

NINES

THE SAAB CLUB NEWSLETTER

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Bräu Gasthof Iglhauser, Mattsee, Austria, headquarters for the 1992 International Saab Clubs Meet.

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Regional Club News

Central Penn Saab Club

Dec. 27 - Annual Christmas dinner.
Medieval Feast in the Catacombs,
Bubes Brewery, Mt Joy.
Tim Brown 717/626-5264 eves.
Not too late to order CPSC sweatshirts
for Christmas gifts. Christmas Special
Sale Price \$12.00—plus \$1.50 ship.
Orders c/o: George Basehore,
477 E Main St, Middletown, PA 17057.
717/944-2915.

Great Lakes Saab Club

Jan 16 - Winter Party. Meet at Trio Motors
to look at 93's and then Frankenmuth or
maybe Greenfield Village.
Jim Laman 616/335-5215.

Milwaukee Saab Club

Jan. 23 - Holiday Party, Servite Woods Club
House.
January & February. Ice Races planned.
Andy Saksa, 414/785-1550.

Saab Club of Montréal

Dec. 6 - Christmas Brunch at the Town of
Mount Royal Curling Club, 11:00am.
The chef is preparing an excellent
brunch that will be long remembered.
John Donald, 514 / 344-2413.

'93 Saab Owner's Nat'l Convention

Aug. 6-8 - Carthage College, Kenosha, WI.
Ian Simpson, 414/873-0816.
Pat Greer, 414/964-7463.

1993 International Saab Clubs Meet

May 28-31 - Lillehammer, Norway.
Hosted by Gammalsaabens Venner
(Friends of the Old Saabs).
Anne Andersen
Håkon Håkonsensgt. 12
N-2300 Hamar, NORWAY
Phone: +47 65 27177

SAAB Club of North America

2416 London Road, Unit 900
Duluth, MN 55812-2221

Phone: 218/ 724-1336,
9am - 6pm Mon - Sat CST
Fax: 218/ 728-6307

NINES Editor & Publisher:

Tim Winker

Editorial Ass't / Membership

Michelle Swanson

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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 accomodated, no
smaller than 3½"x5", please. Photos
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a one year subscription to NINES.

CHANGE OF ADDRESS: Eight
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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 6:30pm,
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 49423
616/ 335-5215.

Milwaukee SAAB Club

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

Minnesota SAAB Club

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

Montreal SAAB Club

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

New England Sonett Club

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

New Jersey SAAB Club

David Starbuck
28 Union Ave.
Warren NJ 07059
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 Donna Dr.
Silver Spring MD 20905
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
310/ 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
9433 Katherine Dr.
Allison Park PA 15101
412/ 364-4780.

Letters to NINES

Defending Saabs

The article on the Yugo by Jack Ashcraft, and the letter by Bill Bartman, both in the June '92 issue, were quite interesting to me.

I am at present considering restoring a 99 for my son to use, and the 99 EMS has always been a favorite of mine. For my son, the car would be safe, good on the ski hills and fun to drive. The downside is the never-ceasing maintenance requirements of an older car, lack of an effective air-conditioning system, and an antique level of highway noise.

As usual, Jack Ashcraft's comments regarding the Yugo were right on, but I have concerns regarding safety. Recent studies I have read indicate that 2500 lbs. (exactly the weight of a 99) is the minimum vehicle weight for an acceptable level of "survivability" in a multi-car crash. Naturally, design plays a major factor, but I just can't feel comfortable sending my only son out to play in freeway traffic in an 1840 lb. Yugo.

Any discussion of Saabs and their attributes is bound to be very subjective, but I must confess to a slight difference of opinion with Bill Bartman. Firstly, I have owned Saab's for the past seventeen years, and driven nearly every performance model, including: 750 GT, 96 V-4, Sonett, 99 EMS, 99 Turbo, 900 8-V APC Turbo, 900 16-V Turbo, and the 9000 Turbo. Mr. Bartman is correct in that each succeeding model has felt less "chuckable" than its predecessor. The reason is simple: in 99% of the corners encountered in real world situations the older design car is entering and exiting a hell of a lot slower than the newer one. It is easy to corner precisely and to feel in control if the car isn't going very fast. The older cars have a narrower track and are riding on much narrower tires and rims, so they approach the limit of adhesion early and easily. The older cars have a greater level of engine, wind and road noise, so they "feel" faster. The subjective isolation of the new car gives less feedback, and it is going so much faster at its limits that bad things happen very quickly. If any earlier generation Saab; even an '85 900 SPG Turbo tries following a new 9000 2.3 Turbo Hatchback down a typical two-lane road, much less an

interstate, I guarantee the older car will not feel so "chuckable" when it is "on the Thule's."

Snow and ice present an entirely different handling envelope. The older cars are always better than the newer ones. Lower horsepower, lighter weight, and taller-profile, narrower tires always work better in extremely inclement weather. If you equip a 900 or 9000 with sufficiently narrow tires, they will get you around in the snow, but will feel exceedingly imprecise in so doing.

Conversely, put modern low-profile tires and wide alloy rims on an older-model Saab and the dry pavement adhesion limits will rise dramatically. Steering effort will be unacceptably high in parking situations, steering wheel "kickback" will increase and the precise feel enjoyed in normal driving will be lost.

I still haven't decided on the car for my son. In 1992 dollars, a new 99 would cost \$16,000. Would that be a good buy today? Better than a Subaru Legacy 4X4 turbo wagon? Maybe; but for everyday use, it's hard to ignore the real world economy, performance and dependability of modern cars.

I still drive an '85 900 Turbo and an '87 9000 Turbo, but only because I love them; regardless of what the ads say, it isn't the most intelligent thing to do. (An example: a minor bump caused the AC cooling fan to eat two of its plastic blades. The fan blade isn't available separately. New fan assembly list plus dealer installation runs \$665. Ridiculous!)

Jack Vines
Spokane WA

Gift of Thanks

The SAAB Club of Montréal would like to give a gift subscription of the NINES newsletter to Mr. Mark Des Rosiers. Mark and his wife Linda have helped the SAAB Club grow in Montréal. Mark puts the club's application form in every new and used Saab sold at Décaire Saturn Saab Isuzu.

Mark recently called and asked if some of our members would like to test new 1993 Saabs on the Gilles Villeneuve, Canadian Grand Prix Formula 1 racing circuit.

What do you think we said????

And then we drove the cars.

Fourteen members were invited to the closed session, the day before the PRESS arrived to demolish the cars. GM/Saab also had eight professional racing drivers to take you around at any speed your heart could stand. They would also be passengers while

we drove, trying to show them how a Saab should handle. They did not learn any new tricks from us.

And then we drove the cars.

It was a thrill, every day one of the magnificent 14 calls to reminisce about that morning on the race track.

And then we drove the cars.

We had a wet area for brake and acceleration tests. The ABS and Traction Control are fabulous. To be able to both brake or accelerate in a corner without fear is truly a sensation. We drove 900 regular and 900 Turbo, then switched to 9000 CS, then moved on to 9000 CSE and CDE. There were about 12 cars, since we had both 5-speed and automatic versions.

The whole presentation put on by GM/Saab of Canada was a Class Act, even to the gifts given at the end for helping them to announce the new cars, and not wreck any.

And then we drove the cars.

A product presentation showed the newest engineering changes along with the new Trionic fuel, ignition monitoring system, and how clean the exhaust is on the new 9000.

The tested an old two-stroke to show the pollution emitted by it, then attached the exhaust pipe from it into the 9000 CSE/CDE intake system and took readings from the 9000's tailpipe as you watched the meters slowly go back down to the level of the original CSE/CDE.

And then we drove the cars.

The SAAB Club of Montréal would like to thank the people of General Motors and Saab Canada, along with the technical staff and racing drivers and all the dealers who made this possible, for a truly professional presentation of a truly magnificent automobile.

Our thanks to Mark Des Rosiers and Alain Chevalier of Décaire S.S.I. for inviting us.

John Donald
Activities Co-ordinator
SAAB Club of Montréal

Off to the races

I just finished the June issue of NINES and enjoyed reading the article about the Skip Barber Racing School. Ironically, I just attended the half-day school at Road America on August 24th.

It was a very interesting weekend. We camped at the campground across from the track. (I don't recommend this campground, people were partying all night and we did not get much sleep).

The next morning Aug. 23, the races started about 10:00am. The first race was the Zerex/Saab series, this being only the second race of the Barber/Saab series I have ever seen. It was a short but exciting race.

The next race was of course the one everyone was waiting for, the CART/PPG Havoline 200, a fast and furious run of 50 laps around Road America. The start was awesome, with Paul Tracy on the Pole in Rick Mears' car. His lead did not last long and good old Emerson Fittipaldi took the lead. The race ended with Emmo 1st and Little Al (Unser) 2nd.

The final race was a grueling 3-hour endurance race; The Firestone Firehawk Series. The Camaros were always the overall race leaders, but it was interesting to watch the Talons, VW's, Achievas, Porsches, Hondas, and other makes battle it out. The Hacker Brothers cars, Castrol Achievas, were bumper to bumper almost the whole race and really made it exciting when they would touch bumpers to draft coming up the front straight at top speed.

The Skip Barber Racing School was excellent. The school was only the Introduction to Racing class, but I learned a lot in just a 45 minute session in the classroom and about two hours in the Ford powered Mondial (formula car), which Tim Winker described in the June Issue of NINES.

The students were all 30 to 40 years old and one gentleman in his 60's. All of the students had never raced before and probably like the students in Tim's class, living out a lifelong dream.

The main subjects we covered were turning, braking, and shifting. Double-clutch downshifting was covered briefly. Only one student in the class had a problem, the older gentleman was directly in front of me and had an off on the turn just before the Carousel. It was a little hair raising because dust from his spin blew across the track and blocked my view. Luckily he stayed in the gravel pit and did not come back on the track.

Except for his broken pride the old gentleman drove his car back to the pit area, gravel and all, and got into another car. He did keep a very modest pace the rest of the class, and every few laps we would come upon him going about half our speed. At least he did not get hurt!!!

The rest of the class was uneventful and became more of a challenge as the Instructor picked up the pace. The revs on the Tachometer began to approach 5,000 rpm in the Kink. The car gets a little twitchy at higher

speeds and the front end lifts a little. It is very different driving these cars but it reminds me of driving my Sonett very much, even though one is front wheel drive and the other rear wheel/rear engine.

I had a great time and hope to go back for the 3-Day Competition Class next year. If anyone ever has the chance they should at least try the half-day Introduction class. It is a real high!!!!

Jim Lamkin
Peoria IL

Poor Pirelli Performance

In the June 1992 issue of NINES, a letter from Jim Oliver of Butler, Pennsylvania, describes a remarkably similar experience I've had with Pirelli tires. Like Mr. Oliver, I purchased my 1989 900S new and it came equipped with Pirelli P8, 185/65-TR15 tires.

My time of reckoning came at about 30,000 miles (April 1992) even after maintaining the proper tire pressure and tire rotation every 7,000 miles as the Owner's Manual recommends. The first tire developed a high spot with severe cracking between the treads, which caused a noticeable rumble at highway speeds and a body wobble when rolling slowly. I had to replace this tire at a local reputable dealer, Euro-Tire of Paramus, New Jersey, who pro-rated the tire which had 60% usable tread left!. The second tire had the same fate in August of this year and also had to be replaced. The third tire is starting to show the same symptoms as the others and I suspect it won't be long before that and probably the fourth one bite the dust!

The service technician at Euro-Tire informed me that the only reason he replaced the damaged tires with other P8s was because I already had replaced the first with a P8 and should keep them all the same. He went on to tell me that the P8 is a ten to twelve year old design which was not designed for the cars of today.

My question is this; why would Pirelli still make an outmoded tire, and even worse, why would Saab even think of using these tires as original equipment? I'm now curious as to how many other Saab owners may have had a similar experience with these tires?

Jim Onesios
Allendale NJ

Pirelli responds: *As these issues are original equipment related, I appreciate the opportunity to comment on behalf of Pirelli.*

1. A problem with the original 185/65-TR15 P8 tires on a 1989 900S:

Without physically inspecting the tire(s) concerned, it is difficult for us to offer any detailed explanation. However, we would certainly like to examine a tire and we will be in contact with Euro Tire (a well respected Pirelli dealer).

2. Replacing "like with like"

The advice given by the tire dealer is correct, and it is the policy of both Saab and Pirelli not to fit two or more different tires on a car. The only exception to this, referred to in Pirelli's product literature, is to fit certain alternative tires in pairs on the same axle (we recommend that P2000 is compatible with P8 when fitted in pairs on the same axle).

3. Why did Saab use the P8?

The P8 was introduced in 1980 and Saab was one of the first car manufacturers to select the tire (originally SR rated) as original equipment. At the time, the P8 was the first 65 series tire and represented the very latest in low rolling resistance (fuel economy) tire technology.

Incidentally, the P8 was also chosen by other car makers; notably, Volvo, VW, Ford (Europe), Mercedes-Benz, GM (Europe), Fiat and Lancia. All of these manufacturers carry out extensive tire testing, and OE approval is only granted if the tire meets vigorous requirements. It says something for the quality and performance of the P8 that it remained an OE fitment for 9 years. Several million P8's have been sold, and the tire has performed extremely well.

In 1990, Saab started using the P8's successor - the P2000 - as original equipment on most 900 models. Although P8 ceased to be an OE tire some two years ago, there are thousands of cars still running on their P8 tires without any problems. Their satisfied owners still demand P8 to replace the occasional flat or worn out tire, but as time goes by, more of these will be replaced with P2000 (same size - 185/65-TR15).

As you can see, the P8 has an excellent history and has met Saab's requirements for many years. Mr. Onesios's problem is certainly unusual, and one that we intend to investigate. I am pleased that our dealer correctly adjusted the tire (the pro-rated tread depth suggests an excellent mileage!). When his P8's finally wear out, Mr. Onesios (and any Saab owners wishing to "upgrade" to the latest technology) may want to consider fitting P2000 tires - but as a minimum in axle pairs.

Simon Garner
Executive Director, OE Sales
Pirelli Armstrong Tire Corp.

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

My '91 9000 CD Turbo has a "clicking-type" or "knocking-type" noise that is very noticeable from the driving compartment when idling or on early acceleration. The noise does not seem to be from the engine. Saab service centers have replaced the fuel dampening valve and also put some padding around the fuel line where it transitions through the firewall (i.e., where the line switches from nylon to metal). This area seemed to be the cause of the noise; however, the sound persists.

Do you have any suggestions on possible causes and fixes? To date, two Saab service centers (ParrFormance and Henry Mearig) have looked at it without resolution.

Scott Schoepe
Lititz PA

SAAB technical service personnel are aware of the noise but do not have a viable solution to date. I was told the British object to the noise and garages there have tried fitting multiple fuel rail dampers without success. To quote one such Saab authority, "Wait 'till '93 when we'll have sequential fuel injection and you won't hear the pulses."

I own a '87 900 SPG. My main question has to do with my oil pressure light, and the idle. This occurs when the temp rises outside (over 80°F). Upon deceleration, once the engine is disengaged and the car stopped, the RPM needle continues down to around 200 RPM, the light comes on, and the engine sputters and shakes before it jumps up to 1300 RPM and finally comes to rest at 800. On hot days, I can't even use the A/C while stopped because the oil light will blink on and off. It also isn't steady anymore, the needle moves up and down slightly. It's not smooth like it was when I bought it at 90,000 miles. It now has 117,000 and still runs beautifully. The compression is good!

Another question has to do with my stock SPG stereo. I want to put in a CD player. I wanted, originally, to pay the horrific price of \$900 for the EQ/CD player because it wouldn't take up any space and I would still have an EQ. The dealer salesman said there wasn't any way to put it in without buying a '92 stereo also. But can you?? He

said there is a main wire harness, but can you splice or let the Saab electrician do it at the dealer? Or do you have a better suggestion, maybe a player under the seat? I want to know it all. How to upgrade the power, put in a CD player, keep the tape deck and EQ, without tearing up the car, (cutting holes for speakers) etc.

Also, my leather is beginning to crack and chafe. How can this be prevented and fixed?

Stamat Arsenikos
Riverside CA

While the oil pressure lamp shouldn't be coming on so quickly, the idle should be much steadier than you are describing. Follow all the steps from my past articles and SAAB service manuals concerning proper set up of AIC, the throttle switch, the throttle decel damper, vacuum integrity, and throttle plate/housing cleanliness. Once the idle stays where it should be, the light shouldn't come on. If it does, try another sender switch or hook a mechanical gauge to the engine and measure the pressure. In some occasions, low oil pressure in the DOHC engines is a result of leaking pipes over the camshafts. Pull the valve cover and check the fittings and pipes.

My recommendation for a CD player is a system located in the trunk with a remote control. This system is designed to tie into the FM signal of your existing Clarion antenna lead. Sony's CDX-A15RF or equivalent will work just fine. The CD signal then plays through your factory stereo, low on the FM scale. No cutting or extra wiring necessary.

Leather requires special care to keep it from cracking and tearing. Use Hide-Food or Lexol to save your leather, but if it is already cracked through, only an upholstery shop can help you now.

My question is in regards to front brakes on an '83 900. Saab recommends a grease be applied to the brake yokes when replacing pads. This grease allows the yoke to slide on the brake housing during brake application and release. However, to effectively grease the yoke, the entire yoke must be removed, requiring almost a

complete disassembly of the front brake.

Do you know of any other type of lubricant which can effectively grease the front brakes yoke without requiring disassembly?

Bill Jones
Irvine CA

Use a brand name aluminum or copper based anti-seize compound for lubricating the sliding yokes. It's easy to work the "stuff" in while the pads are out and you have turned the piston back into place, by tapping the yokes back and forth while brushing it into the grooves.

I own a '87 9000. The passenger side sun visor keeps falling down. The dealer says the only way to fix it is replace it for \$73. Is this the only answer?

Robert Ericksen
Dallas TX

There may be a fix but I'll recommend purchasing a good used one from Dennis Sweeney, Campbell-Nelson or Goldwing. All of these used parts vendors advertise in NINES.

I've been having problems with my '82 900T 3 door (207,000 kms).

(1) The Turbo - After being brave enough to change my oil filter and air filter, I and a fellow club member came across a very unusual problem - oil on the air/fuel regulator plate (part of the fuel regulator assembly). I have had several different opinions as to the exact cause of this difficulty. (One mechanic said not to worry about it unless there is an inch or so of oil building up on the plate. "It happens all the time with older oil-cooled turbo's!")

It is time to invest in some expert advice. Where might this oil be coming from? The turbo unit itself is working fine (albeit having to put up with a worn clutch which I will replace next month). Is this the beginning of turbo seal difficulties?

