
 7 Mechanics.
 Training - Northern Alberta Institute of
 Technology.
 10 Service bays
 Sun MCA computer analyzer w/4 gas 4 wheel
 computerized alignment, rear axle correction,
 tons of new and used parts.

Viking Automotive LTD

Jann Thulin
 1-115 Charles Street
 North Vancouver, B.C. V7H 1S1
 604/929-1410
 8:30 - 5:00 M-F
 Shop rate: \$48/hr
 1 Mechanic
 Mechanic Training - Saab: Sweden, Canada
 3 Service bays
 Scope, 4-gas analyzer, performance tuning, 2-
 stroke & V4 repair, injection testing, special
 tools.

**CAMPBELL/NELSON
 Auto Wrecking**



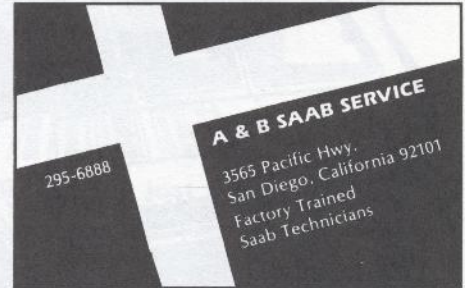
SAAB

USED PARTS CENTER
 205th & Aurora, P.O. Box 220
 Edmonds, WA 98020
 1-206-771-4931
 1-800-552-2999
 (Out of State)

TALIAFERRO IMPORTS

"SAAB SPECIALISTS"
SALES / SERVICE
 John C. Taliaferro
 525 North Prince Lane
 Springfield, MO 65802

417 831-SAAB / Pager 836-0223



A & B SAAB SERVICE
 295-6888
 3565 Pacific Hwy.
 San Diego, California 92101
 Factory Trained
 Saab Technicians

NICHOLAS PELLEGRINO
FOREIGN MOTOR REPAIR
SALES SAAB SERVICE

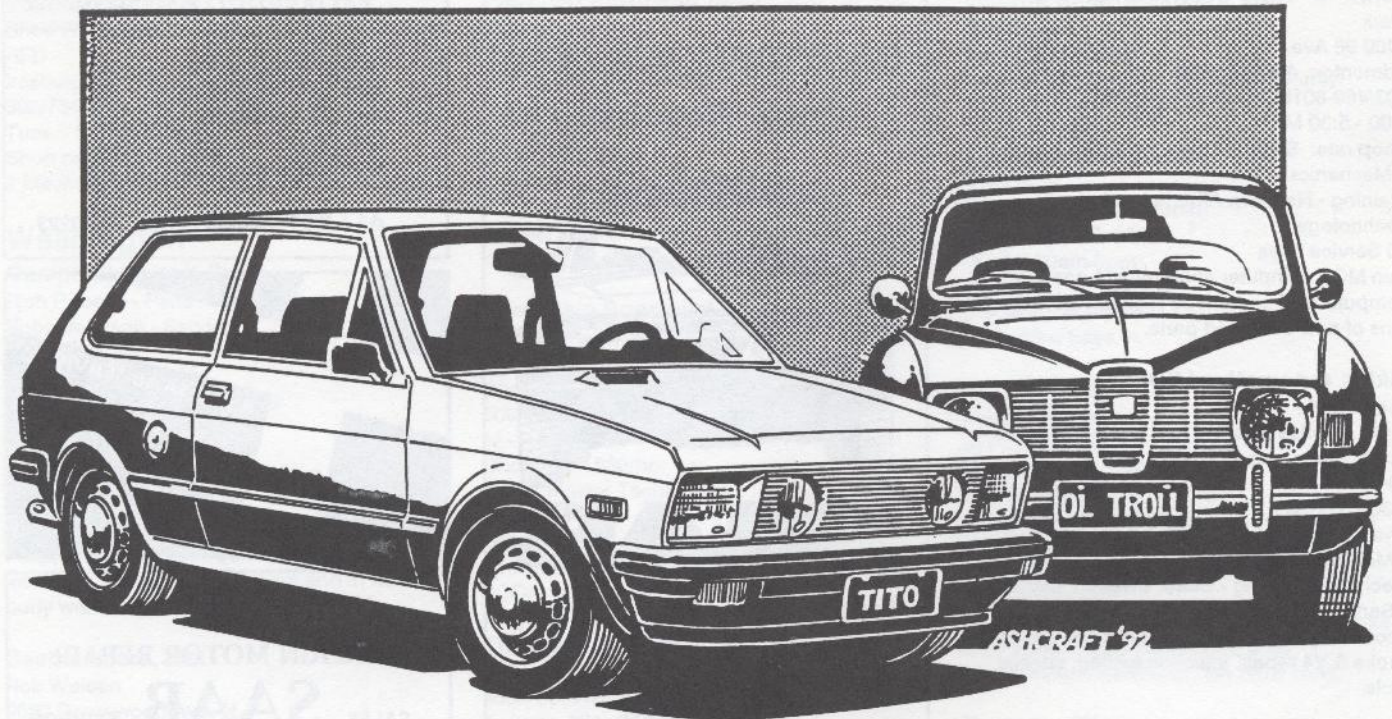
282 ENFIELD MAIN RD. ITHACA, NY 14850
 607/272-8256

Attention Saab repair shops!

If your shop was not included in our list of Saab repair shops, or if your listing is incorrect, please fill out the form below and mail it as soon as possible to:
 The SAAB Club Mechanics List, 2416 London Road #900, Duluth, Minn. 55812, or fax it to 218-724-1336.

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

Company name _____
 Contact person/s _____
 Address _____
 City/State/Zip _____
 Phone (incl. area code) _____
 Days and Hours of operation _____
 Hourly labor rate _____
 Number of mechanics _____
 Mechanics' training (ASE, Saab, etc.) _____
 Number of service bays _____
 List any specialized work or equipment (i.e. 4-gas analyzer, alignment rack, body work, performance tuning, two-stroke and V4 repair, etc.) _____



There always seems to be a few 96 fanatics around longing for the good ol' days when 96s were plentiful and somehow things, as they remember them, were simpler and also a lot cheaper. Why can't we buy cars like that any more, they ask?

Without going into a lesson on economics, I can tell you that if that was really what people wanted, that type of car would be available. Truth is, people--for the most part--don't want that kind of car. They want air conditioning and cruise, and tilt and automatic transmissions and most of the other bells and whistles that abound on today's cars. When simpler cars are offered, they usually do not sell well at all.

If you number yourself among those who think my theory is all wet, and steadfastly claim you would indeed buy a simpler car similar to the 96 if it were available, then I can truthfully say that the car is available and at an incredibly low price.

The car I am referring to is a Yugo.

Well, wait! Not THAT cheap, I hear the guy in Peoria saying, I wanted a car like the 96, not a--a--a YUGO! Well lets take a look at the two cars. Both are front wheel drive two door sedans that give good interior space for modest exterior dimensions. Both have similar performance and are easy on fuel. In fact, take a look at the comparison chart. It's pretty interesting.

I am the first to admit that specifications don't mean everything. But since I just bought one of these Yugoslavian Fiats and recently did a full mechanical restoration on one of the 96 V4s, I can make a fairly accurate, objective comparison. The most dramatic differences are the styling, the ride and the general noise levels of the cars.

SHIFTIN' GEARS

by Jack Ashcraft

Item	'68 Saab 96V4	'88 Yugo
Length	164"	139"
Width	63"	61"
Height	58"	55"
Wheelbase	98"	85"
Fuel Capacity	10.5gal	8.5gal
Weight, curb	1910 lbs	1840 lbs
Brakes	F Disc, R Drum	F Disc, R Drm
Engine	4 Cyl, V	4 Cyl InLine
Displacement	1498cc	1301cc
Horsepower	73 @ 5000	61 @ 5000
Torque	87 @ 2700	68 @ 4000
Carburetion	1 Bbl Solex	2 Bbl Weber
Camshaft	In block	Overhead
Transmission	4 Speed	5 Speed
Performance		
0-30mph	3.9 sec	3.8 sec
0-60mph	14.2 sec	13.9 sec
0-80mph	31.5 sec	31.8 sec
Top Speed	93	93
Fuel Mileage, Ave	25-29mpg	28-32mpg

The styling pretty well speaks for itself, from teardrop to two box in just twenty years. Both accommodate 4 passengers, with the two in front in good comfort. The back seat in both cars is best used for kids or for adults for a trip across town. The trunk space on the 96 is larger but the Yugo has a hatch and the luggage space with the back seat folded is larger as the spare tire lives up front with the engine on the Fiat-based car. Though the Yugo is 25" shorter, the useable interior space is as big as the 96.

