



NINES

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The SAAB Club Magazine



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The Saab 93B of Gustl Gaberscik rallying in Liezener Wertungsfahrt, 1960. Provided by Gerald Gaberscik, Saab Archiv, Graz, Austria



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Regional Club News

Convention returns to Wisconsin for '94

The Milwaukee SAAB Club is pleased to announce that we will be hosting a repeat performance of the national Saab owners' Convention. The site is the Olympia Resort and Convention Center in Oconomowoc, about 30 miles west of Milwaukee, and the dates are August 12 through 14. To get an early mailing you can send a SASE to The Milwaukee SAAB Club, PO Box 11701, Shorewood, WI 53211-1701.

The theme of the convention will be 'The Culture of Saab.' Our tech sessions will focus on subjects such as rally history, Saab memorabilia, starting a local/regional club and so on. We will also have a few of the more traditional subjects.

The convention this year will be a little more laid back with an easier schedule. Tech sessions will be limited to two at a time and will start Friday afternoon. Saturday afternoon will be kept free of sessions to allow for the autocross, the rally and of course, the swap-meet.

A special feature this year will be the rally. The route will be a portion of the Wisconsin Glacier Trails National Touring Rally which we are hosting in May along with the Chicago Region of the SCCA. This route will travel over the area marked by the furthest extent of the last glaciers. This means scenic hills and twisty roads.

Saab Cars USA participation is in line and Erik Carlsson has promised to attend.

One of our reasons for this repeat event is the introduction of our new organization. Now the Milwaukee SAAB Club is a founding chapter of the North Central Saab Clubs. This new organization is an umbrella group to administer *The SAAB SPORT* newsletter, insurance and other duties that can be a heavy burden to a local club. Our theory is that this way local clubs can concentrate on meetings, events and fun.

We hope to see you this August.

Ann Buschhaus
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Ian Simpson
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Future Convention Sites Sought

The Milwaukee Saab Club has decided to once again take on the task of putting on the annual Saab Owners National Convention. It was feared there would be no convention in 1994 as prime sites are often booked up over a year in advance.

After reading that no club had come forward to put on a convention in '94, Steven Rossi at Saab Cars USA made an offer to put something together in Atlanta if no one else volunteered. Since many Saab employees are also enthusiasts, they could bring out personal cars that are often hidden away and not brought to the annual meets. However, due to limited manpower resources, a Saab-sponsored convention would not likely have the full schedule of events that has been seen at some meets. The Saab Clubs of Georgia was willing to assist where needed. With the announcement by the Milwaukee group, Saab Cars USA returned to their many-year position as a backer of the convention.

Bruce Welch had already been planning a regional event for vintage Saabs and was willing to open it up to all, but it, too would be less elaborate than previous conventions. The Vintage Saab Convention (primarily for Saabs 20 years and older) will be held at the Stratton Mountain Inn at Stratton, Vermont on July 15-17. Two nights lodging plus meals, including a New England Clambake on Saturday evening, will run \$130 per person, double occupancy. The emphasis will be on swapping parts, though there will be tech sessions, a concours and guest speakers. (John Moss from Saab has promised to do a tech clinic on the Sax-O-Matic clutch, a clutchless manual transmission that was optional in the early 1960s.) For information on the Vintage Saab event, contact Bruce at (802) 276-3356.

In an effort to better plan future events and to avoid the problem of not having a facility available, the Saab Club is now seeking convention sites for several years in advance. 1995 and beyond are wide open, though there have been some rumblings about holding the '96 convention in Duluth.

If your local Saab Club would like to put on a convention, contact either Pat Bolmeyer at (302) 994-6357 or myself at (218) 724-1336.

Tim Winker

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

Those wishing to submit articles or letters on 5¼" or 3½" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

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

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. Please send new address and old address, including zip codes, to the SAAB Club at the address above.

RETURNED CHECKS: There will be a fee of \$10.00 charged for checks returned for any reason.

Letters to NINES

A Saab Vacation

I'm a two-time Saab owner. My first was an '86 9000 Turbo that was about to celebrate its 100,000th mile. Instead it was sandwiched while standing at a stoplight. Its safety features worked fine and even though it was "totalled," I was able to drive it in its shortened state for two more weeks. There's a good ending for this car's story - it's now being driven by my dealership (New Salem Garage) owner's son. The old car may reach its six digit milestone yet.

I now own a Talladega Red '91 9000 Turbo and I love it even more! I'm driving it all the time.

Two places that I will be going to soon, albeit not in my car, are Atlanta and Sweden. What I'd like to know is what things can a Saab enthusiast see or do at the U.S. Headquarters and in Saab's home country? Thanks for your help!

Steve Rowe
Albany, NY

Saab's headquarters in Georgia may be of limited interest, but there are things to see. At least one of the museum cars is always on display. The U.S. collection includes a SAAB 92, a Sonett I, a Sonett II and one of the 9000 Turbos from the Long Run. The folks in the Public Relations department will be glad to show you around and buy you a cup of coffee.

Sweden is probably easier than Georgia. In Trollhattan, you can visit the Saab Car Museum. It is run by Per Olaf "Pelle" Rudh, who was the mechanic on the Saab factory rally team for many years, including the infamous Monte Carlo victories in 1962 and 1963. A replica of that car is on display in the museum, along with other Saab competition cars, firsts and lasts, and design studies such as the MFI project that became the Sonett III/V4 and the 900-based EV-1 from 1985.