(2) Roof - Naturally, I am one of these lucky individuals who also owns a Saab with a SUNROOF which perhaps explains why after many years of faithful service it has now decided my time is up and I must suffer the dreaded droop roof syndrome, the term I

NICHOLAS PELLEGRINO
FOREIGN MOTOR REPAIR
SALES **SAAB** SERVICE
282 ENFIELD MAIN RD. ITHACA, NY 14850
607/272-8259

have chose to describe how my rear cabin looks to average Torontonians when they admire my Saab! Are there or do you know of any kits available to refurbish one's 900 roof. Hurry with this one, otherwise I may have to prop up the fabric with a golf club! (a very long golf club at that!)

(3) Horn - This is the easiest request of all. Is there such a thing as a two-tone horn? That is, two horns (in my turbo) which sound out at two different pitches.

I replaced the left horn unit with a seemingly non-turbo model last winter after the original unit's electrical connector had rusted away. After working for approximately 2 months, it suddenly died (disease unknown!) and now instead of one right horn working when the button is depressed inside the cabin, nothing functions - no horn. Is it possible I contributed to a relay failure when I replaced the original non-functional left horn assembly with a different model?

Bruce Lees
Mississauga Ontario

You neglected to mention any facts about oil consumption. Before you decide there is a problem, monitor oil usage and check for any visible smoke during prolonged idling.

A small amount of oil will migrate through the intake system on higher mileage turbo cars but this is not indicative of a major fault. It's wise to clean the plate, the air filter box, and the crankcase ventilation hoses when you replace the air filter.

Trollhattan Motors in Maryland (see ad in this issue) offers a headliner kit for your 900 with instructions and all materials needed.

The horns have probably quit due to age and corrosion. You can purchase replacement Bosch or Hella horns from a parts jobber. Ask for single pole high and low horns and be sure they are mounted firmly to the chassis to insure a good ground.

We have a '88 900 4dr automatic which we acquired a year ago. This, my third Saab in 13 years, is vastly improved over the '81 900 and the '75 99 previously in our stable.

We have an errant fuel gauge or fuel sender. When the tank is full the gauge registers 3/4 full. Consequently when we reach a distance of 200 miles on the trip meter, the tank reads empty. We gauge our need for refueling based upon odo miles between 250-300 miles which normally amounts to 11-13 gallons refill.

I removed the fuel sender and disassembled it to see what could be adjustable. It consists of a float riding two wires and functions on the principle of resistance. I haven't attempted work to remove the fascia and instrument cluster to try to calibrate or look for a shunt. What are your suggestions?

Sherman Anderson
Panama City FL

If the gauge is at fault, it will indicate empty without the low fuel lamp lighting. Remove the sender and turn the ignition on. Invert the sender and listen for the float to bottom out in the top of the inverted sender then look at the gauge. The needle should be pegged at full, if not, you need a new gauge.

The Saab '92 (European edition) accessory book has an engine tuning kit listed that increases the horse power of the 9000 2.3 Turbo from 200 HP to 220 HP. The part number in Europe is 137-008-603.

I would like to know where the above part can be purchased and the procedure for changing the control unit (i.e. Can one just swap the units and drive or does a Saab mechanic need to make additional adjustments?)

I recently ordered some NKG BCPR7ES-10.040 spark plugs (for a '91/'92 Saab 9000T) from Overseas Auto Parts and they sent me NKG BCPR7ES-11.044 with a note that these plugs are "special." What I would like to know is what is "special" about these spark plugs?

Alden Billitti
Los Angeles CA

Word is out that U.S. SAAB dealers can no longer order European hardware under the different part numbers. Try talking to a dealer in Great Britain through one of the British car magazine classifieds. I cannot condone this sort of thing unless it is approved by the United States EPA, the DOT, the NHTSA, the AMA, the SPCA, the DAR and the BMOC!

The suffix for the NGK resistor plugs

indicates the gap in millimeters, the BCPR7ES-10 has a .040" gap and the BCPR7ES-11 has a .044" gap. Remember the direct ignition cars MUST use the resistor type spark plug so as to not upset signals to and from the system sensors.

Just who is Doktor Nio? Is he a barrage of technical "know alls" who correspond with you or actually one hired person who runs this section? Or is it the editor himself?

I sent you a letter (Jan '92 issue) which was answered quite well for such a "could be a number of things and besides the symptoms were very poorly described on my part" question. I had Andrews Inc. repair the car, an '81 900T, in late Sept. '91.

The starting problem mentioned in the previous letter turned out to be the result of a cracked head. It had cracked around the two center cylinders and the two exhaust valves there (I didn't notice the performance loss as I should have). Andrews replaced the head.

6,000 miles later the performance decreased again compared to that with the fresh head. I returned to Andrews to find the head bad again. Their only thought was that the valves became out of adjustment, so they did the whole job again under Warranty (parts and labor, they are so good to me) and asked that I return for a valve adjustment in 2,000 miles.

They then fixed the clutch problem (the master cylinder had been replaced in Oct '90 when they put together this car for me). The solution was to replace the slave cylinder, including welding a washer to the pedal arm as you mentioned in your solution printed in NINES. I feel I'm driving a new car now.

Jon Baldwin
Osseo MN

Dr. Nio is a member of a large Saab technical "think tank" who anxiously awaits letters such as yours to gain field knowledge himself. The last compensation I received from our fthfl srvt, Mr. Winker, was a used 3 1/2" floppy disk. Thanks Tim!

Kudos to Andrews, Inc. for making good on the head work. Perhaps additional valve clearance checks should be advised as the valves settle into new seats.

Clutch hydraulics can be a real headache, especially when trying to identify the faulty cylinder when there are no external leaks. Flush the clutch hydraulic system as you would brakes to slow the build-up of corrosive glop in the cylinders.

Professional Prespective

Looking for an honest repair shop

Oh, no, not again!

Deanna and I had just gotten back from the International Saab Club Convention in Mattsee, Austria. We had spent the rest of the month in Germany, free from politics, speeches, etc. After being blissfully ignorant of most world events for a month, I faced again the disgusting television reports of more auto repair fraud.

Several months ago, Sears Automotive Repair Centers came under fire in California for offering their employees incentives to sell shock absorbers and other parts and repair work. The employees often made sales when repairs were not necessary.

This time it was a Minneapolis TV station that took a car which had been thoroughly checked out by a reputable mechanic to various Goodyear owned and operated stores. With hidden cameras, they videotaped mechanics and salesmen describing problems the car didn't have and selling parts it didn't need, everything from brake repairs to shocks and struts, even a transmission noise.

When the managers of these stores were confronted, some backed down, some money was refunded, and Goodyear had a very black eye. The company provided a hotline phone number for consumers if they thought they had been cheated. This took several nights on the 10 o'clock news. The TV station gave several ideas to circumvent these problems and insinuated that the state should have more and stiffer laws.

More laws? How many more do we need?

As this series of programs ended, one of the competing local TV channels did an expose on wrecked and rebuilt cars. It, too, was well done. The evidence was plain. People were being lied to. Consumer fraud was evident and proven without much doubt.

Neither of these reports nor others on national television show both sides of the story. They make all auto repair people look bad. Are they? I think not.

On July 21, 1992, the Consumer Subcommittee of the Commerce, Science and Transportation Committee (U.S. Senate) held hearings on the Sears and other well documented fraud cases which were presented by the Attorneys General offices from Florida, Maryland and New Jersey. After examining evidence from many cases and hearing testimonies from three panels of witnesses, the subcommittee decided to promote no new legislation.

So where does that leave us? Testimony before the committee brought out a number of issues that I'll try to relate in future columns, but the present task is whatever shall we do when we need to get our car repaired?

First of all, you and I know there are many legitimate, honest shops and dealers who can repair our Saabs. We know that because of the mechanics list found in this publication periodically. Are there other good ones? Of course. Will you be satisfied with service from all the listed shops? Maybe not, but it is a good start.

Another way is to ask other Saab owners about their experiences with a particular shop or shops. Since we are all human, when a problem arises, a shop worthy of your patronage will make it right for you. Chosen shops should willingly give you a written estimate for all repairs and stick to it, have a clearly defined and readable invoice, and warranty the repairs performed. You should have the option of a second opinion, should you have any doubts about the validity of the estimate, and all old parts should be available for your retrieval or, should you desire, to take them to someone else to verify needed replacement. A location convenient to you and/or slick advertising about fast, cheap service are not prerequisites to good economy or proper repair procedures.

Last, but not least, please, oh please, why would you take the most intelligent car ever built to a chain store of any kind, whether they are honest, quick or convenient, when you have a host of Saab dealerships and independent specialists who make it their life's work to repair Saabs? Seek out these dedicated technicians and spread the word to the faithful when you find a shop with which you're satisfied. Not all mechanics are criminals and we don't enjoy being treated as such.

Next issue: Recycling antifreeze

Chuck Andrews
Andrews, Inc.
Princeton MN

DENNIS SWEENEY

ROAD TESTED SAAB PARTS

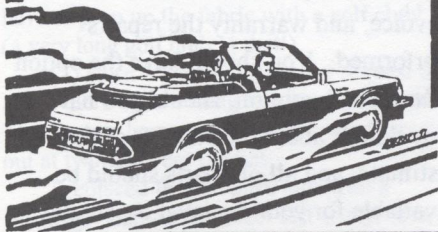
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Service Subjects from Saab

Spark Plug Reference

Application: See Table

PSI 06/92-0217, Sec. 3/ Pg. 22

Supersedes 01/92-0173 (NINES, Feb/Mar 1992, Issue #211/212)

Description	Part Number	Application	Notes
Saab/NGK 4-Pack Blister Packages			
NGK BP6ES	02 87 003	96, 99, 900 B201	Normal Use
NGK BP6EV*	02 72 278	99, 900 B201	Normal Use
NGK BCP5ES	02 43 691	900, 9000 B202 I, 88-91	Normal Use
NGK BCP5EV	02 45 647	900, B212 I, 92-	Normal Use
NGK BCP6ES	02 87 037	900, 9000 B202 I, 86-87 900, 9000 B202 Turbo	Normal Use City Driving
NGK BCP6EV*	02 72 286	900, 9000 B202 I 900, 9000 B202 Turbo	Normal Use City Driving
NGK BP7ES	02 87 011	99, 900 B201	Hard Driving
NGK BP7EV*	02 72 328	99, 900 B201	Hard Driving
NGK BCP7ES	02 87 029	900, 9000 B202 I 900, 9000 B202 Turbo	Hard Driving Normal Use
NGK BCP7EV*	02 72 336	900, 9000 B202 I 900, 9000 B202 Turbo	Hard Driving Normal Use
NGK BCPR7ES	02 44 459	9000 B202 Turbo with DI	
NGK BCPR8ES	02 44 772	9000 B234 I with DI	
NGK BCPR7ES	02 44 459	9000 B234 Turbo	
NGK 4-Pack Boxes			
NGK BP5ES	02 87 334	68-, V-4	3/4" Reach
Bosch 4-Pack Boxes			
Bosch W145T30	02 81 113	71-, V-4	3/4" Reach
Miscellaneous 10-Pack Boxes			
Bosch M4A2 (M240 TI)	78 29 294	-64, 2-stroke, 65-	Hard Driving City Driving
Bosch M5A (M255 TI)	70 78 074	65-, 2-stroke	Hard Driving
Bosch W225T35	78 63 624	67, V-4	1/2" Reach
Bosch W200T30	88 14 386	68-70, V-4 -69, 99	3/4" Reach

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

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

"DI" Stands for Direct Ignition system. Resistor type spark plugs mandatory.

SAE J1930 Terminology

**Application: All M93- U.S. Emissions Components
PSI 07/92-0231, Sec. 2/Pg. 20**

All new Engine Service Procedures and Emissions Certification Documents printed or updated by a manufacturer starting with the 1993 model year must conform to the nomenclature and abbreviations standardized in SAE J1930.

SAE J1930 is a standard developed to conform nomenclature and abbreviations for all engine service procedure and certification documents under the Air Resources Board. This applies to all motor vehicles/engines including heavyduty diesels.

The documentation for model year 1993 has been updated with the following terminology. For your information, here are the terms the way we used to refer to them and the way we refer to them now. For M93 and later, use the J1930 terminology when referencing any of the components listed below. This terminology will soon be used in all Saab Service Manuals and Training literature.

Saab - J1930 Terminology

The correct abbreviations are in parenthesis ().

<u>Previous Saab Term</u>	<u>J1930 Term</u>
AC	Air Conditioning (A/C)
Air Mass Meter	Mass Air Flow Sensor (MAF sensor)
APC Solenoid Valve	Boost Pressure Control Valve (BPC valve)
Automatic Idle Control (AIC) Valve	Idle Air Control valve (IAC valve)
Catalyst	Three Way Catalytic Converter (TWC)
Catalytic Converter	Three Way Catalytic Converter (TWC)
Charcoal Canister	Evaporative Emission Canister (EVAP canister)
Control Unit	Control Module
Crankshaft Sensor	Crankshaft Position Sensor (CKP sensor)
Direct Discharge Unit	Ignition Discharge Module (IDM)
Direct Ignition	Electronic Ignition (EI)
ELCD Valve	Canister Purge valve (CP valve)
Electronic Control Unit	X Control Module (<i>where X = ignition, engine, SRS, etc.</i>)
Evaporative Emission Control system	Evaporative Emission System (EVAP system)
EZK ECU	Ignition Control Module (ICM)
EZK Electronic Ignition System	EZK Distributor Ignition system (DI system)
Fault Code	Diagnostic Trouble Code (DTC)
Ignition Cassette	Ignition Discharge Module (IDM)
Ignition ECU	Ignition Control Module (ICM)
Injection valve	Injector
Inlet	Intake
Intercooler	Charge Air Cooler (CAC)
Knock Detector	Knock Sensor (KS)
LH ECU	Engine Control Module (ECM)
LH Fuel Injection system	LH Multiport Fuel Injection system (MFI system)
Pressure sensor	Manifold Absolute Pressure sensor (MAP sensor)
Saab DI/APC system	DI/APC Electronic Ignition system (EI)
Td signal	Engine Speed signal (RPM signal)
Temperature sensor	Intake Air Temperature sensor (IAT sensor) or Engine Coolant Temperature sensor (ECT sensor)
Test Socket	Data Link Connector (DLC)
Throttle Housing	Throttle Body (TB)
Throttle Potentiometer	Throttle Position sensor (TP sensor)
Throttle Switch	Throttle Position switch (TP switch)
Trionic Fuel Injection System	Trionic Multiport Fuel Injection system (MFI system)

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Galvanized Sheet Metal

Application: 1993 9000
PSI 10/92-0260, Sec. 8/Pg. 45

Effective with the start of 1993 production a very important change has been made to the exterior body components.

Galvanized sheet metal (two-sided) has been introduced on the doors, hood, roof, front fenders and trunk lid (CD) or tailgate (CS) to improve the exterior corrosion protection on 9000's. (See illustrations indicating galvanized sheet metal parts.)

Due to these changes it is very important that proper materials, precautions and preparation procedures are followed when performing any body or paint repair work to 9000 models.

General Information

CAUTION: Make certain all label instructions and usage precautions are followed carefully. The products listed below require special handling and storage to prevent undesired chemical reactions or personal injury. Items such as Sherwin-Williams' WK-K263 DUAL-ETCH contain acid and require special mixing techniques, storage mediums, etc. Please read all labels and instructions for use very carefully before beginning to use products such as these. Always be certain to wear protective clothing, rubber gloves, eye protection and respirator when applying any of these items.

Painting Preparation

Although galvanized steel has excellent anti-corrosion properties, repair procedures often require grinding panels down to base metal. Any exposed surfaces must be properly cleaned and primed within 30 minutes to prevent rust and possible delamination of zinc layers from base metal.

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Use the following guidelines to prepare the surface on which you are performing body work:

1. For cleaning purposes, first use Sherwin-Williams' AQUA-MATE W4-K157 low VOC (volatile organic compounds) and then a product such as Sherwin-Williams' W4-K263 DUAL-ETCH Metal Cleaner and Conditioner should be used. This will properly clean, brighten and condition galvanized steel to ensure paint adhesion and prevent corrosion from occurring.
2. For priming the surfaces, a product such as Sherwin-Williams' E2-G973 Vinyl Etch Primer should be used. This will self-etch bare metal for maximum corrosion resistance and excellent paint adhesion.
3. If the surface you are painting is pitted or rusted, a product such as Sherwin-Williams' W4-K288 MET-L-ETCH Steel Cleaner should be used. This will deep clean and condition the metal surfaces as well as removing rust. It also deposits a thin layer of iron phosphate which will prevent rusting, help paint to adhere and aid in preventing future corrosion.

Welding Preparation

Galvanized sheet metal must be cleaned and primed using a zinc-based welding primer. Spot welding is the preferred means of joining seams on body panels. It should be noted that slightly higher pressure and heat will be required when welding galvanized steel.

If using MIG or MAG welding processes, care must be taken to ensure that the welding rod is suitable for use with galvanized sheet metal and that ordinary shielding gas of the mixed type is used. Appropriate filler material, such as Sherwin-Williams' E2-G980 G.B.P. Etching Filler should be used. This acts as a metal conditioner, self-etches bare metal to ensure paint adhesion and further corrosion, and fills minor surface imperfections.

NOTE: When welding galvanized steel, make certain proper precautions are taken to guard against the toxic fumes emitted.

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

Cleaning Tan Convertible Top

Application: 1992-on 900 Convertible
PSI 10/92-0263, Sec. 8/Pg. 46

In the past, the recommended method for cleaning the convertible tops has been to use mild soap and water. There is now an alternative method for removing stains from the tan tops. In 1992, a special convertible top cleanser, CLAX 200-S, was introduced. This cleaning agent is primarily intended for the tan tops but can also be used to clean the blue and black tops.

The early tan convertible tops may show an unevenness in color when washed. These tops may look blotched when wet, but will dry evenly without blotching. This blotching is a result of the water-proof treatment the top material undergoes before it is installed on the car. After several washings, the blotching should stop.

If you decide to use CLAX 200-S to clean your convertible top, follow the directions below.

Warning

CLAX 200-S is an irritant to eyes and skin. Avoid getting CLAX 200-S on your skin. Wear protective goggles and gloves when using it. If it gets in your eyes, rinse them immediately and thoroughly with plenty of water. If it gets on your skin, rinse the area with water. Consult a doctor if irritation persists.