The ride is definitely better on the 96 due to it's longer wheelbase. Around town it is no big deal but on any sort of trip the 96 would be my choice. I don't think many people use 96s for trips these days anyhow, so for general use, there isn't much difference.

The general noise level is considerably less in the Yugo. Twenty years of development show here, not only in strategic use of sound deadening material, but in a much more refined engine and running gear. The SOHC Fiat engine runs like the proverbial sewing machine and manages to avoid resonant periods we all know about and tolerate in the V4 Saabs.

Performance is very similar, with the lighter, 5-speed Yugo having the upper hand in the lower speed ranges. The Saab's better aero figures and better torque help it as speed builds though final maximum velocity, as noted by the road testers, is the same in both cars.

Another facet of performance—cornering and general handling—falls to the Yugo, in no uncertain terms. The 4" wider track and more sophisticated suspension tell in a most dramatic fashion. With both cars in bone stock trim, the Yugo is at least 25% faster around a slalom course than the 96. On the open road at good speed, there is much less margin, but the Yugo feels much better even there.

One of the nice things about the Fiat-in-Yugo clothing is that parts from other Fiats will fit it. We put a set of 6" wide 124 Spider rims and 1/4" steel Fiat spacers behind them, with 195/60x13 Yokohama tires on the car and low-

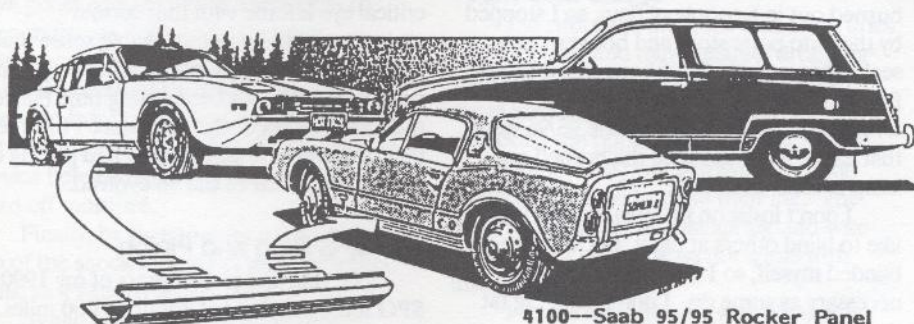


ered the car 2" all around, just like we used to do with a Fiat 128. The result is nearly the same ride, but a quantum jump in cornering power. Speed equipment, too, for the 128 and X1/9, bolts right on, and its pretty easy to get 100 fairly eager Italian horses under the hood. This combination will let you see off some fairly quick modern pocket rockets.

Finally the price. We paid \$700 for this car and have found almost nothing wrong with it so far. There is a very good interchangeability with the Fiat 128, Strada and X1/9 so parts are pretty easy to come by.

So take heart, those who long for the good ol days of simpler cars like the Saab 96. Good examples of the little Yugoslavian Fiat abound in this country, they are cheap, and they are in many ways, a modern Saab 96. Try one!

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CATALOG 4

TECHNICAL TALK



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Sonett Wheel Centers

This is a status report of the new wheel badges, p/n 8918823, for Sonett and 99EMS alloy wheels.

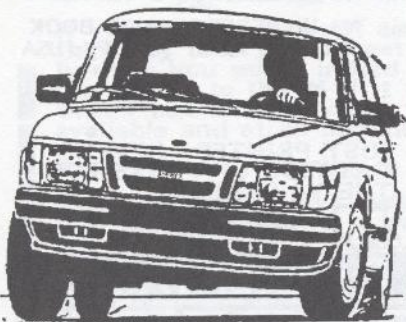
We have had some minor problems causing a delay for one month. This and time for holidays in Sweden will probably mean delivery to the U.S. near the end of August. The last uncolored part will be finished this week. Painting, etc., should start in late July.

The badges fit very well into the wheel, and we have come very close in reproducing the tool and mixing the proper colors. One must look more than twice to find a difference. So far, so good.

Hans Jartoft
Sweden

(Ed Note: *We don't have a firm price yet on the Sonett wheel badges. The recent kroner-to-dollar exchange rate is not in our favor, so we're guessing at \$22-\$25 apiece.*)

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Yankee workshop

I have discovered another use for an old 96 hood: Upside-down it makes a useful lawn sled. I attach a rope to its front knob and rake grass clippings onto it (no bending over!), haul it away and rake the clippings off. For hauling stone, I use a chain and lawn tractor. These hoods never rust out, so they are available.

I also made a wheel puller out of an old 95/96 rim and old brake disk, three long threaded rods and a small hydraulic jack (normally used for jacking). Using a cut torch, I cut off the unneeded outside of the wheel rim along its vent holes (I used a slightly bent rim; even bent rims are good for something), then had a machine shop drill three holes, 120 degrees apart, in the rim and brake rotor (bring parts with you so you can match them up for fit).

I recently had a doubtful headlamp, so when I had it out, I switched it with the van headlamp. It is the same lamp and much easier to change on the van. Sure enough it burned out in a couple of days, so I stopped by the auto parts store and bought a new sealed beam unit. On the van, it took only five minutes in the parking lot with a screwdriver to change (wish the 95/96 were that easy), and I dumped the burned out lamp in their trash can.

I don't insist on halogen lamps. I don't like to blind others at night, not liking to get blinded myself, so I don't think they're necessary as some do. I don't need big fat tires, either!

Ever have the experience of having something else go wrong a week or two after your car was in the garage? One way to break the chain is to fix it yourself. Funny how that slows down or in some cases practically eliminates that problem. Wonder why?

Wish Peter McLaughlin would write more V4 articles; mighty good!

Dana Morong
Madbury, NH

Contemporary 96s

Has anyone ever tried to put a Rabbit/Golf drive train into a 96 body? Some sheet metal work and welding would be required, but the overall package size would fit nicely. The GTI version would be super, with plenty of power and a five speed. Think of it, quiet highway cruising like the old 2-strokes.

As a designer and engineer, I look at new cars with a critical eye. Many of us have let our minds ponder the further evolution of the 96. The 96 is the product of more than just design specifications. The philosophy behind the design was, like the aircraft the designers had worked on prior to the cars, **DO THE MAXIMUM WITH MINIMUM PARTS AND MATERIAL.** Designs which succeed in attaining such lofty goals are elegant in their simplicity and endure. When another designer/engineer looks at such a design, it stirs a certain excitement the way a 96 still does.

A careful look at the Saturn with a critical eye left me with that certain excitement and an unmistakable sense that the Saturn embodies much of the scope and spirit of the 96. It's been a long time (since the introduction of the 900) since I have felt that excitement, and the scale and pricing of the Saturn is that of the 96 evolved.

900 SPG Ring and Pinion

The ring and pinion gears of my 1990 SPG self destructed at about 14,000 miles. No explanation found (probably manufacturing defect).

I can't say enough good things about Shaw Saab, Hingham, MA. Fred Shaw, Jr. and Jorgen Weikert, service manager deserve very high marks for professional, personal service as do the mechanics and detailers. The replacement of a ring and pinion on an almost new SPG is a major effort with lots of potential to screw up.

When I picked the car up there was not a mark on it, and 3,000 miles later it functions perfectly.

Wes Verkaart

Potpuorri

I have some tips which may be of interest to owners of older Saabs. My experiences are with a 50,000 mile 1980 99GLi and twelve years of ownership of other 99 and 900 models, turbocharged and normally aspirated.

Rust prevention

I purchased my 99 last year from its original owner, a fellow Saab Club member (and now friend with whom I remain in touch). Originally the car had come from North Carolina, so it did not have rust. Since this is a 1980 model it also did not have factory-installed rear mudflaps which I have found to trap mud against the body and cause rust behind the rear wheels. If you have mudflaps in the rear of your car, bend them up toward the rear wheel and hose mud out from between where the rubber meets the body. Be sure to wash out mud from between the front mud flaps and the body which, if left unattended, will also cause rust.