Cars Affected:

1992- 900 Convertibles with Tan tops

Parts:

CLAX 200-S 30 04 512

Action:

Use CLAX 200-S as follows:

Caution: CLAX 200-S must not come in contact with paintwork or plastic parts because it is likely to cause discoloration.

1. Moisten only the stain with undiluted CLAX 200-S and leave it to act approximately 10 to 15 minutes, depending on the severity of the stain.
2. Press a clean, moistened cloth several times against the soiled area to absorb the stain.
3. Rinse the entire top with lukewarm water after using CLAX 200-S to remove a stain. Carefully brush the stained area with a small, soft brush.
4. Finish by rinsing the entire car to remove all traces of the cleanser.

900 Brake Light Switch

Application: 1990-1992 900, All
PSI 10/92-0266, Sec. 3/Pg. 35

Incorrect adjustment of the brake light switch could lead to possible complaints of a battery going dead. This switch has proven to go out of adjustment due to the following reasons:

- the short adjustment travel of the plunger combined with a weak adjustment mechanism
- weak brake pedal return springs since the introduction of ABS
- the need for frequent cruise control switch adjustment until the introduction of the new cruise control pedal switch (P/N 43-50-443).

Cars Affected:

Brake pedal switch: All 1990-1992 900s

Brake pedal return spring: All 1990-1992 900s, VIN thru -N2016465 and -N7008899

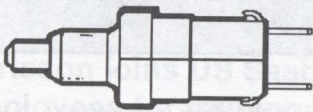


Figure 1. Brake pedal switch & return spring

Parts:

	Part No.	Qty.
Brake pedal bracket	41 08 759	1
Brake pedal switch	85 77 702	1
Nut	85 66 259	1
Single-pole connector housing	85 16 916	2
Brake pedal return spring (grey metallic)	41 99 964	1

Action:

1. Remove ashtray, center console and kneepad.
2. Unfasten air distribution duct on left side of dash.
3. Check to see if the brake pedal return spring is of the latest style (new design is grey metallic rather than black). If not, replace.
4. Carefully remove vacuum line(s) and electrical connector(s) from cruise control pedal switches.
5. Remove single bolt holding the pedal switch bracket to pedal assembly, making sure that the pedal assembly is

free-moving and there is no obstruction caused by the pedal linkage.

6. Remove two cruise control pedal switches from their bracket.
7. Place bracket in a vise.
8. Remove old brake light switch. Bracket should be straight (area indicated by arrow in Figure 2).

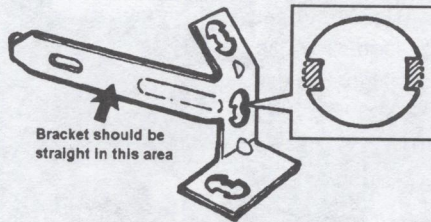


Figure 2. Removing brake pedal switch indexing tabs

9. Using a rat tail file, remove the two brake pedal switch indexing tabs so that the hole is round. (See Figure 2.)
10. Insert a new brake pedal switch fully up to the housing in the same direction as the original switch. (See Figure 3.)

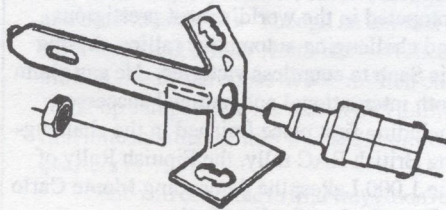


Figure 3. Installing new brake pedal switch

11. Install the nut on the switch assembly from the backside of the bracket.
12. Inspect the mounting hole on the side of the pedal switch bracket. This should be of an elongated shape as shown in Figure 4. If it is not, replace the bracket using the latest design, P/N 41-08-759. This elongated hole now provides overall brake pedal switch adjustment.

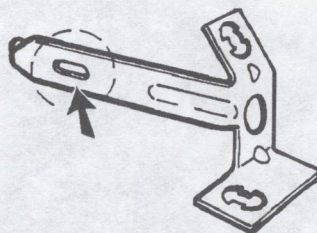


Figure 4. Mounting hole on pedal switch bracket

13. Loosely fit the pedal switch bracket, making sure that the tang on the end of

the bracket is in the slot.

14. Install the bolt. Hand tighten only.
15. With brake pedal at rest against its stop, align and adjust the brake pedal switch bracket so that the brake pedal switch is engaged and the contacts in the brake light switch are open. Be sure that the plunger is as close to center as possible on the brake pedal contact pad. Lock the bolt in place.
16. Test function of brake light switch. You should have continuity (0.00) between the two switch terminals just as you begin to depress the brake pedal. When the brake pedal is released against its stop, the contact should be open. (See Figure 5.)

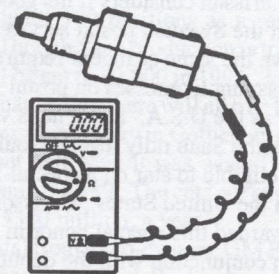
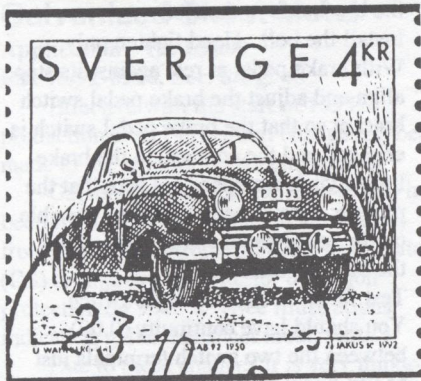


Figure 5. Testing function of brake light switch

17. Remove the two pin connectors from the two-pole brake light switch housing. Install pin connectors in single pole housing and plug them onto the back of the brake light switch.
18. Reinstall the cruise control pedal switch(es). Depress clutch and brake pedals. Fully extend center plungers and slowly release clutch and brake pedals. If this procedure is carried out properly, the switches will self-adjust. When the pedal is depressed, the switch should indicate an open circuit (OL or infinity) on an Ohm meter. When pedal is back against the stop, the Ohm meter should indicate continuity (0.00).
19. Connect small piece of vacuum line to the vacuum port on the switch(es) and blow through it. When the pedal is against its stop, it should hold air pressure. As soon as you depress the pedal, it should release the air pressure. If the switch adjustment is proper, reinstall the vacuum hose(s) and electrical connector(s).
20. Reinstall air distribution duct, kneepad and center console.
21. Road test car; check cruise control and brake light operation.



Saab classics honored by Swedish Post Office

Erik Carlsson considers it his good fortune that the Swedish postal service doesn't have the same stringent requirements for issuing likenesses on postal documents as the U.S.A. Since he is very much alive, the Saab rally legend wouldn't have been eligible to star on a special-issue postcard in the United States. Carlsson was recently awarded this special honor in Sweden, in conjunction with the debut of a new Swedish stamp featuring another Saab classic--the famous Saab 92, the Swedish automaker's first production model.

The postcard features Carlsson in his now-famous "on the roof" pose, a tongue-in-cheek reference to his full-speed-ahead rally driving style that at times resulted in memorable wheels-up landings. True to his nickname, which was also inscribed in Swedish ("pa tacket") on his Saab rally cars, Carlsson is featured on top of the red Saab 96 that took him to victory circle in the renowned 1962 Monte Carlo Rally, one of Europe's premier rally events.

Starring on the four Kroner stamp is one of the 20,000 Saab 92s built between 1949 and 1956. Developed by Svenska Aeroplan Aktiebolaget (SAAB) aeronautical engineers, the small, robust Saab was first unveiled in 1949. Its unique aerodynamic design gave it an extremely low coefficient of drag, boasting figures that are considered exceptional even today. Saab and classic car enthusiasts now have the opportunity to add yet another piece of history to their collections with the issue of this attractive Swedish stamp and postcard.

Born in Saab's Swedish hometown of Trollhattan, Erik Carlsson developed an affinity for two-wheeled motor sports at the age of 16, but traded up to four wheels--and Saab--in the early 1950s. An integral part of Saab since 1954, the giant Swede has

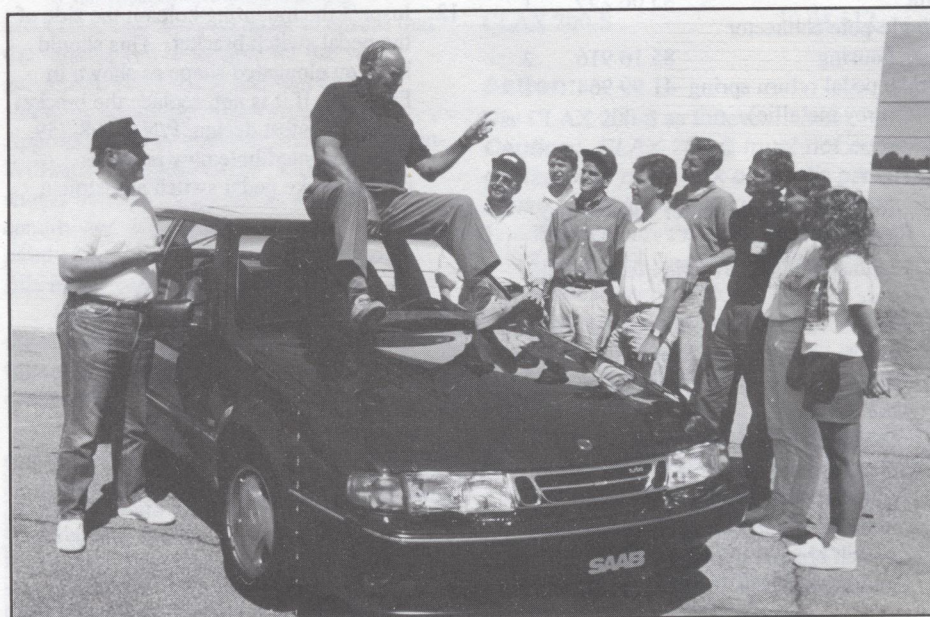


competed in the world's most prestigious and challenging automotive rallies, driving his Saab to countless victories. He can claim both international and national successes, including first place finished in the challenging British RAC rally, the Finnish Rally of the 1,000 Lakes, the demanding Monte Carlo rally and a lengthy list of others.

European-style rallying is possibly one of the most grueling and demanding forms of motorsport in the world. Rallying means

racing against the clock in extremely challenging conditions--on teeth-jarring bad roads, in darkness and winter, at full speed, for hours at a time. It is a true test of the compatibility between man or woman and machine.

During his illustrious 15 year competition career, Erik Carlsson has had many memorable encounters, from crashing into an aardvark during the 1963 African Safari Rally--he still has a hat made out of the



anteater's skin as a souvenir--to being stranded in -40° weather during the Swedish Rally to the Midnight Sun. But, he weathered these minor distractions with his usual aplomb, using every experience--negative or positive--to help shape the future of Saab design and engineering. Today's Saabs still owe a great deal to this rally heritage, benefiting from components that were developed in response to real life experiences and needs. Erik continues to contribute to the innovative Saab engineering process and still evaluates each and every prototype.

Erik Carlsson also remains an ambassador for Saab, active throughout the world in promoting the company's new 1993 model line and participating at auto shows, special openings and events, and the annual National Saab Owners' Convention. Erik and his wife Pat Moss--one of the rally era's great woman motorsports competitors and sister of British racing great Stirling Moss--reside in Tring, England.

Carlsson joins US Saab employees for training

Saab's performance history is legendary, and no one embodies that heritage more than international rally legend Erik "On the Roof" Carlsson. Carlsson recently joined employees of Saab Cars USA's headquarters at Georgia's Road Atlanta Raceway for an unforgettable day of hands-on 1993 product training and testing--with the emphasis, of course, on driver responsibility.

Saab utilized the services of Skip Barber Racing to orchestrate the mandatory employee event.

According to William S. Kelly, president and chief executive officer of Saab Cars USA, "Product pride and enthusiasm, as well as pride in our heritage, are integral parts of our corporate vision. What better way to instill these virtues among our employees than to familiarize each staff member with Saab's latest models and their performance history through the eyes of Saab's own Erik Carlsson?"

Kelly continued, "Saab's unique history has contributed toward creating today's sophisticated standards of performance excellence. After a day spent behind the wheel of our new 9000 CSs and CSEs, I think every employee throughout Saab Cars USA--from the individual who greet visitors at our front door, back to the boardroom level--fully understands why Saab and performance are indeed synonymous."

SAAB NEWS

Saab Sales Surge!

Led by demand for the new Saab 9000 CS, sales of new Saabs are ahead of 1991 totals. Sales in October totaled 2,403, a 54 percent increase over the October 1991 total of 1,560. The 5-door 9000 CS and CSE, introduced to the U.S. market on October 1st, represented 37 percent of Saab sales for the month.

November sales totaled 1,756 new Saabs sold, the highest November sales result since 1988. Last November, dealers delivered 1,732 new 900s and 9000s.

Year-to-date, Saab has registered 24,332 new car sales, 1.7 percent ahead of January-November 1991. To maintain sales momentum, special Saab Lease and Flexible Finance programs are available through December 31, 1992.

Further layoffs at Saab, production to be cut

Saab-Scania and GM to inject more capital in Saab Automobile

Saab Automobile AB will be eliminating another 1,980 positions as a result of production cuts at the Saab car factory in Trollhättan. Though Saab production is tracking at 87,500 units for calendar year 1992, production will be cut to 80,000 in 1993. Job cuts will come primarily at the final assembly plant in Trollhättan, but there will also be layoffs at the engine plant in Södertälje and the manual transmission factory in Gothenburg. The Saab work force will be about 7,200 employees, about half what it was when General Motors (Europe) purchased 50 percent of the car company in 1989. The cuts are expected to save Saab over two billion Swedish kroner, about \$300 million, a year.

The company will also receive an injection of capital from its co-owners, GM Europe and Saab-Scania AB. Though an amount has not yet been specified, Saab president and chief operating officer Keith Butler-Wheelhouse says the amount will be less than \$300 million. Saab had a loss of \$90 million on sales of \$653.5 million for the third quarter of 1992, up compared to the loss of \$88 million for the third quarter of last year. But for the first nine months the loss was \$225 million, down from the \$355 million in the first three quarters of 1991.

Saab will continue to find ways to save money by expanding its cooperation with GM. "This will be a two-way cooperation," said Keith Butler-Wheelhouse. "We have a good deal of expertise to offer them in areas such as safety, collision tests, drivability and engines." Saab manual transmissions are also expected to be used in future Opel and Vauxhall models.

Next 900 to get new GM V-6

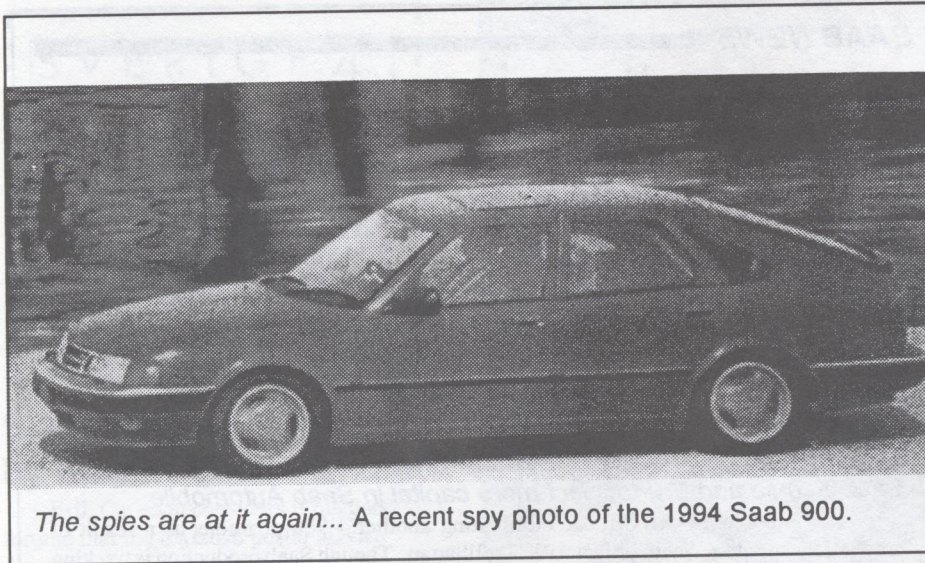
2.5 liter V-6 to be available as an option

A new V-6 engine, unveiled recently in England, will find its way into the next generation Saab 900. The multi-valve engine, to be built at a new General Motors plant in Ellesmere Port, England, will first be used in the Opel Vectra and the Vauxhall Nova beginning next spring.

The 24-valve V-6, introduced at the dedication of the new factory in early November, displaces 2.5 liters, but was developed to be built in several displacements, both smaller and larger. In its current form, the new GM V-6 develops 170 horsepower at 6,000 rpm. Called ECOTEC, it is lighter and more compact than typical V-6s. The angle between the cylinder banks is 54 degrees, a bit narrower than the traditional 60 degrees for a V-6.

A Saab version of the new engine would likely utilize Saab-designed heads and a Saab engine-management system.

Saab's current four cylinder engine will also be available in the new 900, which is expected to be introduced late in 1993. "Saab has lost sales opportunities due to the lack of a V-6 engine," said Steven Rossi, director of industry and public relations for Saab Cars USA, Inc. "On the other hand, the company remains committed to the 4 cylinder. We have the best 4 in the business, especially the 4 cylinder turbo. We now can offer the customer a choice between vanilla and chocolate. Technically the 4 is the best concept and represents the powerplant of the future. But the market demands a V-6."



The spies are at it again... A recent spy photo of the 1994 Saab 900.

9000 named "Best Bet" in The Car Book 1993

Qualifies for low insurance rates

The Car Book 1993, an annual consumer guide which rates new vehicles on the basis of safety, fuel economy, warranty, insurance costs, repair costs, and consumer-complaint history, has named the Saab 9000 as a "Best Bet."

In addition, the Saab 9000 led the intermediate-size category in the publication's important Crash Test Index—ahead of the Volvo 240, Toyota Camry, Ford Taurus Wagon, Honda Accord, and the new Chrysler LH trio: the Concorde, Dodge Intrepid, and Eagle Vision.

The 9000 was previously named a "Best Bet" in The Car Book 1992.

State Farm Insurance Companies have included the Saab 9000 on their list of 1993 models that qualify for "lower-than-standard" insurance premiums.

Under the State Farm rating plan, models qualifying for lower rates generally are charged from 10 to 45 percent less than the standard premiums for collision and comprehensive coverages. State Farm based its 1993 ratings on actual vehicle damage and theft claim losses for similar models during previous years.

The Saab 9000 was also recently listed as "much lower than average" to insure by Allstate Insurance Company. Voted Sweden's "safest car" twice in succession by Folksam, the country's largest insurer, the Saab 9000 has been honored with numerous other safety accolades throughout the world.