Make sure all the rubber drain hoses are clear by using a Q-tip so as not to damage the hoses. The critical drains are in the trunk and the lower side panels near the rockers.

Next, remove the four plastic moldings around the wheel arches and rinse out the mud and grime. Replacement moldings have goocy sealant inside, apparently to keep moisture from being trapped. Unscrew the rubber gravel protectors, which are retained by three posi-drive screws in front of the rear wheels, to clean out accumulated mud. Spray WD-40 in the crevice between the body and the rubber to ward off moisture.

Finally, be sure to rinse mud from the top of the shock mounts in the rear wheel wells, as it likes to collect here.

While replacing one of the rear taillight lenses, I noticed a water leak into the trunk from where the taillight assembly meets the body. Many of the larger taillight 99's (1977-80 two doors) suffer from this malady, apparently due to the assembly warping from heat. After removing the taillight assembly, I used black automotive caulk which I liberally squeezed onto the outer perimeter of the assembly near the rubber which meets the body. This made a seal which has kept the trunk bone-dry. Be sure to wipe the excess caulk from the paint to make a neat job.

Plastic fuel tanks

With plastic fuel tanks introduced for M80 production, extreme caution must be taken to not over torque the screws which hold the sender and fuel pump. A Saab service tip from 1980 cautioned about this and it merits being repeated.

On my car, a faulty fuel level sender would only move half way down the gauge. Some mechanic apparently attempted to previously remove the sender and ended stripping the nuts which are mounted in the plastic gas tank by over tightening the screws which hold the sender in place. The result was that the sender could not be removed since the screws would turn in place without coming out of the nuts mounted in the tank. Since I was not able to locate a used tank (my 99 being one of less than 30,000 imported in 1980), I was forced to purchase a new fuel level sender and a new plastic tank at \$600 installed.

Bumper covers

In order to remove the white oxidation on the plastic bumper covers introduced in late M79 production, use carburetor cleaner as suggested in a Saab service tip from 1979. Alternately, liberal applications of auto polish also removes the oxidation. You may then apply a protectant which adds a lustre to the rubber.

Front seat slings

The rubber in the front seat slings dries out over time and they collapse, dropping you considerably lower in the seat. If you avoid kneeling on the front seats (for unlocking the opposite door, especially on two door models) you can avoid putting stress on them and extend their life. The Saab replacement is a ten spring-and-wire "seat basket" which does not come with instructions.

I found that the best way install the seat basket was to remove the seat from the car using either the hexagonal wrench supplied in the tool kit (passenger) or by removing the driver's seat as outlined in the owner's manual. Disconnect the wires for the heating elements (if applicable). Carefully pop the clips on the front and rear bottom of the frame, which hold the seat bottom cover to the bottom of the frame. The best way to do this is to slide your finger behind each clip and slide the material off the frame. Take care not to tear the upholstery. Next, peel the seat bottom cover back to expose the foam. Remove the foam, taking care not to rip it. This should

finally expose the broken sling. Remove the hooks attached to the sling from the holes in the seat frame (there are five on each side).

Next take five of the springs and position them into the holes in either the left or the right side of the seat frame. Hook the basket into the loops in the other end of the spring. Try to position the springs at a 90-degree angle to the seat basket. The basket should be positioned so that the outer perimeter, which is in a "U" shape, faces the rear of the seat.

In order to stretch the springs from the opposite side of the seat to meet the basket, a great deal of leverage must be used. In order to avoid injury to your hand, hook the spring from the opposite side of the seat into the first hole in the seat frame. Take a long phillips screwdriver and hook into the other end of this spring and slide the spring up the screwdriver a bit (the spring should still be hooked into the seat frame). Then, hook the end of the screwdriver onto the basket, pull the screwdriver toward the basket using the leverage provided by the screwdriver (this should stretch the spring), and slide the spring down the screwdriver to hook into the basket. Repeat the procedure for the remaining springs. Reassemble the seat in the reverse order of the above instructions.

Lighting

For improved night illumination in the 99, replace the standard headlight sealed beams with halogen units. The total cost of the upgrade for four Phillips halogen units from Sears was about \$35, and the improvement was phenomenal.

Air conditioning

The dealer-installed air conditioning in the 99 can be extraordinarily efficient, once the fresh air vents on the dash are closed and the system is properly charged. Likewise, in accordance with Saab reputation, the heater is also excellent. I do remember reading a few years back about owners not getting much heat out of the heater and asking what they could do to improve the heating capacity of the unit.

My 99 has a lever on the left side of the heater box near the alternator which has positions for "Summer" and "Winter" use. When the lever is moved to the Winter position, heat comes out of the center dashboard fresh air vents, and the heating capacity is significantly improved.

Kurt Krauss
Mountain Lakes, NJ

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Does ZEREX antifreeze meet Saab specs?

ZEREX Antifreeze Coolant carries the notice that ZEREX is a registered trademark of BASF Corporation. My Saab owner's manual specifies antifreeze which conforms to BASF G-105 specifications. A recent service bulletin advises that Saab antifreeze has been upgraded to BASF G-48 specifications, but that G-105 continues to be acceptable. I have also observed that Saab antifreeze, which carries the G-48 specifications on the label, is labelled as being made in the U.S. by BASF.

I wrote to BASF asking if ZEREX antifreeze currently sold in the U.S. meets either specification. Here's their answer.

Stephen Goldberger
North Canton OH

Dear Mr. Goldberger,

The performance of ZEREX Antifreeze Coolant and G-48 antifreeze coolant are equivalent. The differences in the formulations are based in different approaches to the technology of aluminum protection here and abroad. While G-48 starts with Sebacic Acid as its key inhibitor package ingredient, North American based antifreeze coolant formulations begin with high levels of silicate. ZEREX antifreeze coolant however, does NOT meet the actual specification of G-48 or G-105 based on these differences.

We recommend the use of Saab antifreeze coolant while under the manufacturers warranty, and suggest either coolant after the warranty has expired. Both formulations will provide superior protection to your vehicle's coolant system.

We thank you for your interest in these fine products and hope we have answered all of your concerns. Should you have any further concerns, please don't hesitate to contact me at 1-800-367-9865, extension 4487 during working hours.

Daniel J. Pigott
Product Manager
BASF Automotive Products

Those are the brakes

Brakes - we don't think about them much; we just use them to slow and stop. Usually, automotive conversation turns to engines, RPMs, tires, shocks, etc. - the things needed to accelerate and corner. There's no glamour in brakes; few people think about them until there's a problem.

The engines in our cars convert energy

from one form to another to get us around. Using the chemical potential energy of fuel and ambient oxygen, the engine generates thermal energy which is converted to the mechanical energy of reciprocating pistons and spinning drivetrains.

Typically, engines rate about 12 - 30 percent efficiency, depending on the design and operating situation. The engine in a Saab 900, a pretty average engine these days, runs at about 25 percent efficiency and weighs about 800 pounds. Its peak power output is about 100 horsepower.

But back to brakes...they convert energy, too - from mechanical energy to thermal energy, just the reverse of the engine. But brakes are 100 percent efficient, lighter and more compact than the engine. The set of four disk brakes on my car weighs less than 100 pounds. Little wonder, too; it's a far easier job to rub against a moving disk than to perform the many complex functions of an engine.

An engine can take me from 0 to 70 in 4.3 seconds. That's an average rate of 209 horsepower - over six times the engine rate! The power-to-weight ratio is superior for the brakes, too. The brakes can lock the wheels even in a worst-case scenario like a fully loaded car on a steep hill with the throttle stuck wide open.

Of course, this is comparing apples to oranges in a way, but both systems are converters of energy. The brakes can out-work the engine in the short term, but given enough time, the brakes will overheat and glaze (as in a road race) because they are not equipped to dissipate the heat as fast as they can generate it.

The brake disk (or drum) in an automotive brake is designed to be heavy; the mass of metal can absorb some of the heat generated suddenly in service. In ordinary driving, this heat-sink capability allows the brake to maintain a relatively even operating temperature. But in severe service, the heat must be transferred away to the air to avoid brake fade. This is why ventilated disks were developed as a high-performance feature, and are now common on cars and motorcycles.

The engine, with its radiator (or cooling fins) is better equipped to dissipate the heat generated in service. So brakes, although they are capable of out-performing the engine momentarily, are designed for intermittent duty, while engines are designed for continuous service.

John Boles
Alex Silbajoris

1992 National SAAB Owners Convention

August 7, 8 & 9 - Marriot Inn North, Columbus, Ohio

Schedule of Events and Activities

<u>Time</u>	<u>Activity</u>	<u>Location</u>
Friday August 7		
12 Noon	Registration begins	Board Room
12 Noon	Car Wash open	Wash area
12:00-8:00pm	Swap Meet	Salons
2, 4, 6pm	Zymol Car Care Clinics	Parking Lot
8-11pm	Welcome Party	Ballroom I & II
Saturday August 8		
6:00am	Car Wash open	Wash area
7:00-9:00	Continental Breakfast	Foyer I
8:00	Registration/Information open	Board Room
8:30	Tour Bus leaves	Main Lobby
8:00	Swap Meet opens	Salons
9:00	Tech 1: Restoration - 92-97 models <i>Bill Jacobson, Sports Car Service</i>	Ballroom I
9:00	Tech 2: Repair Basics - 99, 900, 9000 <i>John Moss, Saab Cars USA</i>	Ballroom II
10:00	"Zymol Concours" Judging starts	Parking Lot
10:00	Tech 3: 2-stroke/V4 Repair <i>Jack Lawrence, Motor Sport Service</i>	Ballroom I
10:00	Tech 4: 99, 900, 9000 problem areas <i>Rick Parr, Parrformance</i>	Ballroom II
11:00	Tech 5: Sonett, etc. performance <i>Jack Ashcraft, Jack Ashcraft Automotive Design</i>	Ballroom I
11:00	Tech 6: 99, 900, 9000 performance <i>Frank Freeman, Group 6 Performance</i>	Ballroom II
12 noon	Rally Meeting	Parking Lot
1:30pm	Tech 7: Pirelli Tire Seminar <i>Robert Jack, Pirelli Armstrong Tire Co.</i>	Ballroom I
1:30	Tech 8: Bosch Seminar	Ballroom II
2:30	Group photo	Parking Lot
3:00	"Pirelli Road Rally" starts	Parking Lot
3:00-6:00	Open time for non-ralliers	
5:00-6:00	Tour Bus returns / Rally returns	Parking Lot
7:00	Cash Bar	Foyer I
7:30	Banquet starts	Ballrooms
Sunday August 9		
8:00-10:00am	Brunch Buffet	Ballrooms
8:00	Swaps open	Salons
10:00	Tech 9: Saab Cars USA Panel Discussion <i>Steve Rossi, Eric Carlsson, Dan David, John Moss, etc.</i>	Ballrooms
11:00	Tech 10: Performance Panel	Ballrooms
12 noon	Tech 11: Driving Clinic <i>Instructors from Tracktime Driving Schools</i>	Ballrooms
1:30pm	"Tracktime Schools" Autocross	Parking Lot
4:00	Convention Ends	



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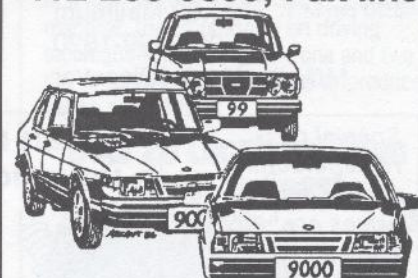
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Electric sunroof Fix

A recent problem I encountered with the operation of my 1985 900 Turbo's electrically driven sunroof and easy fix is well worth passing on to my fellow Saab owners.

The sunroof started to hesitate during opening and closing. My first thought was that the roof guides needed a little lubricant, but this did not stop the hesitation. I then looked at the drive motor for the sunroof, which is well hidden under the rear part of the trunk sill. Just for the heck of it, I had my wife operate the sunroof switch while I watched the drive motor. Right away, the

motor started to wobble and make noise.

When I shined a light over and around the drive motor, I spotted a small screw laying below it. To investigate further, I removed the two bolts securing the drive motor bracket to the sill and slightly rotated the drive motor. I saw that the "drive hub" plate on the motor was missing the bottom screw, and the two upper screws were very loose. When I couldn't push the plate back down on the motor I removed the remaining two screws. There I found that two detents were not lined up with corresponding holes in a rubber disc under the plate. The drive motor shaft (where you install the little crank) had to be turned slightly to rotate the disc so that the detents would fit into the holes.

Prior to doing this, I put some more lubricant on the really dry drive motor spiral shaft inside the hub and also used stronger lock washers to replace the weak thin ones used with the three screws during original assembly.

After complete reassembly, the sunroof again functioned smoothly. The drive hub plate was just loose enough to cause slippage during operation. So check your sunroof's drive motor assembly before

heading to the shop if you encounter operating problems with your sunroof. You just might avoid some expensive repairs.

On another note - my hats off to fellow New Yorker, Aaron Mark Zimmerman of nearby Syracuse. His fix in the January 1992 NINES for replacing burned out lamps in power window switches worked great on my 1985 Saab 900. I had also been told by the Saab dealer that if I wanted lighted switches again, I would have to buy the entire switch. Mr. Zimmerman's procedures, using a Radio Shack 12-volt, .025 amp bulb, were really easy to do.

To go a bit further, I wonder if the switches can be a little brighter? Does anyone know what the original amperage of these 12-volt bulbs is? Maybe someone who is familiar with what's available in the electronics field can suggest a higher amp 12-volt bulb that would also work.

It goes without saying, that it's input from all you Saab owners out there that makes Technical Talk, one of the best features of NINES. If something works for you, pass it on to the rest of us. It is greatly appreciated.

Joe Tomanek
Waterloo, NY

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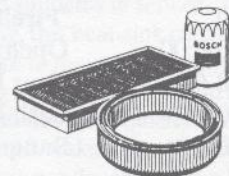
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A new Saab at discount, via the auction

In an earlier letter, printed in the December issue, I compared the Saab 9000 with the Mercedes 300, and concluded that every Saab dealer should have a Mercedes on the floor to compare. Maybe that is not a good idea; the day before Christmas the (local Saab) dealer's bank moved in, drove away all the cars, put all the parts in boxes and took them away, and hung a "Closed" sign on the door. This leads into the rest of the story:

The crowd was starting to mill about. The young lady behind the bullet-proof glass smiled when I said I might like to buy a car. "You've come to the right place." I asked if I needed to register or get a number or something. "No," she said. "Just bid real high. When you are the winner, the guys will bring you back here so you can pay your \$100 deposit." I asked if she meant one big guy under each arm-pit. She smiled again.

My feet were freezing. My fingers were numb. I knew what it would be like to just stand around in the balmy 30 degree spring weather. Where is global warming when you really need it? I have my down parka, insulated boots, and two pair of socks. I wonder how these old codgers can stand around in their light jackets and street shoes. Judging by the well-worn NADA books they carry, they must attend a lot of these auctions.

"Number 16 - 1991 Saab 9000S - a white one! 261 miles, standard transmission. MSO. Who will start at 20,000? 19? 18? 17? Any starters? Okay - I have thirteen-five who'll give me six? Thirteen-five. Six? Six! Who'll give seven? Eight?"

Man, is this starting low! I already have an "S", or this could have been interesting. Besides, bid on and win the "S" and the Turbo will be just a dream. Remember, we came here to steal the Turbo.

"Seventeen-five, who will make it six? Six who will make it seven? Eight? Nine?"

The price was getting up there.

"Going once. Going twice. Sold, on approval."

Approval? That means the bank reserved the right to "no-sale" at the end of the auction. Sometimes they don't just reserve that right, the exercise it on the spot, like they did for the new '92 Porsche that went for \$40,000. Twice. In the case of the "S" they did, in fact, nix the sale.

An auction like this is an hour of

boredom followed by two minutes of terror. "Number 30. 1991 Saab 9000 Turbo. White. Standard transmission. 116 miles. MSO. Who will start at 22?"

I had dreamed they would end at 22.

"I'm at six who will give seven? Six who will give seven?"

You want to bid early enough and fast enough to scare away the competition, but not so fast and furious as to encourage a bidding frenzy. I suppose that's the rule - never having bid on a car at a repo auction before. I wonder if the debtor has a friend in the crowd to "bid up the price." A slight lull in the bidding. Be still, my heart. I raise my hand. This is the last time I will need to do this: ever after the auctioneer looks me straight in the eye when someone else bids. I just think about a nod, and it's a bid.