Two 900 Turbo Convertibles to be awarded

If you missed out on last year's Kidney Foundation "Dream Car" sweepstakes sponsored by the National Kidney Foundation of New York/New Jersey, you have two opportunities this year to win a Saab 900 Turbo Convertible. The success of last year's raffle, buoyed by ticket purchases from Saab Club members, has prompted the NY/NJ chapter to again offer a 900 Turbo Convertible, which will be awarded at the New York Auto Show on April 18, 1993.

In addition, the National Kidney Foundation of the Delaware Valley will be holding a Dream Car raffle for the first time this year, and the prize is a 900 Turbo Convertible. That drawing will be held May 21, 1993.

The money raised through these raffles is used to help combat kidney, hypertensive and urologic diseases. It not only provides help in treatment, but also supports research programs to find cures for these diseases.

In each raffle, tickets are \$1.00 apiece or \$10.00 for a book of 12. The seller of the winning ticket in each drawing will win a cash award.

To order tickets or for more information:

National Kidney Foundation
of New York/New Jersey
1250 Broadway, Suite 2001
New York, NY 10001
(212) 629-9770

or

National Kidney Foundation
of the Delaware Valley
325 Chestnut Street, Suite 904
Philadelphia, PA 19106
1-800-697-7007

Sinclair joins Zymol

Robert J. Sinclair, retired chairman and former president of Saab Cars USA, Inc. has linked up with Zymol Enterprises, Inc., the Connecticut-based manufacturer of premium quality automotive finish products. Sinclair has made an investment in Zymol, and, from his new home in Santa Barbara, California, he will serve Zymol in three areas: Expansion of distribution through OEM and export markets; participation in long-term planning and direction; and as a company spokesman.

"Zymol automotive waxes have already achieved a stellar position at the peak of the multi-billion dollar automotive aftermarket," stated Sinclair. "I want to help Chuck Bennett take his company and his marvelous products to the next plateau."

Sinclair began his career with Saab in the late 1950s as a sales representative, opening and servicing Saab dealerships in the Midwest. He switched to Volvo in the position of advertising manager for the eastern U.S. in 1962, and became president of Volvo's distribution company for the Western U.S. in California in 1967. He moved to New Jersey in 1978 as Volvo's vice president of marketing for the U.S. and Canada.

Sinclair returned to Saab in 1979 as president. Annual sales of Saab cars in the United States tripled between 1979 and 1986 under his leadership. When he retired last year, he was chairman and CEO of Saab Cars USA, Inc.

Zymol is known for its exclusive use of natural plant oils in its high-class waxes and other automotive cleaning products.

Schrader named chairman of Saab Nat'l Dealer Council

Leonard G. Schrader, dealer principal of Reinertsen Motors, Denville, New Jersey, has been elected Chairman of the Saab National Dealer Advisory Council. Schrader will serve in this capacity for a two-year term. He replaces Felix Bosshard, owner of Charles River Saab, Watertown, Massachusetts.

Elected Vice-Chairman of the Council was Dietmar Burkhardt, Sr., dealer principal at B & B Saab, Santa Clara, California.

The Dealer Council serves as a link of communications between dealers and Saab Cars USA, Inc. Schrader also served as a Council member for Saab's Eastern Region from 1989 through 1991. He has operated Reinertsen Motors since 1976.

Both Reinertsen Motors and B & B Saab are members of the SAAB Club of North America.

Aircraft remain important to Saab

As most Saab car owners are aware, Svenska Aeroplan Aktiebolaget (SAAB) was formed to build military aircraft for the politically neutral Swedish government just prior to World War II. When it became obvious that SAAB couldn't rely on military contracts following the war, they branched out into building cars and civilian aircraft.

Today the parent company is called Saab-Scania AB and its operations include trucks and buses, commercial and military aircraft, defense materiel, and computers as well as passenger cars. Saab Aircraft AB, based in Linköping, Sweden, is a subsidiary of Saab-Scania, and continues the manufacture of modern civilian and military aircraft.

In April of this year, Saab Aircraft reorganized into three entities - Saab Military Aircraft, Saab Aircraft AB and Saab Service Partner AB - in order to better focus on specific market areas. Saab Military Aircraft will, as the names states, concentrate on military aircraft, while Saab Aircraft AB will cover civilian aircraft. Saab Service Partner is responsible for operating the Saab Aircraft facilities, personnel service, computer support and transportation.

Saab 340

The backbone of the aircraft division is the Saab 340, a regional airliner that carries 30 to 40 passengers. The first 340 was delivered in June 1984 to Crossair of Switzerland. Over 300 are now in service and total flight time has passed 2.2 million hours. The largest operators of the Saab 340 are Crossair in Europe, and American Eagle, Express Airlines I (Northwest Airlink) and Business Express in the U.S. There are over



Saab 2000 #001 rolled out of the factory in Linköping earlier this year.

180 Saab 340 aircraft in active operation in the United States.

A pair of General Electric CT7 engines were mounted on the wings of the 340, each powering a modern Dowty four-bladed propeller made of composite materials. The 340 used more bonding in the airframe structure than any previous airliner to better combat fatigue and corrosion. The cockpit is outfitted with an all-digital avionics system, similar to that used in the Boeing 757 and 767 airliners.

Improved cruise speed and load capacity came about in 1989 with the switch to GE CT7-5A2 engines, which prompted a change in designation to "340B." All Saab 340s from production number 160 forward are the "B" model.

In 1991, sales of Saab aircraft totalled \$850 million, of which commercial aircraft accounted for nearly 70 percent. 58 Saab 340B regional airliners were delivered last year, nearly twice the number delivered by the main competitor to Saab. Saab Aircraft now has a worldwide market share of 37 percent in the 30 to 40 seat regional airline segment.

Saab 2000

Undergoing testing is a slightly larger version of the 340, the Saab 2000, which will hold 50 to 58 passengers. The 2000 was designed to be the fastest and quietest turboprop airliner on the world market.

The maiden flight of the first test aircraft was made on March 26th of this year. As of early September, the first two Saab 2000s had accumulated over 150 hours during 70 flights. The third Saab 2000, which made its first flight in late August, is the first production series aircraft in the test program. The front cabin is furnished with passenger seats, galley and a lavatory. The rear part of the aircraft holds advanced instrumentation.

The new Saab 2000 is the fastest aircraft of its type on the market. Powered by two Allison GMA 2100 engines, it will cruise at 360 knots and climb to 20,000 feet in 10 minutes. It has a range of well over 1,000 nautical miles and will be the quietest aircraft on the market at 76 decibels in the cabin. The lack of noise can be attributed to the unique six-bladed propellers and to advanced noise damping.

Though final assembly takes place at



A pair of Gripens undergoing testing.

Saab Aircraft in Linköping, many major components are built elsewhere by subcontractors. The tail section comes from Valmet in Finland, while the rear fuselage is built by Westland Helicopter in England. The wing is built by CASA in Spain and delivered in a specially constructed trailer.

Crossair of Switzerland will receive the first customer version of the 2000, aircraft number 004, during the second half of 1993. Express Airlines I (Northwest AirlinK) will be the first company in the U.S. to put the Saab 2000 into service. A total of 194 Saab 2000s are now on order or option, 46 of which are firm orders.

JAS 39 Gripen

The Saab 37 Viggen has been the mainstay of the Swedish Airforce for two decades. It was built in several versions for attack (AJ 37), reconnaissance (SH 37 for sea surveillance and SF 37 for photographic

reconnaissance), a two-seat trainer version (SK 37) and, later, a combination attack/reconnaissance aircraft (JA 37). But the Viggen is a heavy aircraft, weighing in at 20 tons with armament, and technology was advancing so rapidly that the Viggen was in danger of being surpassed. In early 1980, the Swedish Armed Forces made a request for a multi-role combat aircraft to replace the earlier Saab 35 Draken, some of which were still in use, and all versions of the Viggen.

The replacement would have to be able to take off and land in a very short distance, as the Viggen does, since many of Sweden's military air bases are hidden throughout the country and use existing roads as runways. It would need to be lighter weight for more maneuverability, and easy to repair in the field.

Industry Group JAS was created by Saab-Scania AB, Volvo Flygmotor AB, Ericsson Radar Electronics AB and FFV

Aerotech AB later that year in response to the military's request. In 1982, FMV (the Swedish Defense Materiel Administration) signed a contract with IG JAS to develop the JAS 39 Gripen, including five prototypes and an initial series of 30 aircraft. The designation JAS is a Swedish abbreviation for Fighter, Attack and Reconnaissance. All JAS 39 aircraft will be able to perform all three functions.

Each of the four partners in Industry Group JAS performs a specific task on the Gripen project. Saab-Scania AB/Saab Military Aircraft is in charge of developing the basic aircraft and part of the electronics system, systems integration, ground and flight testing, and the manufacture and delivery of the finished aircraft. Volvo Flygmotor is developing and manufacturing the engine in cooperation with GE Aircraft Engines. Ericsson Radar Electronics has the job of developing and supplying the radar, system computer, electronic (heads-up) display system and video recording equipment. Test and maintenance equipment, and central workshop maintenance fall to FFV Aerotech.

Gripen No. 1 rolled out on April 26th 1987, the 50th anniversary of the Saab Aircraft Division. The first flight took place in December 1988, but testing was halted for over a year after the plane crashed during landing in February, 1989. The test pilot suffered only a broken arm, and continues in the Gripen testing program today. Four more test aircraft have been built and over 550 test flights have been successfully completed.

The Gripen is easily distinguished by its forward canards, small delta-shaped wings that create a vortex over the main wings to assist in lift. The Gripen goes the Viggen one better in that the forward canards are also moveable for quicker maneuverability and to assist in braking upon landing. It is the first light combat aircraft to make full use of the latest technology in lightweight, composite materials, bonding of panels, fly-by-wire control systems, micro-electronics, computer-screen instrumentation, and heads-up display.

Power for the Gripen comes from a single General Electric/Volvo Flygmotor



The wing for the Saab 2000 is transported from Spain in this special trailer.



Above - Armament options for the JAS 39 Gripen.

Bottom left - JAS 39 Gripen under construction.

Bottom Right - Previous Saab military aircraft, clockwise from top: the J32 Lansen (Lance), the Saab 105 (Sk 60), the J37 Viggen (Thunderbolt), and the J35 Draken (Dragon).

RM12 (F404J) turbofan, which delivers 18,000 lb-ft (80 kN) of thrust. The Gripen weighs in at 18,000 pounds, about half the weight of the Viggen. Basic armament consists of one 27mm Mauser BK27 cannon (capable of firing 1,700 rounds per minute) and two wingtip mounted Sidewinder AIM-9L infra-red-homing missiles. In addition, the Gripen can carry air-to-air missiles, cluster bomb dispensers, pods for reconnaissance and electronic warfare, conventional or

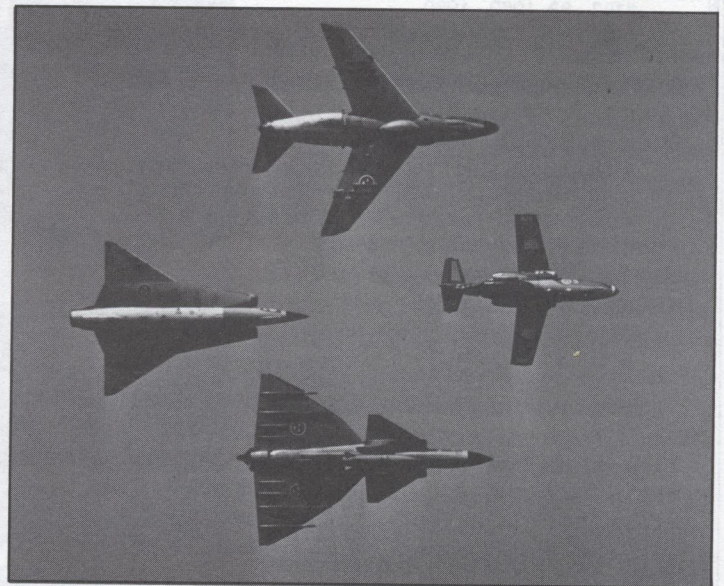
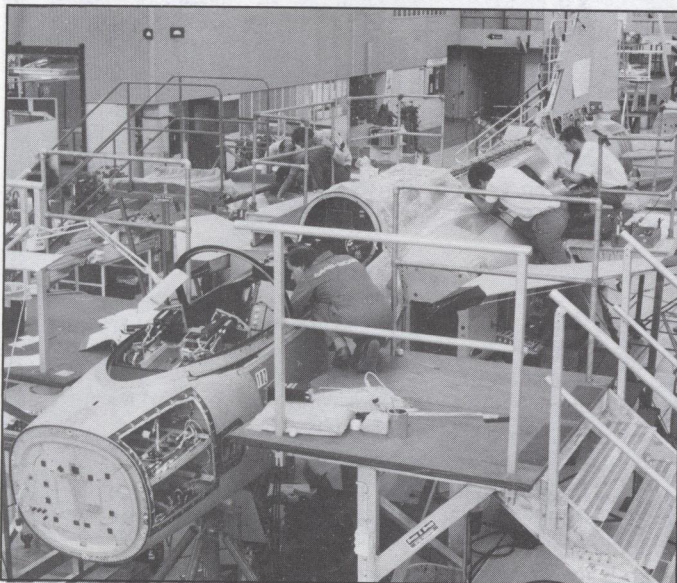
retarded bombs, air-to-surface rockets and external fuel tanks. For night missions, the Gripen can be equipped with Forward Looking Infra-red (FLIR) which gives a thermal image of the target on a cockpit display.

The JAS 39 Gripen is the first true multi-role lightweight combat aircraft in the world. It is also the first new generation fighter already in production. The first production JAS 39 Gripen, No. 101, will soon make its first flight and join the test flight program. It is scheduled to be delivered to the Swedish Airforce in 1993.

In June of this year, the Swedish government ordered an additional 110 Gripens from Saab Military Aircraft. The government also has approved development of a two-seat version, the JAS 39B, and ordered 14 aircraft.

The Gripen will also be available for sale to other nations. Political developments in the world, and Europe in particular, have created a need for less expensive, defense oriented combat aircraft. The Gripen breaks the trend towards heavier and costlier fighter aircraft. It competes on the market with low price and low life cycle costs, combined with high performance and multi-role capacity.

Some material for this article came from Saab Aircraft since 1937 by Hans G. Andersson, published by Smithsonian Institution Press, Washington, D.C., 1989, and from The Saab-Scania Story, copyright Saab-Scania AB, 1987.



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(See August issue of NINES for descriptions of books and manuals)



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International Saab Clubs Meet '92 - Mattsee, Austria

Some came by way of air, but most who attended the Second International Saab Clubs Meet in Mattsee, Austria, drove their Saabs. Eleven countries were represented: Belgium, Germany, Great Britain, Lichtenstein, Luxemburg, the Netherlands, Norway, Sweden, Switzerland, the United States, and the host club, Austria. There was also rumor that some people from the Saab Club of Czechoslovakia had stopped by

on their way to holiday in Italy.

A sponsor of the event was the Austrian distributor of Saab cars, Swedecar. They had several Saabs on the site, some with "GM SAAB" license plates, including a 9000 CS Turbo S, a 900 Turbo Convertible, and a very nice 99 Turbo.

Representing Saab Automobile AB was Christian Trommer, the Saab Clubs liason. He announced that next year's



The perfect license plate

International Saab Clubs Meet would be in Norway, with subsequent years requested by Great Britain, Denmark and Belgium.

Language was only a minor problem. Many of the Europeans attending the meet at least understood English, and those that are fluent in several languages were happy to translate for those of us who aren't.

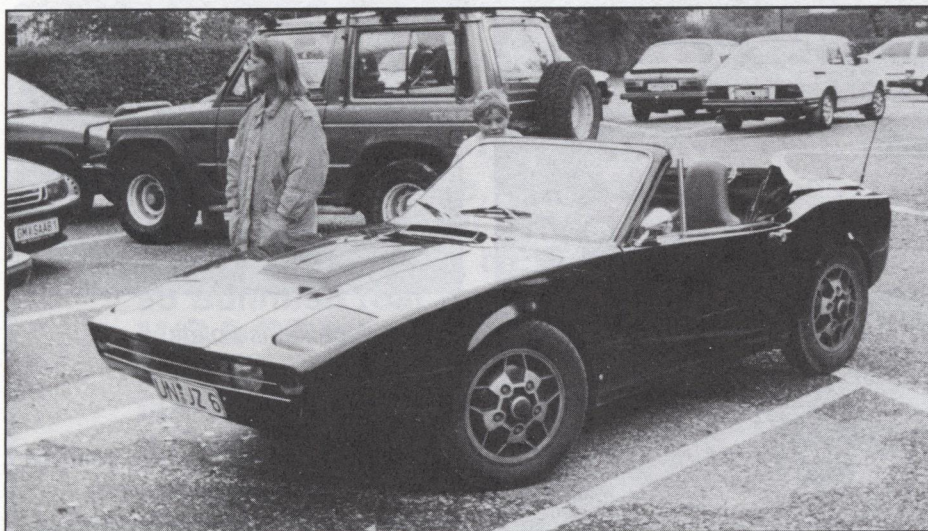
Of course the common interest was the Saabs. Everyone was digging through the items at the Swap Meet, taking photos and admiring each other's cars. The Swap Meet was different from what we're used to at our conventions, where items on display are primarily new and used parts. Though there was some selling of used parts, most of the tables (and car hoods and open trunks) offered trinkets--miniature Saabs in most versions and sizes, shirts, jackets, Saab jewelry and other items carrying the Saab name or logo. Members of the Saab Owners Club of Great Britain sold quite a few 5 cl. bottles of The Edradour single malt scotch, labeled as being from their 1991 national meet at Blair Atholl in Scotland.

There were plenty of interesting Saabs on hand: a 1956 92B which was driven from Norway, a 93B which made the trip from Switzerland, a very clean 1971 99, quite a few Sonetts including a Sonett III that had been turned into a roadster, and several special editions that were made for certain markets.

The rally was a gimmick event. I was invited to ride with a couple from Switzerland in their 900 Turbo. At the



A well kept 1971 Saab 99E, a rarity on this side of the Atlantic.



first stop, teams had to ride a tandem bicycle (or for extra points, a side-by-side bicycle) through a series of pylons. Next was a test of precision - the car was driven up a small ramp with the navigator hanging out the window giving the driver directions. At the next several checkpoints we had to answer questions: When did Franz Gruber (who wrote the song Silent Night) live in this town? What is the temperature of the water in the lake? What part of a Saab is this (as a piece of metal was handed through the window)? We didn't win, but we had a lot of fun trying to guess at the correct answers.