"Going once. Going twice. Sold to the man in the grey coat."

This big guy who looks like the ticket agent in the VISA - Olympics commercial escorts me to the office for me to leave my cash deposit. Cashier's check by Wednesday or they keep the \$100 and post my picture on the wall of the auction house to be shop on sight if I ever go there again.

Want a great deal on a 1990 9000S? Look in the classifieds in this issue. If it still hasn't sold, I'll be anxious!

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Skip Barber Racing School
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29355 Arnold Drive / Sonoma, CA 95476 / (707) 939-8000

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Back to School

What's the best way to make your Saab faster?

Play with the fuel system so it has more acceleration? Wrong answer!

Add sway bars, shorter springs, stiffer shock absorbers and ZR-rated tires to make it corner better? Wrong again.

Bore the cylinders, increase the compression ratio, install larger valves, balance the rotating parts? Nope.

Swap the ring and pinion gears for a higher final drive ratio? Still wrong.

The best way to improve the performance of any car is to first improve the driver.

Let's face it, from the time we get our driver's license during our teen years, the chances of getting any further driving instruction is nil. States and provinces don't require any further testing or training, so any bad habits picked up in the early years are retained throughout our driving years.

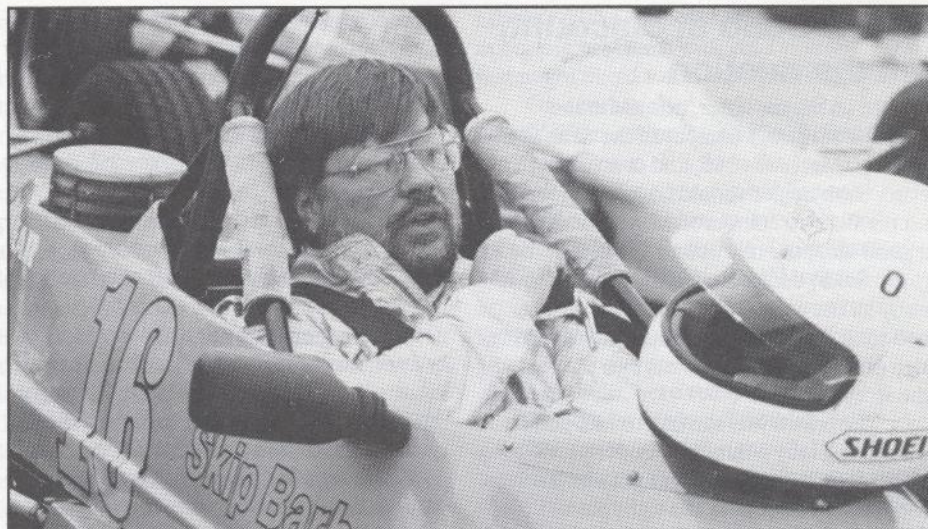
Every few years, I have taken some form of advanced driving school to improve my chances should I be faced with an accident situation. (In reality, there are no accidents. All car crashes can be attributed to driver error or mechanical failure.) This year I went one further. I took a race driving course.

As a fan of auto racing, I have often wished I were on the track mixing it up, and have done a little ice racing and PRO rallying. Two potential competition cars have recently come into my life, and the opportunity for some honest-to-gosh racing is looking like a reality.

The Sports Car Club of America, the primary amateur auto racing organization in



Bob Dotson illustrates the alternative race line to be used on a wet track.



The Big Guy finds the Skip Barber school's Formula Fords a tight fit.

the United States, requires two Driver's Schools to qualify for a racing license. They are usually run as part of a race weekend, with local race drivers as instructors. The disadvantage is that some SCCA instructors, while able race drivers, may not be that good at teaching. If I was going to invest in the sport, I wanted the best guidance and critical analysis available. I signed up for the Skip Barber Racing School at Road America in Elkhart Lake, Wisconsin.

The Skip Barber school is three days of intensive instruction, in the classroom and on the racetrack. Nomex driving suits, Snell approved helmets, and the racing cars are provided. All the students need to provide are comfortable clothes to wear under the driving suit (shorts and t-shirts are usually adequate) and shoes, plus a notebook and writing utensil for taking notes - this is school, after all.

Instructors for my three-day session were all winners. Paul Brand, who writes automotive columns for the *Minneapolis Star/Tribune* and *Family Handyman* magazine, was the SCCA E-Production National Champion in 1980, and has raced everything from Trans Am Camaros to Racetrucks. Bob Dotson was part of the team that drove a Mazda to victory in the GTU category at the 1991 24-hours of Daytona, and ran the Barber/Saab Pro Series in 1991. Duck Waddle (yup, that's his name) raced a SAAB-powered Jabro sports racer in the early 1960s, and was part of the team that raced SAAB 96s at Sebring in 1967. He remains active today by driving

a Bobsy/SAAB in vintage races. Instructors at other tracks include former Trans Am champion Dorsey Schroeder, Camel Lights driver Jim Pace, IMSA Firehawk ace Terry Earwood, and past Barber/Saab champs Bryan Herta, Robbie Buhl and Jeremy Dale.

The cars are identical Mondial B-1 Formula Fords, powered by the same 1600cc four-cylinder pushrod engine that once provided motivation for Ford Cortinas, Capris and Pintos. They put out about 100 horsepower through a four-speed, non-synchro racing gearbox, topping out at over 110 mph. Instead of racing slicks, the tires are Goodyear VR 60s, with full tread in case of a wet track.

The cars are also somewhat adjustable for the driver; the seats can be moved forward or back within a 12 inch range, and for finer adjustment the crew can set the foot pedal cluster. The size range in our class was between 4'11" and 6'7", in many different body configurations. Yr Hmbl Editor is an extra-large kind of guy. At six feet, broad shoulders, size 12 feet, XL helmet size and pushing 250 lbs., the school's Fords were a tight fit.

The other students in my class were mostly in their 30s and 40s, though there was one 16-year-old and one gentleman in his 60s. The only woman in the class was Ann Hessert, whose brother, Tom, was the IMSA Camel Lights champion a couple of years back. Most were taking the class to fulfill a lifetime dream; others were planning on doing some racing and wanted instruc-

tion beyond the requirements of most sanctioning bodies.

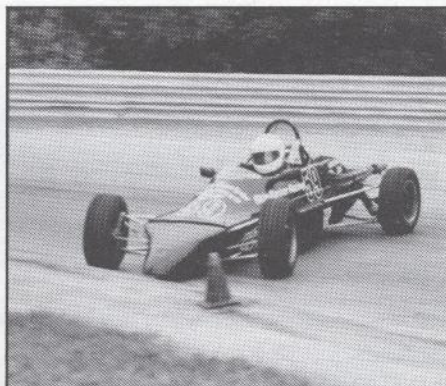
Day One consists of getting familiar with the limits of the racing car and learning how to drive from the center of the vehicle instead of from the left side. After an introductory session in the classroom, the students take to the track for ever-increasing speeds at a short slalom. Once accustomed to higher speeds through the slalom, the students are told to lift the accelerator while turning to induce "trailing throttle oversteer", a sudden change in power to the driven wheels causing a shift in the weight bias and the rear of the car swinging around as a result.

Then it's on to braking exercises to learn "threshold braking", the maximum braking necessary to slow the vehicle without locking up the wheels. Double-clutch downshifting under braking is also taught. The concept is to match the engine's revs to the speed of the transmission without the aid of synchronizers.

Cornering is not a simple matter of just touching the apex of the turn every time. As speeds increase, the natural reaction is to turn in earlier. But that throws off the arc to the apex; the car finishes the arc too soon and, likely, is off the track on the outside. Braking too late and taking a late apex means that the car slows more to make the tighter turn, hence has less speed when exiting the corner and all the way down the following straight. Different turns require different turn-in points, depending on whether there is a straightaway or another corner following the turn. Learning how to determine the proper line for each type of corner is an important part of the school.

The three instructors station themselves at different corners for each lapping session. They are equipped with two-way radios to immediately critique an errant student. If a student is having trouble with downshifting, threshold braking, hitting the apex or any other negative behavior, the car is waved into the pits for a brief tongue-lashing by one or more of the instructors. It is all in an effort to eliminate poor behavior early in a novice racing driver's career.