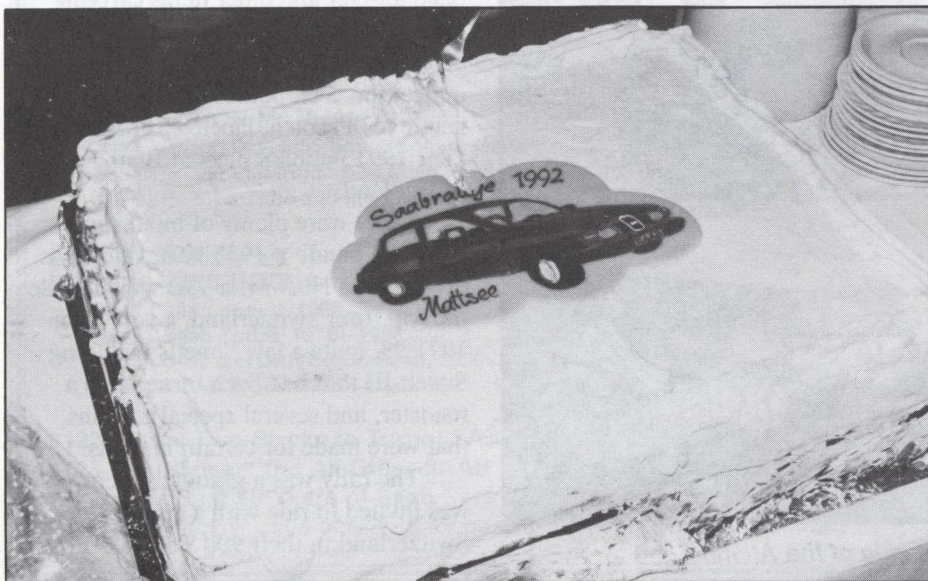
Awards were presented at a banquet that evening. Most were hand painted silk scarves depicting several Saabs. There were also some specially made T-shirts from the Meet, and those who scored poorly on the rally were given miniature Saabs. Dinner was roast pig - two of them actually - accompanied by side dishes and desserts native to the region.

There were four Americans at the meet; besides yours truly, Chuck and Deanna Andrews made the trip (in part to visit their son, Aaron, stationed in Germany with the U.S. Army, and his wife) and brought their daughter-in-law, Brenda, as a guide/interpreter. The Andrews' and I shared the prize for the longest distance traveled (ask Deanna to see it if you should stop by their shop).

On Sunday, we all piled into buses for a tour of Salzburg. Much of the tour was on foot since that is the best way to see the many old churches, the places where Wolfgang Amadeus Mozart was born and lived, and sites where The Sound of Music was filmed in Old Town Salzburg.

We had one final luncheon together in the town of Obertrum am See, in a guesthouse that appeared to be an old school. We parted our newfound friends, vowing to see each other again in Norway at the next International Saab Clubs Meet.

Tim Winker



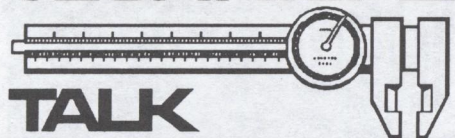


Previous page: Top - Topless Sonett III.
Center - A hoodful (excuse me, bonnetful) of mini Saabs for sale.
Bottom - A 96 executed in frosting.

This page: Above - A late 60s 96.
Below - "Taxi!" Saab style in Salzburg.
Bottom - Negotiating cones on a tandem bike is tougher with two drivers.
Above right - 1980 99 turbo 2-door.
Right center - This pristine 92B was driven all the way from Norway!
Lower right - A "Red Arrow" 900.



TECHNICAL



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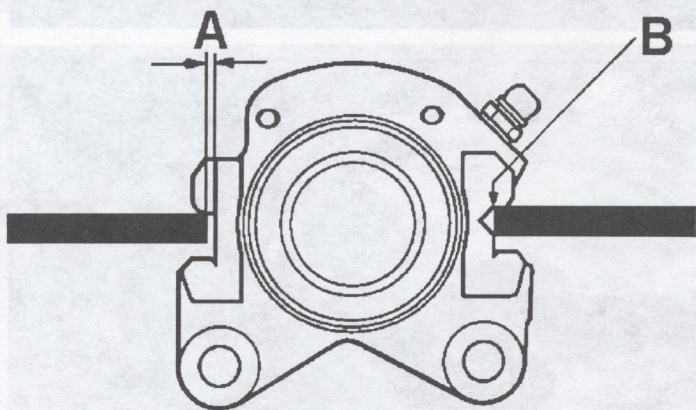
Tip of the Month

99/900 Caliper clunk

[A loud "thunk" when first backing up is not uncommon in high mileage 99s and 900s. It can be front wheel bearings, worn ball joints, loose brake pads or pads of the wrong composition, or, most likely, the piston assembly shifting in the caliper yoke. These Girling calipers were fitted to Saab 99s and 900s from 1975 through 1987.]

I was particularly interested in the letter to Doktor Nio from Rick Cohn (June 92) about the clunking noise in his brakes upon applying them the first time while backing up. My car is also a **1984 900 Turbo**, with 130,000 miles on the odometer. I had the same problem, but tried a different repair.

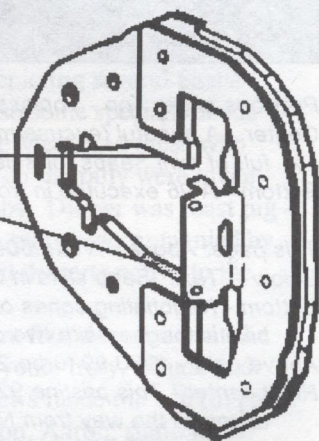
I believe that the best and most permanent cure is to remove the calipers from the car, separate the yoke and the cylinder and have a welder build up on of the mating surfaces on the yoke. This is the surface that slides in the groove in the cylinder. Girling's specification for clearance is 0.006 to 0.012 in., but after 100,000 miles, the clearance becomes excessive and is the cause of the clunking.



Correct yoke clearances on the front brake cylinder housing
 A 0.006 to 0.012 in. (0.15 to 0.30 mm)
 B Nil clearance

My welder used a very hard steel and built up a layer about 1/16th to 1/8th inch. I then filed the metal carefully by hand until the cylinder fitted nicely with only a few thousandths of an inch clearance.

Material should be added to these surfaces by welding



While I had everything apart, I rebuilt the cylinder and handbrake assembly. Andrews (of Princeton, Minnesota) supplied the Lucas/Girling kit which contains everything needed. The kit number is SP7267-1.

For lubricating the sliding edges of the yoke and the grooves in the cylinder, Andrews provided a special grease. It is a Ford product called Disk Brake Caliper Slide Grease, #DZAZ-19590-A. I recommend this highly. It adheres tenaciously to the metal and is not removed by rain, salt, snow or dirt. A thin layer applied to the U-shaped pin that secures the pads makes it simple to remove. As anyone who has worked on their brakes knows, the pin can become frozen (rusted) in place when ordinary grease or even anti-seize are used.

My brakes now work like new. No clunks.

Emerson Morse
 Berlin NH

Wide tires for the 9000 Revisited

For owners in search of better handling, here is a follow-up to my article on wider tires for the 9000 (Feb/Mar 92). After 10,000 miles with 225/50ZR15 Goodyear GS-Cs on stock 1989 Saab 15x6 aluminum rims, here is some objective feedback. While I personally like this tire/rim combination it does reflect some advantages and disadvantages.

Advantages

1. Wheelspin during acceleration over bumps or in corners (wet and dry) has been eliminated.
2. Braking feel is better and braking distances are slightly reduced.
3. Steering feel and turn-in is more precise.
4. Cornering grip is marginally increased.
5. Clearance between the tire and all other parts is OK.

Disadvantages

1. A 6 inch wide rim is the minimum

width permitted for a Goodyear 225/50-15 tire. Consequently, the side walls of the tire are flexed considerably and wear is high in the middle of the tread. Lower front tire pressures (about 28 psi) help even out the wear but do so at the expense of some performance.

2. Although the Goodyear GS-Cs have a wear rating number of 180, I expect that they will last only about 25,000 miles in this tire/rim configuration.

Summary

While I would be hard pressed to return to the stock 205/55VR15 tire size for my '89 9000 Turbo, the shorter service life (about 25,000 miles) of a 225/50-15 which borders on being too wide for a 15x6 rim means that you'll spend a lot of money on tires over time. If you're sold on the concept of 225/50-15, I would suggest investigating the use of a 15x7 rim, but be prepared to carefully check for clearance problems, especially after the tire is mounted.

Perhaps Doug Morse's alternative

involving 16x6.5 rims and 205/45-16 tires offers a more practical approach (NINES, August 92). I would also pay special attention to the concern expressed by Doug regarding rim width and clearance/offset issues when investigating wider rims/tires.

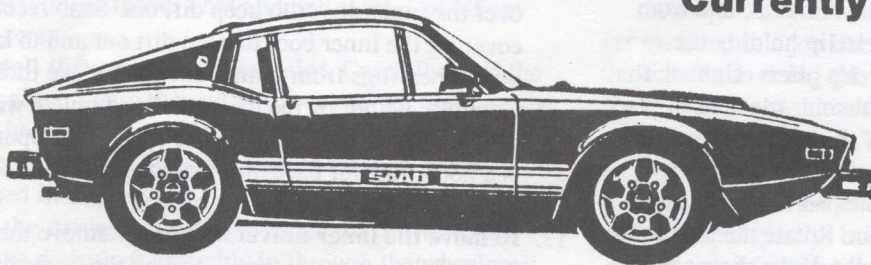
Aftermarket sway bars for the 9000

On a separate, but related note, I have also installed aftermarket front and rear sway bars in my 1989 9000 Turbo and am very impressed with the transformation they provided. These SAS aftermarket bars are 1" in diameter compared to the 3/4" stock bars and seem to add the right amount of increased roll resistance without causing a bone jarring ride. Transient response is now much better, lean has been dramatically reduced, and cornering ability is up. Since all of this has been accomplished with only a small but noticeable increase in ride stiffness for \$300 in parts and about \$100 for installation, this approach represents another cost effective means to increase performance.

Stephen D. Hendrick
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CV boot replacement

How a backyard amateur Jersey mechanic changes an outer CV Boot on an '83 900 (or, "What are you doing next Saturday morning?")

Anyone who keeps their Saab for several years and many miles is bound to suffer from the dreaded TORN/SPLIT CV BOOT. The CV Boot is the rubber bellows which protects the very expensive constant velocity joint which connects the inner and outer driveshafts. The rubber boots will fall prey to dry rot or road hazard eventually.

After having replaced two of these on my '83 900 (141,000 miles), I thought I'd share some of my experiences on this topic. The last time I did this job it took about 3½ hours total labor with about \$23.00 worth of parts.

It is not a very complex job when approached methodically. No doubt others will improve on my time, but I like to work slowly. Following is a step by step description of how I perform a CV Boot replacement.

Tool List:

- Jackstands (2)
- Jack (a Saab jack will do)
- Circlip Pliers (\$15 at the local auto parts store)
- 3/4" (19mm) wrench
- 11/16" wrench
- Ball joint separating tool (\$12 at the local auto parts store)
- Plastic wire ties (3 big ones)
- New Rubber CV Boot (\$18 at New Jersey dealer)
- Saab CV Boot grease (in pre-measured packets) or, Valvoline Special Moly EP grease

Disassembly

1. **Jack up the car.** Place tripods under the jacking points so both front wheels are off the ground.
2. **Remove the wheel.**
3. **Remove the brake caliper.** Remove the rubber boot on the handbrake cable. Unhook the handbrake cable from the handbrake lever. Remove the circlip holding the handbrake cable in place using circlip pliers. Unhook the handbrake cable from the brake housing. It's held in place by a thick rubber donut. Withdraw the handbrake cable from the brake yoke.

Remove the clip from the brake pad retaining pin. Remove the brake pad retaining pin. Rotate the brake disc so that one of the recesses in the edge of the disc is in line with the brake pads. Remove the brake pads.

Remove the two bolts holding the brake caliper to the steering knuckle housing (11/16 in. socket). (First unbend the locking plate using a punch or small screwdriver.) A breaker bar is helpful here. Hang the brake caliper up out of the way to support the brake hose. I hung it on the coil spring using a piece of coat hanger wire.

4. **Insert control arm spacers.** Place a jack under the end of the lower control arm (out by the lower ball joint). Raise the lower control arm until the car body just starts to lift off the tripod. Place spacers between the upper control arm and the body. No need for special tools or lead ingots, four old brake pads work fine.
5. **Unbolt the shock absorber.** Remove the lower shock absorber nut. Slowly lower the jack under the control arm until the tension is off the shock, then slide it off its stud. Remove the jack under the lower control arm.
6. **Loosen the tie rod end bolt.** 3/4" or 19mm will do it. You can use a socket, open end, or box wrench.
7. **Loosen the upper and lower ball joint bolts.** 3/4" or 19mm will do it. Upper: use an open end or box wrench. Lower: only an open end will fit.
8. **Remove the tie rod end.** Remove the bolt on the tie rod end. Separate the tie rod end from the steering knuckle. If you have Saab special tool number 89 95 409 (taper breaker), great. If not, buy a ball joint removal tool at the local auto parts store. I paid \$11.99 for mine (pays for itself with 15 minutes labor at \$50.00/hour local rate). Insert the forked end between the tie rod end and the steering knuckle. Give a few good whacks on the end with a small sledge or a large hammer. Be careful not to damage the rubber seal on the ball joint. The ball joint stud will separate from the steering knuckle.
9. **Undo the clamp from the rubber boot on the inner driver.** Use a flat bladed screwdriver, or better yet, a 7mm nutdriver. Slide the rubber boot off the inner driver.
10. **Remove the lower ball joint.** Remove the bolt on the lower ball joint. Separate the ball joint from the steering knuckle. (See step 8).
11. **Remove the upper ball joint.** Remove the bolt on the upper ball joint. Separate the ball joint from the steering knuckle. (See step 8). Akta! You're about to release the last component connecting the driveshaft to the rest of the car.
12. **Remove the driveshaft.** Saab recommends fitting a cover over the inner driver to keep dirt out. Saab recommends covering the inner boot to keep dirt out and to keep the needle bearings from falling out (don't lose those!). Carefully withdraw the drive shaft, complete with brake disk and inner boot through the wheel well opening. This is a good time for backyard mechanics to take a short break for some lemonade or coffee.
13. **Remove the inner universal joint.** Remove the circlip holding the inner universal joint on the driveshaft using circlip pliers. Carefully slide the universal joint off the end of the driveshaft. Put it in a clean, safe place.
14. **Remove the inner rubber boot.** Use a pair of wire cutters to carefully cut the metal band that holds the small end of the inner rubber boot in place. Slide the rubber boot off the driveshaft.
15. **Remove the outer rubber boot.** Use a pair of wire cutters

to carefully cut the metal band that holds the small end of the outer rubber boot in place. Do the same thing with the large end of the boot. Slide the rubber boot off the driveshaft.

Reassembly

16. **Install the new outer rubber boot.** Clean the length of the driveshaft to remove any loose rust or dirt taking care not to get any dirt into the CV joint. Slide the new outer boot onto the driveshaft, large end first, until you feel the small end of the boot slip into the locating groove in the driveshaft.

Now, you'll have noticed that Saab kindly supplied you with new metal bands to strap the boot into place. This New Jersey amateur has been unable to figure these things out, so I just use a heavy duty plastic tie (available at any hardware store for 25¢ each). Wrap a strap (metal or plastic) around the small end of the rubber boot and pull tight. Cut off any strap excess that might interfere with wheel rotation.

If you are using Saab CV joint grease in the handy little pre-measured packets, then squeeze the contents of one packet into the open end of the outer boot. If the CV joint looks dry, squeeze plenty into the joint also.

If you purchased Valvoline Special Moly EP grease (in the can or tube), then scoop out a couple or three good sized dollops with your fingers and pack it into the boot and CV joint. Don't overpack the boot! Most of the interior volume of the boot will be taken up by the CV joint shortly.

Slide the large end of the boot all the way onto the CV joint. Wrap a strap (metal or plastic) around the end of the rubber boot and pull tight. Cut off any strap excess that might interfere with wheel rotation.

17. **Re-install the old inner boot.** Slide the old inner boot onto the driveshaft, small end first, until you feel the small end of the boot slip into the locating groove in the driveshaft. Wrap a strap (metal or plastic) around the small end of the rubber boot and pull tight. Cut off any strap excess.
18. **Re-install the inner universal joint.** Carefully slide the universal joint onto the end of the driveshaft. Replace the circlip holding the inner universal joint on the driveshaft using circlip pliers. Pack the inner boot with grease as described in step 16.
19. **Insert the driveshaft into the inner driver.** Carefully insert the driveshaft assembly in through the wheel well opening. If you used a dust cover over the inner driver, remove it now. Carefully insert the inner universal joint into the inner driver. Line up the joint with driver and slip it in.
20. **Connect the upper ball joint.** Just get the nut caught. Don't forget the washer.
21. **Connect the lower ball joint.** Just get the nut caught.

Don't forget the washer.

22. **Connect the tie rod end.** Just get the nut caught. Don't forget the washer.
23. **Tighten both ball joints and the tie rod end.** Firmly tighten all three nuts.
24. **Connect the shock absorber.** Slowly raise a jack under the outer end of the lower control arm until the bottom of the shock is in line with its stud. Slip the shock onto the stud and replace the nut. Tighten the nut.
25. **Replace the brake caliper.** Place the caliper assembly onto the steering knuckle/brake backing plate assembly. Replace and tighten the two bolts holding the brake caliper to the steering knuckle housing (11/16 in socket). Bend the locking plate over the bolt ends using a punch or small screwdriver. Saab recommends using a new locking plate.

Rotate the brake disc so that one of the recesses in the edge of the disc is in line with the brake pads. Replace the brake pads. Replace the brake pad retaining pin. Replace the clip into the brake pad retaining pin.

Poke the handbrake cable back through the brake yoke. Replace the circlip holding the handbrake cable in place using circlip pliers. Replace the thick rubber donut which holds the cable to the brake backing plate. Hook the end of the handbrake cable through the handbrake lever. Replace the rubber boot on the handbrake cable.