One important area in which most drivers fail in higher speed situations is looking ahead on the road. We usually concentrate on an area only fifty to a hundred feet ahead of the car, depending on speed, about the distance it takes to brake safely. As speed increases, it becomes



Not exactly what is meant by aiming for the apex.

necessary to look much farther down the road. It takes practice, but it can be learned.

SCCA Drivers' Schools concentrate on safety and knowledge of signals in two one-day sessions. Students at an SCCA school must provide their own vehicle and personal safety gear, and the instructors are volunteers.

The Skip Barber school eliminates the concern of car trouble, a common problem with a newly prepared race car, and allows the students to concentrate on driving, guided by professional instructors. The goal of the three-day racing school is to give the student the ability to critique himself by knowing the correct way to be competitive on the track.

Though a graduate of the Skip Barber school may go on to race his (or her) own car, it is not necessary to go to the expense and time of maintaining a special purpose racing vehicle.

Once a student has passed the three-day competition course, he is eligible to compete in the Skip Barber Formula Ford Race Series. Each race weekend consists of two races, one on Saturday and another on Sunday, in the same formula cars used in the racing schools. The cars are all tuned to be as equal as possible so it is the driver who wins the race and not the better car. Instructors are stationed around the track to critique drivers.

The Skip Barber organization offers several other possibilities for those whose budgets or time constraints preclude taking several days off in the middle of a week. There is a one day Introduction to Racing, which includes 90 minutes in the school's Formula Fords. It provides a look at what

one might need to know to enter the world of auto racing.

If better street driving is your goal, there are one and two-day Advanced Driving Schools in BMW 325i's (you may have seen snips of the Advanced Driving School in recent BMW television ads). While most of the advanced schools are held at the four racetracks where the Skip Barber Racing Schools are based (Lime Rock, Sebring, Road America and Sears Point), there are also traveling schools held in major cities around the country.

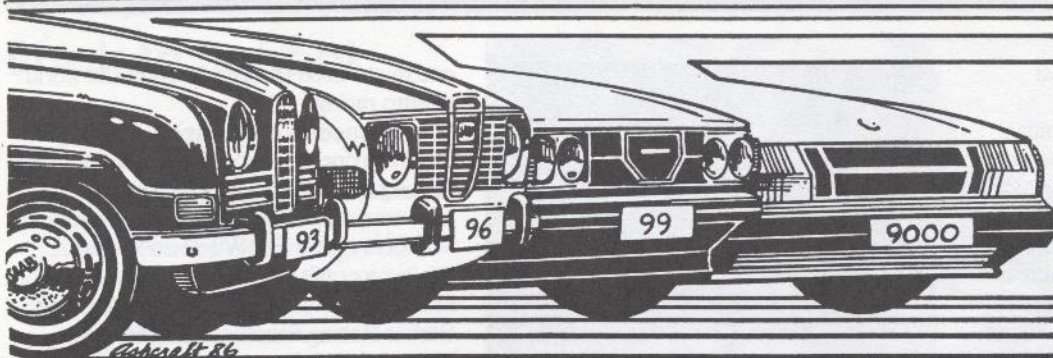
As in any endeavor, the only way to get better is to practice. Graduates of either the racing school or advanced driving school can take refresher courses, car control clinics or lapping days to practice what they've learned, with an instructor on hand to critique, and improve their driving skills.

The top rung of the Skip Barber ladder is the Zerex/Saab Pro Series. Again, the series provides the cars, identically prepared formula cars powered by 225-hp Saab Turbo engines (the 2.0-liter version of same engine that powers Saab 900 and 9000 Turbos), and the crew to keep it running. It is designed as a feeder series for the major professional racing series, including IMSA GTP, SCCA TransAm, even IndyCars. With television exposure and prize money, aspiring professional race drivers look at the Zerex/Saab series as an important step to the big leagues of auto racing. (See NINES, Oct 91).

Some Skip Barber graduates have gone on to become top professional racers. Indycar drivers Danny Sullivan, Michael, Jeff and John Andretti, NASCAR's Ken Schrader and Bill Elliott, and Trans Am stars Scott Sharp and Wally Dallenbach Jr. are among those who have taken the Skip Barber three-day racing school. Just before the NASCAR Winston Cup series took its western swing to the road course at Sears Point, Ford Thunderbird driver Bill Elliott took a refresher from the Skip Barber school there. It must have worked as he led the race for quite awhile and finished the race in fifth.

Whether you prefer more knowledge of car control on the street or on the track, the Skip Barber organization has a course for you. They offer a brochure explaining all of their programs. It is available by writing the Skip Barber Racing School, Route 7, Canaan, Connecticut 06018, or by calling (203) 824-0771.

Tim Winker



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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

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

'69 96 Sedan V4. Approx 40k mi. Exlnt cond, new tires, CV boots, not rust. CA car, located in ME, must sell, \$3800 obo. Tom Kiley, PO Box 819, Camden ME 04843. 207/236-2383 days.

'68 95 V4, 65k mi. Orig cond, very nice in & out. Needs clutch, not running. A looker, not a runner, \$1425. Brad Bradford, 2229 S Louisville, Tulsa OK 74114. 918/744-9500.

'64 850 GT, orig paint & int. Runs xclnt. Little rust in doors & floor board, \$3000 obo. Jeff Robert, 801/225-6853.*

'63 96 2-stroke, Dark Blue, Nice! Fresh 850MC crank & lots of other parts. \$2,450. Jack Ashcraft, 2201 Woodlawn Dr, Medford OR 97504. 503/779-0731.

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New & used V4 parts for 95, 96, Sonett. Also some 93 & 2-stroke, incl lenses, instruments, chrome, carbs, A/C units & consoles, brake & clutch, etc. Write for 15 pg inventory & pricelist. David Kronen, 22706 Califa St, Woodland Hills CA 91367. 818/703-7323.

99s, 900s, 9000s For Sale

'87 9000S, bronze w/brown leather option. Loaded, Saab maintained, new trans, SuperIncas w/Dunlop D40M2. Hakkapeliittas on 15 spoke OE wheels. All Saab upgrades, Zymoled. William Baughman, 1403 Sequoia Tr, Glenview IL 60025.

'80 900 Turbo, 5sp, 5dr, CO body. Rebuilt head, new clutch, pressure plate & hydraulic cylinders, new brakes & exhaust, \$2500. John, St. Paul MN. 612/646-3335.

'88 900T SPG Conv. Springtime in Sweden Limited Edition. Black w/grey leather int, extended warranty. 20k mi, mint cond, \$21,900. Bjorn Haavik, 440 S Cedar Lake Rd, Minneapolis MN 55405. 612/374-1249.

'78 99 Turbo, rebuilt engine & trans. MSS Cam & much more. Silver/red int, \$8500 obo. Ed M Elwain. 410/857-0481, fax, 410/848-0285.

Sonetts For Sale

'74 Sonett III, 130k mi w/some rust on pan. Good running cond, Konis, factory driving lights, re-upholstered seat, VERY restorable, \$2100. Philip Drury, Athens PA. 717/888-6509 eves.

'73 Sonett, completely intact, very rusty pan. Parked 5 yrs, \$5000 obo. Wayne Kosht, 108 Lycoming Dr, Corapolis PA 15108. 412/264-7096.*

'72 Sonett, orig owner. CA bought & kept. 50k mi on rebuilt eng & trans. Garaged in '91. Many good parts on car. Trans jig incl. Best offer. Paul Henriksen, N Hollywood CA. 818/998-3398.*

'72 Sonett III, driven daily, new rockers. '73 Sonett, floor pan bad. '69 Sonett parts car, exlnt floor pan. 2-V4 parts cars. Fritz Peacock, 6419 Goldberry Rd, Battle Ground IN 47920. 317/589-3078.*

Very Special '68 Sonett V4. Total restoration in & out, mechanical & cosmetic. Info pak with full details, photos, \$5. Now only \$9850. Jack Ashcraft, 2201 Woodlawn Dr, Medford OR 97504. 503/779-0731.