26. **Remove control arm spacers.** Place a jack under the end of the lower control arm (out by the lower ball joint). Raise the lower control arm until the car body just starts to lift off the tripod. Remove the spacers between the upper control arm and the body. Lower the jack.
27. **Replace the clamp on the rubber boot on the inner driver.**
28. **Replace the wheel.**
29. **Lower the car.**
30. **Test the brakes.**
31. **Take a test drive.**

All right, so you're saying there's no way you're going to get involved in a job like this. Really it's not so bad. Among the benefits to doing this job yourself, you'll have:

- saved a considerable amount of money in labor charges
- learned to change both an inner and an outer boot
- learned (mostly) how to change upper and lower ball joints and tie rod ends (if you ever need to)
- learned (partly) how to do a brake job
- learned (mostly) how to change a brake caliper
- learned (mostly) how to clear the brake disc for removal/replacement
- learned how well engineered a car your 900 really is
- gained great personal satisfaction

Happy Saabing.

Thor Carlson
Newton NJ

V-4s on the mind

Had to look at my collection of spare cylinder heads recently as my V-4 (168,000 miles) has a valve problem (indications from compression test, vacuum test, valve gap changing, and the high mileage of the car), on the left bank as usual. The exhaust valves on that side were also way off in their gaps last summer, which caused knocking and poor power. I got a gasket kit from Motor Sport Service (Jamestown, New York, (716) 665-4200; good service!) and anti-freeze and stuff, make sure I have all the right sockets, etc.

I can grind valves, but was worried about stem-guide clearance. Measuring this with a micrometer assures me that one of my spare heads is within tolerances on all four valves, and a couple of the exhaust valves look new (one even says "Ford" on it) so I think it has been reconditioned. I will still have to scrape off lots of carbon and regrind the valve seats, then switch the heads.

Jack Ashcraft's book Sonett Sources is very handy and about 95 percent of its material is also applicable to the 95/96 V4 Saabs. I have recommended it to a few 96 drivers I've met.

Happened to be driving on Route 1 in Brunswick last winter (not unusual as Route 1 is *the* street, and besides I lived right on Route 1 for three years). I saw a tan 96 in nice condition turning where I was going, so followed, and we stopped to talk. He had never heard of NINES (the dealers don't advertise it heavily, I guess) so gave the fellow a couple of spare copies (this is better than the brochure as he can see what he gets) and the current address and rates, and also recommended Sonett Sources. We also exchanged addresses and phone numbers.

There is a white 96 whose owner lives in Georgetown, Maine, and I've passed him going the other way a couple of times, but never met the fellow. Someone in Camden has a green 95 like mine (except theirs still has the trim, and mine has an inboard third brake light). Dick Keene and his wife in Medomak have a yellow 95 and a light green 96, and there was a gray 96 that drove through Wiscasset on Route 1 every night after work. Otherwise, not many of them about.

I was thinking that a fellow who could weld could make a very decent winter car/

off-road vehicle out of an old 96. Put sand boxes just above and a little forward of the wheels, with outlets to drop sand for traction. Front for going, rear for stopping. Good on glare ice for traction. I am taking a welding course and may try something like that someday. If the suspension were jacked up, and the exhaust run over the roof, it could go on Jeep trails in the summer. The advantage of an old Saab for off-road use is its narrowness. Also one wouldn't have to worry about branches scratching the paint since it's probably already scratched, nor much about cost, probably 20 percent of a new 4WD, tops.

Lots of 900s around. People like them because they are fairly reliable and they were made for so many years that parts will be sold awhile yet. I am not surprised that the 9000 did not sell as well as Saab expected. For one thing, anyone with the money is likely to buy something else. Also, it does not even look like a Saab (at least the 900 has class, even if it is squarish). I saw a Saab 9000 in a parking lot lately, for the first time because it said Saab 9000 right on it. If it hadn't had the logo I couldn't have told it from anything else! I think people expect Saabs to look classy.

I spent \$4 or \$5 on a headlight. I didn't buy halogen lights because I don't like to see them (too bright) so don't want to blind others (I don't drive very much at night anyhow). Although my headlights are aimed right, sometimes people think they are on high beam, so I think the low beams are bright enough for the local type of driving that I do. Of course there are places that halogen lights are very useful.

I have always wanted a bumper sticker that says "Don't Laugh - It's Paid For!" Another good one would be "The Enterprise" for two reasons: 1) an old car can be quite an enterprise indeed, and 2) the Starship Enterprise on the original Star Trek series was always breaking down due to some little thing, and Scotty always fixed it with a bent coathanger wire or new spark-plugs or some such thing. Same with old cars. You'd be surprised at the assortment of junk I've squirreled away in odd places, just in case I need it. A 50-foot roll of baling wire is one of the most useful investments!

Dana Morong
Madbury NH

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Tire chains

When the gods hit Seattle with a big snowstorm last December, I bought a set of hoop-style chains, and I swear by them. The chains I got go by the brand name Whitestar and are made by Security Chain Co.; perhaps there are other brands also.

Hoop-style chains are link chains attached to a fairly stiff length of plastic-covered cable bent into a circle. The ends of the cable can be hooked and unhooked to close and open the circle. To install the chains, you pass the cable up and over the tire and reconnect the ends of the cable behind the tire. The cable helps the chains keep their shape and drape over the tire correctly. Since the process doesn't depend on hitching the car back and forth, you can (as I did a couple of times) install the chains even when completely bogged down.

At \$75 a set, the chains aren't cheap, but they're well worth it. The lower your frustration tolerance, the more you'll like them.

Andy Buc
Seattle WA

Engine mount failure

My 1986 900 SPG just passed the 100,000 mile mark without any major problems (knock on wood!). At about 98k I replaced the clutch because I felt the throwout bearing was getting rough. It was a bit rough, but I'm happy to say that there was still useable lining left on the clutch disc, which I feel is pretty good.

At the same time I replaced the clutch I replaced the front engine mount, which is of the "hydraulic" type. The mount was bad, and probably had been for some miles. The rubber had torn, allowing the internal damping fluid to escape. Symptoms of failure had been increased difficulty in making nice, smooth, jerk-free shifts and a feeling of increased slop in the driveline when getting on and off the throttle. Smooth take-offs were also harder to achieve. The new mount cured the problems and made the car nice to drive once more.

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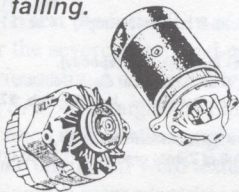
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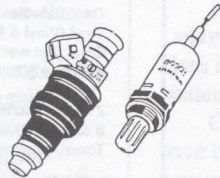
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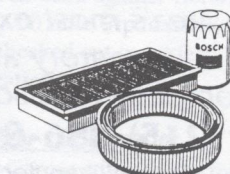
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The Fourth Cylinder

In the mid 1960s, there was another SAAB Club of America. It was primarily limited to the Eastern United States, with chapters in Harrisburg and Philadelphia, Pennsylvania, and the Washington DC area (the Saab Club National Capital Area, still in existence today).

Michael Fremer, Saab Club member from Glen Rock, New Jersey, recently sent a copy of the SCA publication, The Fourth Cylinder, from May 1965. It also includes news from the Turnpike Saab Club in New York. Bear in mind that the three cylinder 96/95 was the current model (hence the name of the newsletter), though there were rumors of a four-stroke engine.

President of SCA at that time was Richard Hansell of Arlington, Virginia; Lawrence Mason, Sr. was vice president; Mrs. Betty J. Krantz was treasurer; Lawrence J. Long was secretary; and Jeanne Fletcher was membership chairman.

Affiliated club representatives were: Harrisburg - William F. Deavor Philadelphia - Lawrence Mason, Sr. SC-NCA - Richard A. Staley The SAAB Club of America, Inc., and The Fourth Cylinder disappeared by the early 1970s.

Some features of that issue:

Saab Engine Test

SAAB's high-output, 2-stroke gasoline engine is designed specifically for Sweden's cold climate.

The original 2-cyl design [used in the model 92] was discarded in favor of a 3-cyl engine to obtain smoother running, higher torque, and lower fuel consumption characteristics.

To test the reliability of the engine under the severest stop-and-go conditions experienced in a cold climate, one engine using SAE 40 straight mineral oil for lubrication and another engine using SAE 40 2-stroke engine oil were tested as follows:

- Engines were placed in a refrigerated room at about 15°F.
- Engines were started and run at road speed (30 m.p.h.) and 25% loading for three minutes, the engines were accelerated to 4000 rpm.
- Engines were stopped for not less than six hours, and steps 1, 2, and 3 repeated 25 times.
- Engines were stored for 14 days at approximately 37°F.

Inspection at the end of the test showed that the engine run on mineral oil had suffered both piston and bearing damage.

As a result, SAAB now specifies that low-ash-content oils be used, and, in fact, supplies low-ash-content oil to the export market.

SAE Journal

SAAB Success in Tulip Rally

Two privately entered SAAB's placed first and second overall in the 1965 Tulip Rally, a 1900 mile drive with start and finish in Nordwijk, Holland, but with most of the action placed in the French Jura Mountains.

Sweden's Hasse Lundh, 29, with Bjoern Wahlgren as co-driver took first overall in the rally. The pair placed 19th in this year's Monte Carlo Rallye, being the best placed privately entered SAAB in that event too.

Second overall in the Tulip run was the veteran SAAB team Olle Dahl/Haag.

Both teams drove the entire route without any service aid, their cars performing flawlessly throughout the run. Victory was mainly a result of excellent driving in the snow-covered mountains where many of the 160 participants lost time or had to retire.

No factory SAAB's were entered in the Tulip Rally. SAAB drivers Erik Carlsson and his wife Pat Moss Carlsson are presently in Australia competing in the very hard Australian Rally.

Motor Gossip

A [Quantum SAAB] Formula S was seen at Lime Rock, said to be quite a bit faster than the one Jim Haynes drove to a 1:07 [lap time] there in a lap speed test during the 1964 season.

Keep an eye on Steve Dunn of Newark, Delaware. He did a nice job in H-Modified class in a SAAB Special at Lime Rock, being beaten only narrowly by a Bosca.

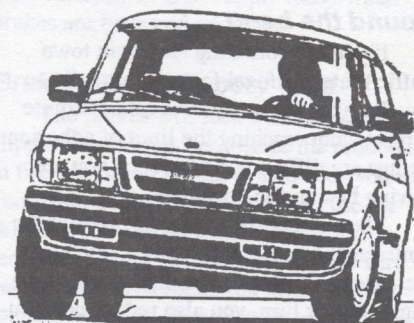
Christopher Custer and Dick Hansell have been busily working on building up a new race car, SAAB of course, in hopes of competing at Marlboro [Raceway] on May 29-30. However, time is running out and it's doubtful they will make it. Old #33, the white and black 93, had to be retired because of age. The new car will probably carry the same numbers (#33).

Puttering With The Popper

- Lots of Philadelphia SAAB owners report replacing present exhaust systems with the 1965 GT system. They are very pleased with the results.

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- From Bill Meenahan (SC-NCA): After changing tires I had an unpleasant characteristic while braking - a rhythmically varying deceleration. Remedy - loosen wheel bolts and retighten each bolt to the recommended torque (65 ft. lbs.). This restored the usual smooth braking action.
- From Lee Siefert, Kent, Ohio: After tuning the three carbs with a Uni-Sync, wrap the three throttle screws and the two companion screws with "Mortite" strip caulking (non-hardening window putty) to lock them against vibration. After an 8,000 mile trip to Mexico City, the carbs checked out in perfect synchronization.

Also in the May 1965 issue:

- A Ladies Corner with recipes for Swedish delicacies "Plommonspackad Flaskkarre" (Pork Roast Stuffed with Prunes) and "Sjomansbiff" (Sailor's Beef).
- A primer on electricity, defining volts, amperes, watts, and ohms in simple terms.
- "When Boy Meets Car", about allowing teens use of a motor vehicle.
- A copy of a letter sent to a Texaco station manager in Connecticut, complaining about being charged (20¢) to add a can of oil to the SAAB gas tank prior to fill up.

The Driving Art

by Pat Moss and Erik Carlsson
from "Motor"

Round the bend

If you are cornering slowly in town traffic the centrifugal force is normally so low that you can brake or accelerate quite hard without reaching the limit of adhesion. Things are different, however, if you are driving fast on the open road.

The sharper the corner the greater the centrifugal force, and this force also increases with speed. So if you reduce the angle of your turn, you also reduce centrifugal force, and will therefore be able to go faster in safety.

In practice this means that you should try to straighten out your line around the bend or corner. If you are approaching a right-hand bend you should position the car well over to the left before you start the turn. Cornering in this way will reduce the angle of the turn considerably, and you will have better vision all the way round. Similarly for a left-hand turn you should position your car as far over to the right as possible before you start the turn.

Changes in weight distribution

Weight increases adhesion, so it is important to do everything you can to see that the weight is where you want it. Weight distribution is affected by braking and acceleration. You must have noticed that when you brake, the hood dips and things inside the car - including you and the passengers - are thrown forward. This shows that braking throws weight on to the two front wheels. Under acceleration the hood will lift and things in the car are pushed backwards, as weight is thrown over the rear wheels.

While you are going round a corner and the car is being pushed outwards by centrifugal force much of the weight is on the two outside wheels. If you brake while the car is in this unbalanced state, the weight of the car will be thrown forward, and since it is already leaning outwards the bulk of the weight will have to be borne by the outside front wheel. This will reduce the weight, and therefore the adhesion, on the rear wheels. They will not be able to resist so much centrifugal or braking force, and the combined effect of both may make the back of the car break away. It will tend to pivot on the outside front wheel and may spin.

If you are going fast and brake hard the

front of the car may lose adhesion as well and the whole car will slide sideways. The greater the speed the more likely this is to happen. So you must never brake in the middle of a corner while going fast, particularly if you think you are taking the corner too fast. In most corners there is a point when you can straighten your front wheels for a few yards, and if you really must brake you should do it at this point and with the front wheels straight.

Harsh acceleration on corners will make the driving wheels break away, causing a rear wheel skid in a rear wheel drive car, or a front wheel skid in a front wheel drive car. The acceleration must be vary hard indeed to make this happen. Gentler acceleration has a beneficial effect because it throws weight over the rear wheels and increases the adhesion there - and remember, rear wheel skids are much more common than front wheel skids.

The acceleration should be strong enough to make the car come out of the corner slightly faster than it went into it. You should never go round a corner at speed with the car decelerating, because deceleration has the same effect as braking on weight distribution.

If the back end breaks away

If you are accelerating fast around a corner in a normal rear wheel drive car and you feel the back end beginning to break away you can deal with it in one of four ways. Only experience will tell you which is the correct way for the particular circumstances, and an experienced driver with a feel for his car will know at once.

The fact that the back starts to break away shows that you have reached the limit of adhesion in those wheels, and it may be that accelerating harder will throw enough extra weight on the wheels to raise the limit and correct the skid. It may be that you are already accelerating too hard and that the skid is being caused by the combined effects of centrifugal and acceleration forces, and in this case easing off on the throttle will stop the skid.

If the skid is already well under way before you take action you will have to use the final and ultimate means of correction. You must ease off on the accelerator and use "opposite lock" on the steering wheel. A driver who has to use opposite lock to correct a skid while cornering fast on a good dry road will almost certainly be unable to get his car back under control unless he has had considerable practice at skid control.

Front wheel drive cars

These rules apply to all rear wheel drive cars whether the engine is at the front or the back, but the treatment of skids in front wheel drive cars is slightly different. Excessive acceleration cannot make the tail break away on a front wheel drive car, because the acceleration force will only work on the front wheels. So if the tail breaks away in such a car the trouble can probably be cured by accelerating harder to increase adhesion of the rear wheels.

Excessive acceleration in a front wheel drive vehicle may make the front of the car lose adhesion and the effect will be excessive understeer; in other words, the car will run wide on the corner. If this happens, the only way to get the car round the corner will be to reduce adhesion of the rear wheels and make the tail swing round so that the car points in the right direction. This can be done by lifting off on the accelerator to make weight shift from the rear wheels. A quick jab on the brakes may be necessary in extreme circumstances, because this will reduce rear wheel adhesion so much that the tail will come round suddenly and the car will point round the corner. Accelerate hard immediately afterwards.

Only an expert driver will be able to do this successfully, for it is a delicate maneuver and it needs great car control. The danger is that an inexperienced driver will make the tail of the car come round too far and start a rear wheel skid which he will be unable to correct.

Braking

Brakes are fitted to a car to make it slow down and stop. There is nothing else on the car designed for this purpose. This is one of the reasons why, whatever the conditions, brakes will always slow you more efficiently, more safely, and more accurately than anything else.

We stress this because so many people believe wrongly that in slippery conditions it is best to slow down on the engine and gears. We know from experience that this is not so. Ever year we drive around 20,000 to 30,000 miles in international rallies and more than half of it is done on slippery ice, snow or mud. We cover nearly three times that mileage in practice over some rally routes beforehand, and then the conditions are equally slippery. Other professional rally drivers do the same, and we do not know a single one who advocates slowing down on the gears and engine when the conditions are bad.

Another fallacy is that slowing down on the engine reduces repair bills. In fact the car suffers less wear and tear if you slow on the brakes. It is more expensive in the long run to use the gears and engine because of the strain it places on the transmission system.

Most people who change down to reduce speed do so jerkily, and the jerks lead eventually to trouble with the clutch, gearbox, or back axle, or perhaps all three. Jerky changing down in slippery conditions can cause the driving wheels to lock and make the car skid. The combination of these facts means that only someone who can double de-clutch skilfully and accurately can use the engine and gears to slow down without danger of the wheels locking on a slippery road.

It is, of course, quite in order to reduce speed just by lifting your foot off the accelerator, and this applies whatever gear you may be in. But we do not believe in slowing down for corners or roundabouts on anything other than the brakes.

One of the many advantages is that you

can judge exactly the distance you need to reduce speed to the required level. Even a skilful driver who is expert at double de-clutching cannot do this so precisely when slowing on engine and gears.

Many people who argue in favor of slowing down on the gears point out that racing drivers always change down before corners. This proves nothing. In most cases the racing driver changes down before the corner to get into the gear which will give him the appropriate amount of power to accelerate round it. Any braking power that comes from a change down is incidental.

A racing driver would not have time to slow down on the gears. It takes longer than slowing on the brakes, and the longer your foot spends off the accelerator the longer you will take to go round the circuit. This is important in both racing and rallying, and each of them you are either accelerating hard or braking hard.

The fallacy that engine braking is not only good but essential in bad weather dates back to the time when car brakes were not always balanced evenly between the two

sides of the car. In those days it was claimed that braking with the engine and gears gave you even braking on both sides of the car so that you were less likely to swerve and skid. This certainly does not apply today when brakes are balanced perfectly.

Braking on a slippery road

The brakes will lock more easily in slippery conditions because of the reduction in tire adhesion. If your brakes lock you will know immediately. You will feel the car skidding forward and will also be able to feel that it is not reducing speed as it was before. If this happens you must lift your foot off the pedal immediately and then re-apply it but with less pressure.

In really slippery conditions it is quite a good idea to stop the car by pumping the foot brake. This will lock the wheels frequently, but you will just as frequently reach the point of maximum braking. This gives you quite reasonable stopping power under even the worst conditions.

taken from *The Fourth Cylinder*
May 1965

AERO kits can individualize the look of your SAAB!

Now there's an AERO kit for the SAAB 900!

At the big SEMA show in November we found a brand new full aero kit for the 900. The kit is made in the USA, and is constructed of fiberglass. It comes in a white Gel-Coat finish, ready for paint. The kit consists of new bumper covers for the front and rear, and a 6 piece side skirt set. There is also a "Whale Tail" rear spoiler. This spoiler can be ordered with the kit, or as a separate piece if that's the only change you want to make. I usually don't like whale tails because they tend to be over-done, but when I saw this kit installed, I was very pleased. They seem to have gotten the proportions right for the 900. In fact, the whole kit looked very good, and it sure did make the car look distinctive. It also drew a heck of a crowd!

The kit was designed to fit the late (1988 up) 2 door 900, but it will work on any year car with some minor changes to the bumper covers. The side panels also require a minor modification to fit the 4 door cars. This kit was shown on a teal green 900 at SEMA in Las Vegas, and it really drew a crowd! Here's your chance to have everyone standing around your 900 drooling at the next convention, or just about anywhere you drive it. We have a limited number of color photos available, both a front and rear view. Because of the cost of reproducing them, **we have to charge \$2 for the photo's**, but that includes postage. The complete aero kit, without the rear spoiler is **ONLY \$1,275, and the whale tail is \$395**. Again, you can order the whale tail by itself. This high quality kit transforms the 900 into a completely different car. Let's face it, half the reason for driving a SAAB is the great look. Why not get the full measure?

There is also a kit for you all 9000 owners!

This kit is also complete with front and rear bumper covers and a full side skirt package. It fits all years of the 5 door cars, and can be made to fit the 4 doors with a minor modification to the rear bumper cover. The rear spoiler on this kit is a dual pedestal wing type, with the ends turned down to meet the bodywork. For either kit, it is normal to have a body shop install the package, so the modifications would be minor to them. If you want to install the kit yourself, it depends on how skilled you are at such things. The complete kit for the 9000 is **\$1,795 without the rear wing**, and the rear wing, which is available separately, is **only \$295**.

Either of these kits will really update the look of your car, and for a lot less than buying a new one. If you order now, you'll have plenty of time to get the package installed so that you can greet the spring with a new and distinctive look. In the past, the kits that were offered only stayed on the market a short time and then were withdrawn due to low sales volume. Don't miss this opportunity to get a first-class aero kit for your SAAB!

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Stuck in the Pits

Those who subscribed to AutoWeek between the years 1978 and 1990 will remember the writings of Satch Carlson, Saab, Lotus and BMW afficionado, International Motorsports Journalist, and sometime rally competitor. NINES readers will note that Satch and the editor of this rag have competed on the same team, and sometimes on opposing teams, in events such as One Lap of America, the Downeast Rally and the Alcan 5000. Satch sent this letter on his most recent adventure aboard the Blackbird, his black 1985 900 Turbo, into the wilds of Western Canada.

Dear Tim,

Forgive me for not writing sooner, but I have been swamped trying to catch up on correspondence and stuff, especially after getting ready for the Canadian version of the Alcan, something called the Rendezvous '92 Rallye Alaska Highway, which was tackled by the Alaska Rally Team in the person of Tom Grimshaw and Yr Hmbl & Obdnt Srvnt. It was not our most successful outing; indeed, it lead to near-fatal *ennui* and a horrible tendency to order gravy on french fries.

That's what happens when you're stuck in Dawson Crick for a week.

Actually, disaster struck much earlier, when we stayed overnight in Peace River: Somebody got into our room and stole my bag. My LEATHER bag! (That's probably why they took it.) Containing all my clothes (well, except for the ones I was wearing) as well as my toiletries and the pants to my International Motorsports Journalist suit. Thus my pathetic chorus for the following week: "I have no clothes. I have no toiletries. And I have a two-piece suit: jacket, vest, no pants."

We were hoping that the purloined luggage was in fact a mirthful jape on the part of our competitors, but no. (*Ed note: Sort of like the spare ignition key for the M5 on this year's One Lap?*) It was apparently stolen in (or by) Dead Earnest (a Robert Service Character if ever there was one). Luckily I had left my camera bag in the car, so I was able

to take a picture of Tom Grimshaw under the GRIMSHAW sign in Alberta. This was probably the high point of our adventure.

Or maybe it was taking the lead in the rally. This event was a melange of vehicles, from vintage stuff and a tour bus (!) to hard-core Serious Rally People. There was a brace of Suzukis from somewhere in Canada, for instance, and what we figured would be our toughest competition, Walt Kammer in his 4WD Eclipse; we had beat him in the Downeast Rally, but it was a week-long struggle. So we were happily surprised with the first day of "real" rallying out of Dawson Creek (after three days of endless Monte Carlo sections to get there!).

This was a wet, paved hillclimb section where we figured to be at a disadvantage in the heavy Saab with its stock 1985cc turbomotor. But whether it was superior driving skill or the hand of the Rally Gods, we wound up tying with Kammer for the top time on the hill!

The next section was what the Canadians call a *prime*, which they rhyme with *steam*. These sections have an overall target time, with no penalty for early arrival at the finish, so you just drive them as fast as you can. As long as you beat the target time, you score a zero (no penalty points), so it didn't matter if Kammer was indeed faster than we were. And when we zipped through the eight-minute section in a little over four, we knew we would probably survive the primes.

The TSD sections were a little tougher, because you get penalties for being early or late at hidden timing checkpoints which may be set anywhere within the section. The first three of these sections took advantage of the muddy clay of the Peace River Valley as we slithered down the road to the river, across the bridges, and back up the other side. Since you try to run these sections exactly on time, it is impossible to build up a cushion of time, so we found ourselves driving the second half of each of these as if they were flat-out stages,

trying to get back on time. Fortunately, the management had not thought to place their timing controls where I would have, had this been my event; there was indeed a point where we were twenty seconds down! But since they had merely set the control at the end of the section, we were able to gain the time back and zero that one as well.

It was a "main road rule" trap that nearly caught us; you probably know about *forced turns*, which are automatically to be executed when you come to them. We missed one, but caught our mistake, stopped the car, put it into reverse, and--BANG! Something let go with loud enthusiasm, and the car sat dead across the road.

As we pushed to straighten it out and get it closer to the intersection, we noticed the needle bearings from the inner CV carrier lying in the dirt. I hypothesized a fractured crown gear, but as it turned out we had merely split the inner CV "tripod," allowing the axle to bash around and fling off the bearings.

It took until the next day to get the car towed into Dawson Creek and inspected; Wally the mechanic called us at the hotel with the good news. "I think it's just the CV assembly, eh?" he said. "And there's an outfit in Edmonton says they can rebuild it." Since that would have been the fastest way out of Dodge, we said to go ahead with that plan, trucking the pieces to Edmonton on Monday afternoon and giving the Edmontonians a day to work their magic. Which left us in town until at least Wednesday, but what the hey.

Having exhausted the possibilities of Dawson Creek culture by Tuesday evening, we talked to Wally Wednesday morning. He called Edmonton, and then called us to say they couldn't repair it after all, since we had REALLY broken it. Which is what I had said from the beginning. In any event, that left us frantically calling the Saab Saviors in Atlanta, where John Libbos assured us that new pieces would be forthcoming. (Remember, we were in Canada, where the first thing the mechanic said was, "Saab? That one o'

THE ALASKA RALLY TEAM

"Onward... into the fog!"



them foreign jobs?") But the best we could hope for was that it would arrive sometime on Friday.

Friday morning brought with it a welcome phone call from UPS. "Are you going to pick this package up?" asked the cheerful young Canadianette.

"Uh... don't you deliver?" I asked.

"Sure!" she said. "Where are you?"

"We're in Dawson Creek," I explained. "Where are *you*?"

"We're in Vancouver," she replied.

"We can get this out to you by Tuesday, eh?"

When I explained that Tuesday was out of the question, *she* explained that UPS Second Day Air only means to the *country*, not to the final destination. "We can send it up air freight, but you'll have to pay the charges," she said. "And the customs duty. And the GST."

No, no, no. I convinced her that the customs guys would let us receive a package of repair parts for an American car that was going to scurry back to America as fast as it could, and she said she'd see what she could do; and sure enough when she called us back she said the box should arrive by three that very afternoon.

Which left us time for one last game.

See, we had early on discovered this pub attached to the hotel, a pub with three coin-operated pool tables, of which they were inordinately proud, charging \$1.25 for every game. And if there's one thing Grimshaw likes, next to smoking every cigarette in the western hemisphere, it's pool. So we had taken to spending several hours each afternoon in the pub, shooting a few games of eight ball before we decided our budget

was shot for the day and repaired to our lonely room to watch Canadian television, worse than which there isn't much. And under Grimmie's tutelage I myself became a fair hand with the stick.

In spite of certain distractions.

That is, we discovered, shortly after we discovered the pub itself, that just about the time you were racking for a game, the lights of the pub would dim (not the lights over the pool tables, fortunately), music would start pouring from the speakers, and a person of the young female persuasion would mount the tiny stage and START TAKING HER CLOTHES OFF! Moreover, within a couple of songs, she would successfully complete her task and commence to swing about on a vertical pole set into the stage for just that purpose, waving her various attributes to the crowd.

Which put us in some quandary, you may be sure.

The thing is, since Grimshaw and I are sensitive new age guys, we certainly didn't want to be put in the position of exploiting women, at least not out in public, and as certified SNAGs we also didn't care to be classed with the gimme-hatted rabble that constituted most of the audience at what turned out to be the Exotic Dancing Headwaters of Dawson Creek. Beside, we came to shoot a little stick.

On the other hand, consider the situation of actually *being* a goose-pimply Live Girl Live in Dawson Creek: Not only are you flashing your goods to a pack of morons half a league of less from the end of the world, there are these two stranded Yanks *who aren't even looking up from the pool table*. Which seems to me to be discourteous, if not downright insulting.

So we compromised. We played as quietly as possible, and whenever a song ended, we turned to the stage and joined in the applause so the dancers would know we appreciated their artistic efforts to enrich our lives.

Once the pieces arrived, it took Wally less than two hours to button everything back together again, so bright and early on Saturday we hit the road south, braving a major blizzard for the first two hundred miles or so; we drive straight through to Seattle, where we stayed two nights before descending to Portland, where we managed to get Grimmie's flight moved forward a couple of days without any extra charges, since American Airlines had broken their plane anyway. I flew home to Anchburg, and there you have it: Just another adventure in the North Country. Much more fun like this, suicide's going to start looking like a step up.

Best personal regards,
Satch



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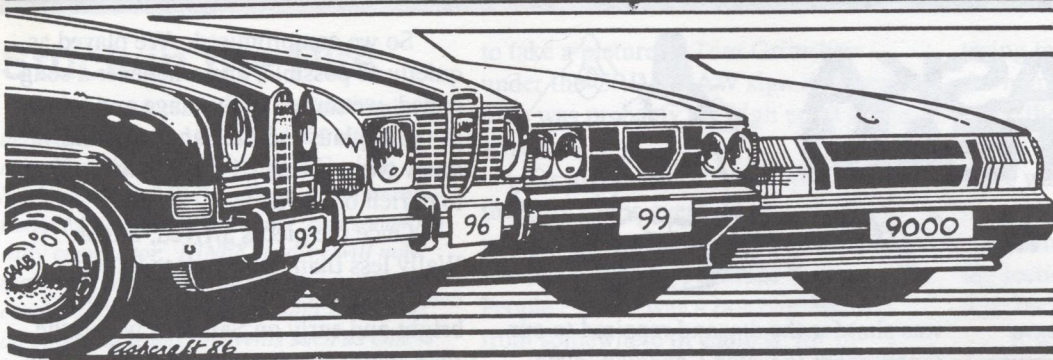
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COMMERCIAL ADS (Parts & Services)		
	\$10.00	\$15.00
EVERY 5 EXTRA WORDS	\$1.00	\$1.50

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

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

Sonetts For Sale

'74 Sonett III, parts car, must sell.

Pat Hagan, 3 Dorset Rd,
Mendota Hgts, MN 55118.
612/451-6579 (eve), 612/454-1300 (day).

'74 Sonett III, Baja red, 144k, good cond-never let me down, also some parts-yellow door, hood, trans, etc. Florence Barbera, 5404 Waneta Rd, Bethesda, MD 20816. 301/229-5158.

'71 Sonett III, rusty, ran well when stored, w/ spare engine & trans, \$1000/obo, or trade for 99/900 parts. Sonett stored near Chicago. Rich Patelke, 5028 Reid Rd, Duluth, MN 55803. 218/724-2473.

'69 Sonett V4 for restoration or parts, vg body, orig paint, rusted pan, comp, gd rear window. \$1200. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798 eve/wkend.

'68, '72, '73, '74 Sonett V4s.

Earl Malone, PO Box 530,
Cottonwood, CA 96022. 916/347-5224.

93s, 95s & 96s For Sale

'65 MC 850, 3 cyl, orig, unrestored, min rust, orig engine blown, spare 96 engine. \$1000. W. Dieman, 1215 Crestwood Dr, Muskogee, OK 74403. 918/682-1909.

'69 96, 130k mi, Weber carb, '72 Sonett engine, needs water pump. \$300/obo. W. Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. 804/320-2371 (before 10pm EST).

'66 96 2 Stroke, solid car for restoration, stored since '82, extra parts. Save this one from the scrapyard! \$600/obo. Paul Brown, Rt 3 Bx 440, Pilot Mtn, NC 27041. 919/351-4431.

'69 V4 96, '68 3 cyl 96 Monte Carlo, '68 V4 96 Deluxe, '68 3 cyl 96, '72 V4 96. Earl Malone, PO Box 530, Cottonwood, CA 96022. 916/347-5224.

'67 96 V4, 85k mi, white, matching chassis & engine #s w/warranty book, etc. Restoration started. \$3500. NKP Sproch, PO Box 1312, Muncie, IN 47308. 317/286-4928.

'73 96 dk blue, runs well, some rust, converted to Euro specs w/second dk blue 73 comp parts car \$2000. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798 eve/wkend.

'64 GT850, Concours trophy winner. New factory engine, hood louvers, rebuilt Sonett trans, twin lumbar pads, no dash cracks-all as original, 100% complete down to under-hood decals. Rob Steinway. 303/442-4725.

2 Stroke and V4 Parts

'73 Sonett parts, complete front clip w/hood in exc cond, \$500. V4 1.7L engine, \$350. 2 trans, \$250 ea. 5 wheels \$250, have many Sonett parts. Claudia Gotierrez, 27815 Long, Livonia, MI 48152. 313/474-9648.

New & Used V4 parts; also 99, Sonett & 2 Stroke: incl rare lenses, unused re-built distrib, new clutch slaves, logos, body, mech & elec. Call/write for new 12pg inventory/pricelist. David Kronen, 22706 Califa St, Woodland Hills, CA 91367. 818/703-7323.

93 parts, amassing large odd collection + many used 2 Stroke/V4 parts, some manuals/sales lit. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798 eve/wkend.

'68, '69 96, parts incl: spare engine & trans, hood, fenders, trunk lids, engine parts. All used, all must go. Make an offer. W.Noel Einolf, 7519 Tanglewood Rd, Richmond, VA 23225. 804/320-2371 (before 10pm EST).

Monte Carlo 850, 3 emblems, manifold, 3 carbs, air cleaner. \$200/obo. Scott McVicker, 4529 E 350 N, Danville, IN 46122. 317/892-4379.

96 OEM roof rack \$75. Serv man to '66 inc V4, \$15. New exh comp V4 front muffler, \$40. Rear muffler, \$30. Conn pipe, \$30. V4 clutch kit, \$100. 4spd 3cyl trans, \$220. A/C components: new condensor, \$100, evap assy \$70, compressors - new, \$90; used, \$40. For 97: III front clip \$220, windshield \$100, balanced engine & rebuilt tran 6k \$600 complete. Blue wheel centers: new \$30; used \$20. Engine \$200. NOS A/C components: evap assy \$140, cond w/drier \$140, brackets, mounts, hoses \$50, used mini compr \$50, or all for \$350. From '73 95: L&R drs, no rust, \$275/pr. Monty Tarr, Rt 1 Box 385, Catlin, IL 61817. Days 217/443-7402. Eves 217/427-5203. Facs 217/443-7666.

99s & 900s For Sale

'77 99 EMS Turbo, rare 2dr coupe, pre-prod, factory test car, orig, fairly complete, runs, pile o'goodies, ripe for restoration. \$2,500/obo. Rick Comes, **New Age Motors**, Nine Mansion Rd, Wallingford, CT 06492. 203/265-7000

'88 900 T, 137k hwy mi, 3dr, auto, exc cond, silver w/gray leather, new Toyo's, tuned-up and ready to fly! \$8,000. Owned by a master Saab technician. Bob Sullivan, 434 Julie Anne Way, Woodstock, GA 30188. 404/442-8317.

'78 99L, brown, 2dr, 4spd, 152k, EMS wheels, sheepskins, strong engine, near perf body. 2nd place '92 Natl Convention Concours. \$2,500. Jess Jessup, PO Box 474, Waterloo, IN 46793. 219/837-7376.

'78 99 GLE, 5dr, low mi, runs/drives well, fact alloys, CA car. \$2200/obo. Paul Roupinian, 2 Yellow Brick Rd, Rancho Palos Verdes, CA 90274. 310/375-5595.

'76 99 LE 2-door, 77k mi, excellent throughout, needs paint. \$995. **'78 99 GLE 5-door**, automatic, 83k mi, very sound, needs paint. \$995. Dennis Sweeney, RD 1 Box 410, Ligonier, PA 15658. 412/238-0900.

99, 900, and 9000

Parts and Accessories

'87 S motor 26k mi, \$1000. New APC red box, \$175. 4 Inca alloys, \$500. 87S ECU computer, \$200. Perf red pass door, 3dr, \$250. New brake rotors, \$75. 87S cat converter, \$200. New Boge gas shock, \$150 set of 4. 9000 km/hr speedo \$75. 85T EQ, \$50. 3 86S alloys, \$125ea. Rob Allen 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798 eve/wkend.