93s, 95s & 96s For Sale

70 96, running cond, good trans, spare engine. Project car or parts, \$225. Ned Renner, Baltimore, MD. 410/583-9272.*

'MOVING MUST SELL. '72 96, '68 parts car. Motorsport carb, exhaust. Valve job, radiator, centershaft bearing, gauges, new dr panel and more! Lian Brehm, 197 Jewett St, Providence RI 02908. 401/751-5741 lv msg.*

30 3 cyl & V4 Saabs & parts. 1 good '71 96. Some good bodies '64-'68. Most mech & body parts. '64 850cc, rebuilt engine, test run only. Must sell soon, call or SASE. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.*

'69 95, daily driver, 25k mi on engine (1698 cc) & trans (Ted Tucker), frt end, etc. Average cosmetics, rusty doors. A runner, not a looker, \$1425. Brad Bradford, 2229 S Louisville, Tulsa OK 74114. 918/744-9500.

'67 96, 2cyl, one owner, exlnt for restoration. Needs only minor work. Extra body w/blown V4 enigne & spare 2 cyl engine in gd shape. Package deal, \$1295 takes all. A.W. Fonville, 816 W Lockett Rd, Colleyville TX 76034. 817/281-7843.*

'77 GLE Project-'87 8 valve w/ 5 sp, 1200 mi in '77 body. Anthracite polyurethane. You finish engine harness, \$2500. Wayne E. Hough, 1005 8th St, Mukilteo WA 98275. 206/347-6925 h, 206/348-5488 w.

'74 99, '76 99 EMS, '75 99 EMS body, B turbo parts, Asst parts, BO all or seperate. Mike Wilcox, Rutherfordton NC. 704/287-2837.*

'74 99 LE, restored, clean, \$1150. '82 900, white, 4dr, \$2500 obo. Harry Fleury, 16 Towers Rd, Essex Jct, VT 05452-2611. 802/878-5423.

'71 99, 1.85 liter carburetor, '74 4sp gearbox, 180k mi, 2dr, forest green, very solid, int gd, \$600. Jim Egelston, 10208 SE 228 St, Kent WA 98031. 206/852-2724 lv msg.

**99, 900, and 9000
Parts and Accessories**

'77 engine & 4 sp, 140k mi, new water pump. Runs fine, \$400. Other 99 & 900 parts, SASE. Wayne E. Hough, 1005 8th St, Mukilteo WA 98275. 206/347-6925 h, 206/349-5488 w.

'90 900S parts car, hit fit & rolled. 7k mi, 16 valve, auto, 4dr, tan leather int. \$2500. Also '85 tan leather int & 4 silver spoke mags w/ tires. John, St. Paul MN. 612/646-3335.

99, 900 parts, all kinds. Low prices to keep your older Saab running. We ship UPS-COD. High Peaks, 351 Lindley Ave, Asheboro NC 27203. 919/626-7117.

99, 900 headliner kit comes w/glue, 3 1/2 yds & instructions, \$87.50. Other parts available. Trollhattan Motors, Inc. 410/682-4688 or (1-800 32 TROLL).

Complete set of newsletters, '75- pres. I still have 2 Saabs; I just need the room! Best offer. Barry Gordon, 16230 W Ellenwood Ave, Monte Sereno CA 95030-5212. 408/925-2558 w.

Saab orig sales brochures (from USA & overseas) 1961-1992 (+ other worldwide makes) for sale. Send SASE w/request. Torrey Brinkley, 1478 Meeker Dr, Longmont CO 80501. Phone/Fax 303/772-5189.*

900, 9000 wheels, 4 Fundo standard equip 15 spoke alloy wheels. Fit 9000's & late model 900's. 2 gd, 2 bent, \$225 + ship for all 4. Ron Fiedler, 2255 Short Hills Dr, Fairlawn OH 44333-2374. 216/869-6618 days.

9000 Saab Accessory bike and ski rack by Thule. Carries 2 bikes/6 pr skis, \$250. Tom Nelson, PO Box 8025, El Rancho CO 80401. 303/526-9138.

4 Pirelli P700 205/50 ZR16's from '92 9000T. 400 mi, \$350 all 4. 5 TRX wheels from '79 Turbo, \$100 all 5. Jim Kuehn, Missoula MT. 406/251-3555 or 406/543-6441.

Radio Repair: expert service for all brands and types of radios, tape decks and CD's used by Saab in the past and present. Fast turnaround & low prices. Dealer accounts welcome. Stearns Electronics, 7639 Bar Stafford Tnln Rd, Batavia NY 14020. 716/343-3824.

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

Four Michelin MXV 195/60-15 tires; 13, 400 mi, \$200 + ship. Two orig equip foglights on '85 900 Turbo, \$30 + ship. Louis Wajda, Laurel MD. 301/776-5740.

Parting out: twenty 99's & thirty 900's, '73-'88. One '86 9000. One '88 SPG Anthracite. VISA/MC. Rod Beckner, 604 E 1st St. Albany OR 97321. Tele/Fax 503/928-6351.

900, 9000 parts, turbo, non-turbo, '91 and older engines, trans, 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.

900 SPG steering wheel, unused, complete, \$95. 616/386-7367.

Wanted, All Models

96 in good cond, some rust OK, must be mech xclnt. '72-'73 most desired, will consider others. Mark or Frank Menolascino, 2317 S 102nd St, Omaha NE 68124. 402/390-2339.

Piston set for '67 MC850, incl wrist pin, rings & needle brngs. Dominic Salvato, 262 S Klevin #B, Anchorage AK 99508. 907/561-6277.

Rust-free 99, 900, 9000, manual trans. Will trade xclnt '66 Volvo 122S for or toward. Mark Anagnostopoulos, 171 Wester Ave, Brattleboro VT 05301. 802/257-9548.

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

For '87 900T: Sheepskins, frt spoiler, stereo/amp. Drew Murphy, Pacific Grove CA. 408/372-7724.

Saab posters wanted: all years, older ones especially. Torn, wrinkled, damaged OK if complete. C. Galanopulo, 2670 Lehman Rd #311-D, Cincinnati OH 45204. 513/471-4097.

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On the road, again

Ah, the lure of the open road! I've seen plenty of it in the last few months, satisfying my wanderlust for a little while.

In mid-May, it was off to Burlington, Vermont, for the **Downeast Rally/Tour**. The car was a 1992 Saab 9000 Turbo, provided by Saab Cars USA, in "arrest-me" red. My co-drivers for the 3,000 mile tour were to be Kevin Clemens, PR guy for Michelin, and John Pizzagalli, whose rally experience was limited to last year's One Lap of America. Kevin had to drop out at the last minute, so John and I soldiered on.

Downeast was a series of rallies, run under the rules for the SCCA National Touring series. Each rally was between 40 and 80 miles long, with two to six passage controls apiece.

Bolton Valley Resort, a ski area just east of Burlington, was the headquarters for Downeast, but the official start came at the Jiffy Lube in Burlington. From there it was seven days of rallying through Vermont, New Hampshire, Maine, New Brunswick and Nova Scotia. Highlights of the tour included trips up Mount Cadillac in Maine and Mount Washington in New Hampshire, and a leisurely drive on the 200-kilometer Cabot Trail around the northern tip of Nova Scotia. Ever since I studied the Maritimes in grade school geography, I had wanted to visit that area. Another dream fulfilled, though it really only whetted my desire for a more leisurely trip.

Cooperative weather made the journey even more enjoyable. Other times I have been up the New England coast all I've seen was fog or rain; this time temps were in the 80s and 90s with unlimited visibility.

The best part is we won! We ran in the Stock class, using a slide-rule type calculator for multiplication, and pencil and paper for

addition. Though our total score wasn't terribly impressive, it was good enough for the first place trophy. My former One Lap and Alcan teammate Satch Carlson, rally navigator par excellence Tom Grimshaw, and *Roundel* (BMWCCA) editor Yale Rachlin made up the team that won overall in a BMW 325i.

After only a week back at the office I was again catching a Northwest flight out of Duluth, this time to Detroit (well, Ann Arbor) for the **Car and Driver One Lap of America**. Teammates were former Indycar driver Herm Johnson and One Lap veteran Ann Gelehrter (pictured above) in the same Saab 9000 Turbo used for Downeast.

I made a strategic error regarding tires. Since Michelin was a sponsor of both Downeast and One Lap, the car was shod with Michelin XGT Sport tires. Unfortunately, they don't come in the size specified by Saab for the 9000 Turbo, 205/50ZR16. We settled for a 205/55VR16. The slightly larger diameter caused a couple of problems; under hard cornering the tires would rub against the wheel lip moulding fasteners, and we gave up a little in acceleration, an important consideration on One Lap. In addition, the softer compound of the Pirelli P700Z may have given the 9000 better grip for the autocross competitions on One Lap.