'83 900T, part-out or whole, recent rebuilt & paint, hit left front, perf engine, re-built turbo under 10k, many, many extras. \$2,500/neg. John Kasmark, Rd #1 Bx 409, Dallas, PA 18612. 717/675-2536.

OEM Ronal 5.5X15" 24 spoke wheel, \$55. incl shp. Ed Bernat, 112 Breakspear Rd, Syracuse, NY 13219. 315/468-6082.

Hoods, grills, turn signals, glass, bumpers, radiator supports, engines, heads, trans, much misc. SPG Suspension, power sunroof. Former Saab rebuilder cleaning garage. Help! Best prices. Alex Galyon, 3023 Woodland, Ames, IA, 50010. 515/292-0852.

Parting out, '89 9000 CD-S hit front & rear, '89 9000S complete-int fine, '86 9000T hit rt rear, '87 900T hit front, '88 900 hit front, '76 900T hit rear, '78 99 exc body, needs motor.

Swedish/English Car Spares, Atlanta, GA. 800/241-1916.

Parting out: Thirty-four 99's & forty-one 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.

Parting out, wrecked '90 900. Exc engine/trans \$1000. Tan front/rear seats, cruise, wheels, doors, etc. '93 tape deck/amp, new, \$150. Alan Zimmerman, HCR 65 Bx 52A, Bovina, NY 13740. 607/832-4893.

Vredstein Snow T's (4), 165SR 15 5-7mm tread, \$40/set. AC Compressor from '83 900S, \$90. Mark Moe. 612/897-3711.

'89 900 15-spoke alloy wheels, (4), single scratch on one, otherwise exc cond; incl center caps. \$100 +shg. Bart Bartholdt, 3945 Frontier, Dallas, TX 75214. 214/821-2735.

Cyl Head, B-type, 2.0 non-turbo, \$100. 99/early 900 shift console, \$20. 2 EMS pass seats, maroon, \$30 ea, '79 EMS fuel dist, \$50. Robert DiGregorio, 211-36 43rd Av, Bayside, NY 11361. 718/225-7981.

99 OEM roof rack \$85. Serv manuals: to '73, '75-'76, '75-'78, \$15/ea. Parts manuals: '69-'73 to '76, \$18/ea. A/C clutch, \$40. 900 spacesaver spare, \$50. Monty Tarr, Rt 1 Bx 385, Catlin, IL 61817. Days 217/443-7402, Eves 217/427-5203, Facs 217/443-7666.

900, 9000 parts, turbo, non-turbo, '91 & older engines, trans, drs, nose parts, clips, wheels, suspension, acces, electrical, glass, radios, seats, dash, headliner, carpets, dr panels. Also new parts. **European Car Parts**, 57 N Plains Indust Rd, Wallingford CT 06492. 203/284-8989.

99, 900 Headliner kit, comes w/glue, 3 yds & complete instr \$87.50. Other parts available. **Trollhattan Motors, Inc.** 1015A Old Eastern Av, Baltimore MD 21221. 410/682-4688 or (1-800 32 TROLL).

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.

900 sunroof visor, \$20 +shp. High quality sheepskin cover, tan, \$60 +shp. Both used less than 2 mos. Mike Ostradick, 7605 W 114th Terrace, Overland Park, KS 66210. 913/469-8992.

Trident - The most advanced speed trap warning & hwy info device. Radar, police radio, CB receiver, weather & mobile repeater, \$200. Size 4 1/2"Wx5"Lx1-5/8"H. Larry Swanson, 34 Pinecrest Ln, Durham, NH 03824. 603/868-1721. Fax 603/868-1730.

2.3 turbo eng from '93 9000, 3k mi, \$2,000. '93 2.1 non-turbo engine, 6k mi, \$1,200. Dennis Sweeney, RD 1 Box 410, Ligonier, PA 15658. 412/238-0900.

Fittipaldi Mono Star Concentric hubs, perfect fit & true, used one season, for '88- 900 or '86-9000. Sold car. Paid \$900. \$650 +shp for set. David Swanson. 413/569-1638.

'80 900T engine, 5spd, ran great when removed at 80k mi, \$150. All A/C components from same car, \$100. I-75 one hr S of Cincinnati. Frank Entwisle, 3126 Montavesta Rd, Lexington, KY 40502. 606/268-2682.

Wanted, All Models

93B & F factory repair manual covering '58-'59, w/o 96, w/GT-750, gd int panels for 93B red/red, red/black or red/gray. Trading partner for misc 93 parts. Early Saab sales lit, posters, dealer signs, etc. 900 Euro headlight parts. Rob Allen, 114 Kimberly Rd, Hamden, CT 06518. 203/248-8798 eve/wkend.

'68 96 V4, disc brakes, interior radiator hose, oil cap, inlet manifolds for twin carbs, tuned cams, twin carbs. Charly Walmsler, Matheu 1615, 1609 Boulgne, Buenos Aires, Argentina.

Latch assembly for trunk lid of Sonett II or V4 Sonett. Ralph Bockovom, 65 Hielt St, Acton, MA 01720. 508/263-4187.

Rear glass for '68 Sonett. Will pay reasonable price for glass in VG-exc cond. Larry Weinstein, 125 Waller Av, Lexington, KY 40503. 606/278-6804.

Euro headlight reflectors in gd cond, for '85 900S. Geo Thielen, 2216 Crabtree, Dayton OH 45431. 513/429-1259.

Metal ID VIN tag from a 93 F 750 GT. Gary Thomas, 110 Irving Pl, Ithaca NY 14850. 607/277-0501 till 11pm EST.

For '74 Sonett III, 2-BBL carb & manifold, front & rear sway bars, higher capacity alternator, rear sun visor. John Betsill, 3034 Grist Mill Dr, Acworth GA 30101. 404/975-7772.

For '83 or newer 900 S/900 T, 4dr body/frame, w/very good to excellent condition interior. Patrick Lambie, 900 E Marquette St, Menasha, WI 54952. 414/722-4390.

Saab 96 or 95, 2-stroke or early V4 preferred. Clean, low mileage, original only. Will travel for the right car. Steve Rossi, days, 404/279-6360, eves, 404/998-6276.

Rear headrests for 900, may be faded, torn or chewed up, only interested in metal pieces. Tim Winker, 218/724-1336.

Saabs at SCCA Runoffs

Saab drivers did their darndest to win National Championship races at this year's Sports Car Club of America Valvoline Runoffs. Though Saab didn't get a win, it certainly was not for lack of trying. Both Saabs entered qualified well, but were the victims of racing accidents.

Gary Wagner was the lone Saab qualifier for the Runoffs in Showroom Stock A. In fact, he was the only competitor in anything other than a Nissan 300ZX or a Mitsubishi Eclipse/Eagle Talon/Plymouth Laser. Wagner's qualifying time in a 1988 900 SPG was less than a second off that of the pole-sitting 300ZX, but it was only good for fifth on the grid.

Unfortunately, Wagner's Saab tangled with one of the 300ZX's, and the SPG slid backwards into a tire barrier. The Saab suffered front end damage and the hatch came undone, but Wagner was able to finish the race, several laps in arrears.

"The 900 did exceptionally well against the lighter weight cars in the class. We were definitely the tallest car in the class and had less horsepower," said Wagner. "Even after the crash, the Saab continued to run well, but one of the rear wheels was bent and there was a vibration at about 100 mph on the back straight. If not for that, I think I could have placed in the top five."

On the way to the Runoffs, Wagner competed in nine SCCA National races, taking wins at Charlotte Motor Speedway and Texas World Speedway. He finished the season third in the Southeast Division. This was his second year racing the 900 in SSA.

Wagner is the owner of TRA Imports, an exclusive Saab dealer in Knoxville, Tennessee.

Jack Lawrence put his Motor Sport Service/Hoosier Tire Sonett III on the front row for the GT4 race and led the first lap. It looked as though '92 could add another National Championship trophy to the Lawrence household (he took the F-Production title in '83), but



Rick Conwine photo

Gary Wagner's SPG during qualifying for the SSA race at the Valvoline SCCA National Runoffs at Road Atlanta.

the Sonett was punted off the track by another competitor on lap two. Despite damage to the left rear and falling to the end of the field, Lawrence was able to push the Saab up through the field to finish fifth.

Much of the car had to be rebuilt after an incident at the new chicane at Watkins Glen (New York) in July. Lawrence was trying to find the fast line through the new part of the course when a slower Porsche moved in front of him, and the Sonett ended up on its roof. All

four corners of the tube frame were reconstructed, as well as much of the fiberglass.

Lawrence won four SCCA National races and two NASPORT races in 1992, and placed third in SCCA's Northeast division to earn a trip to the this year's Runoffs.

Lawrence plans to concentrate on the NASPORT series for 1993, six to eight races in the Eastern U.S. plus Mosport in Canada. NASPORT is a series for SCCA GT3 and GT4 cars.



Rick Conwine photo

Jerry Sweet, Service Manager at Reinertsen Motors in Denville, New Jersey, slides his very stock 99 through a bend at the SCCA Press On Regardless PRO Rally in Upper Michigan. Stuart Spark was Sweet's co-driver.

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(i.e. '84 900 S 4dr. automatic / '78 99 GLE 5dr. 4-spd / '72 Sonett III / '68 96-V4 Deluxe)

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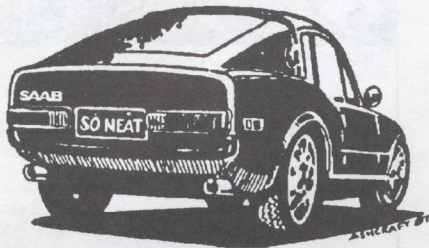
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First year members receive two recent back issues of NINES and two SAAB Club stickers.

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Rear View

There is an affinity between Saab owners and airplanes. Maybe it's because of Saab's aircraft ancestry, maybe it's the layout of the cockpit, but many Saab owners like airplanes.

A couple of years ago, when the national convention was held in Washington state, many convention attendees also paid a visit to the Museum of Flight in Seattle. This year it was the U.S. Air Force Museum at Wright-Patterson Field in Dayton, Ohio, about 70 miles from the convention site. The Friday of the convention, I talked Steve Rossi into driving Erik Carlsson, a fan of warplanes, and myself to the Air Force Museum. We were only there a couple of hours, and could have easily spent a full day.

Next year's convention will be in Kenosha, Wisconsin, the weekend following the annual Experimental Aircraft Association Fly-In at Oshkosh. The EAA meet is about 100 miles, only a couple hours' drive from our convention site. Convention chair Ian Simpson is a member of EAA, and is trying to arrange for a Saab park one day at the EAA meet.

The EAA show is usually quite crowded, as flight fans from around the globe converge on Oshkosh. The ideal would be for EAA to arrange for a display of several Saab aircraft. There is a company in

Southern California that has a Saab 35 Draken (the same one used in the Miller Genuine Draft beer commercial), and there are several airlines that fly the Saab 340 in Wisconsin. If the Swedish Air Force could be persuaded to bring over a Viggen and a Gripen, American fans would have a chance to see some of Saab's other offerings.

Saab Club business has taken me to Yurp twice this year - to Sveeden in September as part of a press tour for the 1993 model intro, and in October for the International SAAB Clubs Meet in Austria. As Murphy's Law would have it, the U.S. dollar was at its worst against the local currency during each trip. While I was in Sweden, one dollar traded for about five kroner. Recent devaluations have changed that fraction to about 6.70 SEK to \$1.00 US. I made a purchase at 395kr while there in September, equal to \$79.00 US; in November that same 395kr item worked out to about \$60.

The same thing happened while in Germany, where the dollar dropped to 1.40 Deutschemarks. Seven weeks later the rate was 1.60 DM to the dollar.

Enough whining for being there at the wrong time; the bigger picture is that European goods are now cheaper in U.S. dollars. Saab Cars USA is happy because their margins on new cars were mighty thin as the dollar dropped. They now have a little breathing room, though as new car sales remain generally stagnant, they aren't exactly raking in the money.

Speaking of travel, I've done an awful lot of it this year. The odometer on the 900 Turbo (Winter Beater Mk. II) will have an additional 20,000 miles during 1992, while the '79 99 I bought in Washington state in September, 1991 (the Second Banana) has gone from 119,000 to 130,000 (the first 2,000 was driving it across the country).

The NINE-T9 project car, also a '79 99, only picked up about 3,000 miles this summer. But include the miles spent behind the wheel of a '92 9000 Turbo on the Downeast Rally and One Lap of America, about 6,000 miles total, and I drove about 2,500 of that. Plus a drive across Sweden in a '93 9000 CS Turbo. That comes out to over 30,000 miles in one year. Pretty good for someone whose daily commute consists of walking to the basement.

I intend to remain closer to home for the next several months. While I would like to attend the Detroit Auto Show in January (for the unveiling of the 225hp Aero), and the International Saab Clubs Meet in Norway in May, I would prefer articles on these events from members. Any takers?

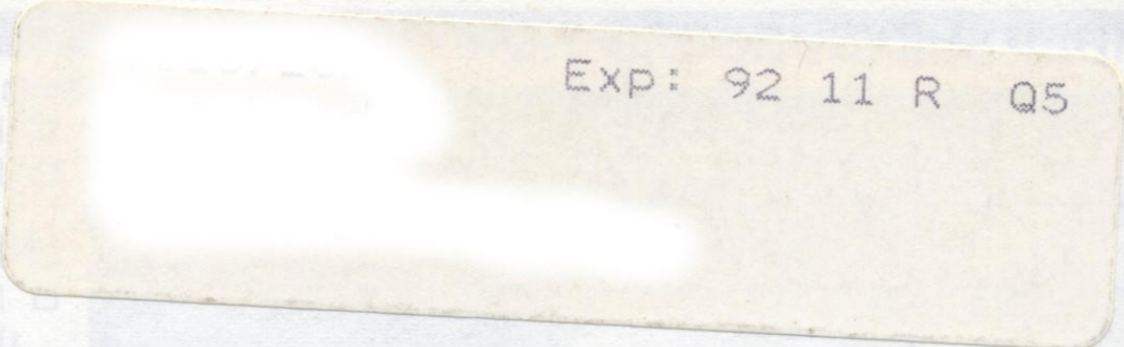
Several owners of older Saabs (V4 and 3-cylinder models) have contacted me lately concerning Saab's plan to contract with Caterpillar Logistics Services (CLS) to handle parts distribution. The worry is that a sub-contractor who is trying to save space and run things as efficiently as possible will trash any slow moving parts, i.e., parts for cars more than 10 years old. Dan David, Saab's general manager of parts and service, has assured me that anything that can be ordered through the regular parts system will remain available until the supply runs out.

However, one rumor says that there are new old stock (NOS) parts in the Connecticut warehouse that are not listed in the computer, and there are only a few long-time employees who know where they are located. If that is the case, will Saab just dump them, taking the loss as a tax write-off, or will they offer them for sale as one large purchase, which could still be taken as a tax loss, but would keep some NOS parts available for old SAABs?

Tim Winker

NINES

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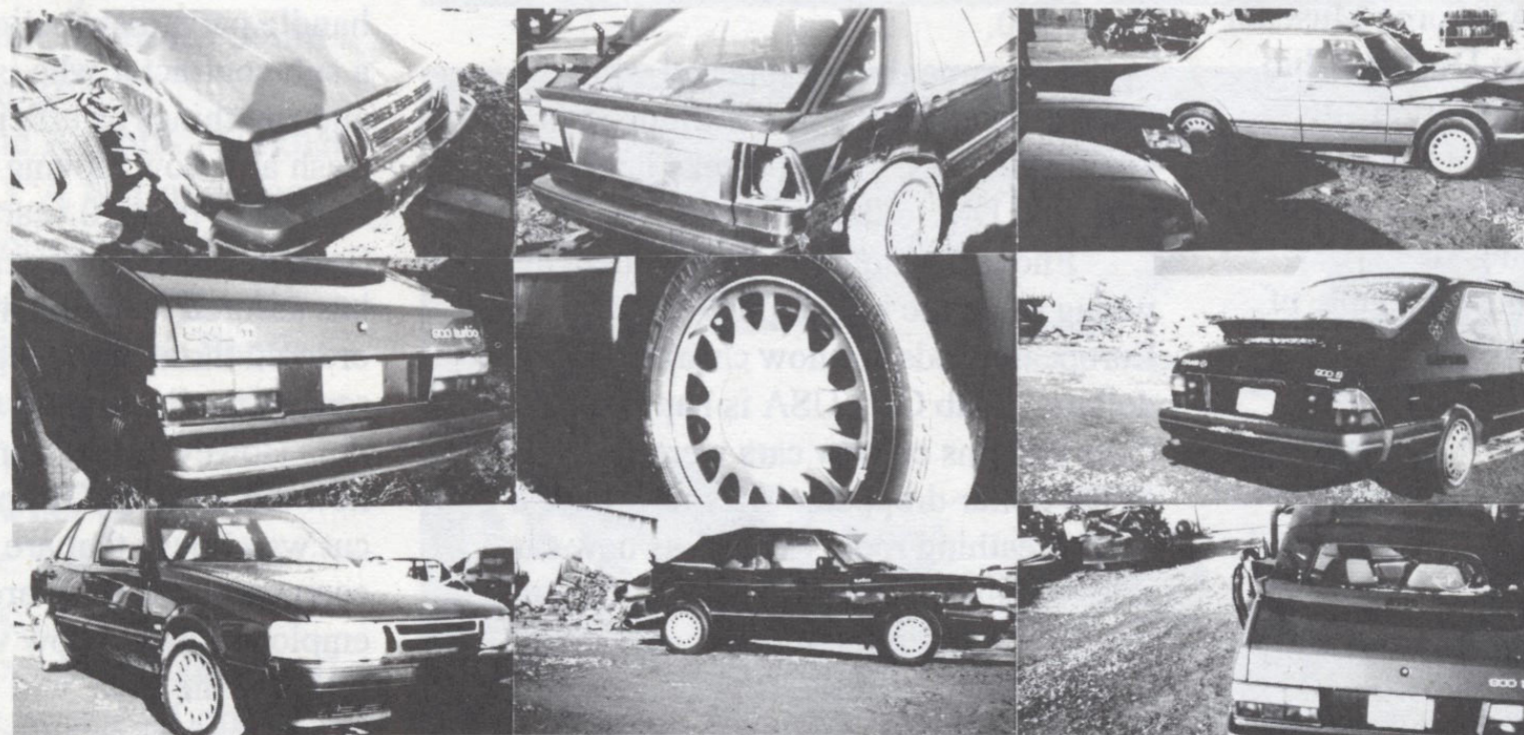
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