Don't get me wrong, the Michelins were great as far as we could push them. There was no squeal under hard cornering during the Downeast Rally--they stuck like Velcro--but the larger diameter was evident from the first event on One Lap, the bracket drag race at Indianapolis Raceway Park. Most magazine tests show quarter mile times in the low 15s for the current 9000T; the best Herm could wring out was a 16.02.

The bracket drag depended a lot on luck. After a couple of practice passes, the

driver would "dial in" a time. The idea was to do the quarter-mile closer to the dialed-in time than your opponent. The Saab won the first pass down the dragstrip, which put us in the top half. Unfortunately, Herm was up against a slower car in the second round; he watched the other car's countdown and red-lighted. The Saab ended up in 23rd.

Herm's first chance to get a feel for the handling of the 9000 came at Putnam Park in Indiana. His unfamiliarity with the car and the course put the Saab in 22nd place.

Things went much better at Road Atlanta. Herm had driven Volkswagens in the IMSA Firestone Firehawk series, so he was familiar with front-wheel drive handling on the course. His ice racing experience also showed on the wet Road Atlanta track. The result was seventh place points, the best placing for the Saab. Saab's PR department, Steve Rossi and Marie Warner, was on hand to witness the Road Atlanta show.

In the other autocross events, our Saab placed 13th at Charlotte Motor Speedway, 16th at Watkins Glen, and 16th and 17th in two events at Michigan International.

We had one mechanical malfunction with the 9000. While driving along the rain-soaked interstate, the "TCS CTRL" warning light came on and the accelerator pedal became very heavy as the throttle was switched from electronic to mechanical control. The car continued to run so we drove it to the next exit and into a gas station. With the car still running, we looked under the hood for any obvious problem, such as a disconnected electrical connection or loose vacuum hose. When we didn't find anything, the car was shut off. Upon restarting, the brain apparently reset itself, and all systems functioned normally again. A guess is that hydroplaning caused a screwy reading to the TCS brain, kicking the warning light on.

Consistency paid off for our team. None of our individual event scores were lower than half the available points. The Saab finished 12th overall, third in the Luxury Sedan class. The 9000T was also the highest placing front-wheel drive car.

Most of the cars that finished ahead of us were not stock. The top three were all quite modified as far as suspension and engine tuning. The others had all wheel drive, twin turbos, or were pure sports cars.

A couple of years ago on One Lap, our team finished ninth out of 30 cars, twelfth out of 57, and against some pretty tough machinery, was considerably better.

Tim Winker

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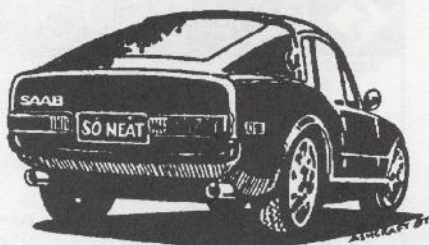
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Rear View

I've been reading books from a couple of favorite writers lately. Both have the ability to make me laugh out loud whilst reading. Strangely they both mention Saabs in some of their works.

I was introduced to Jean Shepherd via the pages of *Car and Driver* magazine in the early 1970s, where he provided a monthly column. Shepherd is best known for the tales of his childhood and adolescence as recorded in his books *In God We Trust*, *All Others Pay Cash* and *Wanda Hickey's Night of Golden Memories*. Some of those tales became video plays for PBS, while one of the best has become the seasonal favorite movie, *A Christmas Story*. He also did a series for public television called "Jean Shepherd's America." (My favorite episode was about "beer art," those clever promotional/advertising signs and gimmicks made of plastic and neon that hang in bars, to remind you to buy the product.)

The Ferrari in the Bedroom consists mainly of Shepherd's better columns for *Car and Driver* and was released in paperback form a few years ago. I found it on a sale table at the K-Mart in Burlington, Vermont for only \$2.00. I ponder at the thousands who passed up this gem.

From a story titled "Moose Area Next 18 Miles":

*"If you're a Saab cuckoo and you feel vaguely alone, shunned, disdained by your peers, I would suggest that, for the benefit of your troubled soul, you knock off a couple of weeks and travel up to America's Great Unknown State--Maine. If ever an alien car had a natural home in the New World, it is the Saab putting and buzzing through the black forests of the Pine Tree State. Once you get inland from the tourist belt you get the vague impression that every third car is a Saab, and if it isn't, it's trying to be."**

Bear in mind that this piece was written when Saab meant two-stroke engines. The V4 was new and, therefore, suspect.

Longtime readers of *AutoWeek* magazine will remember "Life in the Fast Lane," Satch Carlson's weekly column. Some of his best columns from *AW* and the *Anchorage Daily News* were incorporated into book form about four years ago. The book, titled *Runnin' On Empty*, has plenty of references to the many Saabs Carlson has owned or driven in his life, including his rally cars--the Hawg of Steel 96, the Piggue of Plastique Sonett, and his '85 900 Turbo SPG, codename Blackbird. The latter is the same car we took on the AICan 5000 Rally last year (NINES, Nov 91).

Does this sound familiar?

*"Front-wheel drive cars have things called constant velocity joints, you see, and though the ones in the old 96s are about as stout as steam locomotives, they can go bad on you, especially if you drive over rocks and broken bottles that rip holes in the rubber boots covering them. Which I did. What happens is that sand and bottle caps then work their way into the bearings and munch them up, giving you first a "worra-worra-worra" sound in the corners and then an ominous glaunching sound at all times and finally a blissful silence because the axle is no longer turning, being now two separate pieces."***

Satch's book isn't just about Saabs, of course, though there is quite a bit about cars, places to store cars, fixing cars (having owned several cars with "Lotus" emblazoned on them, Carlson got to do a lot of fixing), and our relationships with cars and owners of cars. Alaska is another strong theme for Carlson, as he has lived there, surrounded by moose, bears and sled dogs (okay, he lives in Anchorage, but those critters do live around Anchorage) for a couple of decades.

Now if only P. J. O'Rourke or Dave Barry would write something about Saabs...

Have you seen the TV commercial for Miller Genuine Draft beer featuring Bobby Rahal's Indy Car? The car disappears into a cloud rolling across the track and materializes on the other side as...*a Saab!* It's a Saab 35 jet fighter, known as the Draken, painted the same colors as Rahal's race car.

The August issue of *Automobile* magazine features several pages on future Saab products. European car specialist Georg Kacher speculates that the next 900, due in just over a year, will have a 2.5 liter derivative of a GM V6 engine, complete with such Saab features as four valves per cylinder, direct ignition, APC, and a "soft" turbo for better low-end torque, mated to a six-speed manual gearbox, with four-wheel drive as an option.

Lotus and Irmscher are mentioned as doing development work for Saab, with the possibility that high-performance Saabs may carry Lotus badges in the future.

There is also a drawing of a 9000 Smartback--a cross between a wagon and a hatchback--expected as a 1998 model.

Tim Winker

* from *The Ferrari in the Bedroom* by Jean Shepherd, Doubleday & Company, Inc., 1987

** from *Runnin' On Empty - The Best of Satch Carlson* by Satch Carlson, Sundog Services, 1988

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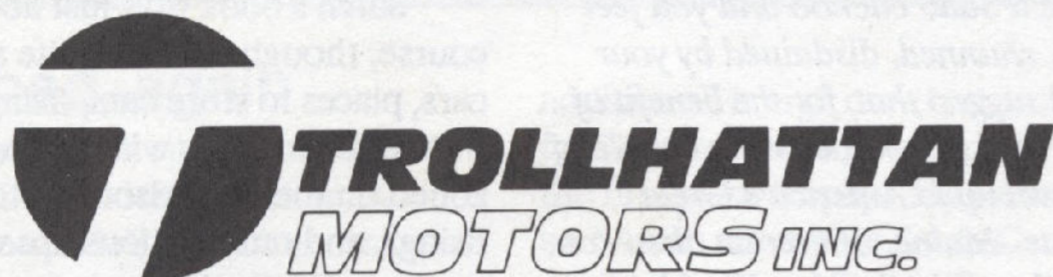
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