If you write ahead, you may be able to get a tour of the Saab factory.

Greetings once again,

I wrote my first letter (blasting through Europe) to NINES a year or so ago and raved about my '90 9000 turbo and living the good life on the southern European highways. After nine years of living in Europe, the

USN decided it was time for us to become somewhat Americanized so we transferred to Virginia in late October. Prior to departing Spain, we shipped our faithful '90 out and ordered a '94 9000 CSE turbo and I just had to dash off a note to let ya'll know what we think of this new car.

IT'S MO' BETTER THAN THE '90! The '90 is a solid-feeling car but this new car is even MORE solid feeling! Don't get me wrong, now, our '90 is a great car, but this new one is superior! There are a few minor differences between the two, primarily the horsepower (more in the '94) and the shifting (the '94 has a definite Alfa Romeo feel and you can go further in the gears before shifting). The old car is tried, tested and proven at continuous 130mph on the Italian autopistas and the 0-60 time was quick, but this new car really moves! Haven't had a chance to get the new one up to speed (boy, there sure are a lot of cops in this country!)....yet, but I'm sure it'll do every bit of 140mph.

We picked the new car up on 22 October and road-tested it to Tennessee the following day before continuing on the northern Florida. Gas mileage stayed between 30-32mpg on the interstates. The entire trip would have been a dream had it not been for the (a) speed limit and (b) knotheads who putz along in the left lane and refuse to git back over to the right after passing. Our highways are soooooo good in this country and it's such a shame to waste them at 65mph! One of the most difficult times for me was coming down off a twisty North Carolina mountain and seeing the road flatten out across a valley that, in Italy, would have called for the mandatory warp speeds. I toyed with the idea (I figured by the time the cops figured out it was a car instead of a secret military cruise missile test we'd be at my brother's Tennessee hideout), but I noodled around at a decent less-than-100-speed and then put the cruise back on..... and shed a tear or two. Such a cruel place this can be!

When I took the '90 in to have the catalytic converter installed and the routine 45,000 mile service, I had the opportunity to drive a '94 900S with the V6. I'm impressed! A beautifully redesigned car. I'm tempted to trade the '90 and get one, but we're pretty comfortable with the amount of room in the 9000 versus the 900. Also drove a '93 9000 2.3 non-turbo. It looks like our '94, but feels like the '90. Does that give you an idea how different the '94 is? Got bored a couple of weeks later and drove a

'94 Volvo 850 and an 850 Turbo. Yawn. The turbo was nice, but for the money, ya get more of everything by going with Saab. When will the rest of the world wake up?

Since coming back to the states, we've been exposed to zillions of TV commercials touting cars that have ABS, traction control, SRS, ACC, safety, room comfort, etc. and even where they put the damn clock on the dashboard. My thoughts are, "so? Saab's been doin' that for a while - where have ya'll been?" I'm hoping that someone at Saab gets crafty and they snatch some of those GM bucks and put on some aggressive advertising and blow their horn just a little. Let those non-saab folks know what they're missing!

Can't say enough good stuff. The '90 is still charging along and still looks new. The '94 is a chained beast yearning to break free, but I'll behave. So, if I roll in behind you and give you a quick headlight flash, it's nothing personal; please don't shoot. Just move to the right (and use yer direction signals!) - I just want to get by.

Gotta run - the local dealer just called - they just received a new Aero that I might just like to trade my '90 for. Oh, the temptation.....well, our anniversary is just around the bend.....

Ciao.....

Ted B. Carwile
Chesapeake VA

A 5-door 900 Turbo, please

I just test drove a new 900 V6 stick shift today. Although it is a very nice car, it is under-powered. Please exert whatever influence you may have to get Saab to offer a turbo 5-door version of the 900. I would like to stay with Saab when I buy a new car next year to replace my 1985 900S, but I won't unless a turbo is added.

I understand that a 3-door turbo is planned for March. Why no 5-door? A 4-door 900 turbo was offered several years past. Doesn't Saab think that people who regularly travel with more than 2 people want more power? What about car-poolers? (Saab sure plays up the "tree hugger" angle in all of their advertising.) Or are they trying to force us all to buy the bigger, more expensive 9000? I already own one 9000 Turbo, and one at a time is enough!

How do other members feel? Am I alone, or is there a sizeable market for a 5-door 900 turbo?

I voted for the Saab 900 as Car of the Year in AutoWeek magazine's reader's fax poll. (It won.) After driving the 900, I'd

like to change my vote.

Jacob W. Ulvila
VA

Old 99 Revelations

Thank you for printing the picture of our engine on page 26 of issue #220. My son, James and I are the owners of this 99.

The car is, as you said, a mixture of different years, from 1969 to 1973. The interior and grill are 1969, and the body and bumpers are 1972. We would have retained the '69 steel bumpers, but the almost perfect, rust free California body would have required too much reworking to change things out. The front pivoting spring mounts are from a 1973 99. We've stored the old steel bumpers and low-mounted front turn signals, in case someday, money is no object and we want to convert it back to the look of a '69. Items in the photo which give this engine away as a '69 are the side strut mount just to the left of the carb preheater hose, (and above the exhaust manifold) and the large metal plate bolted to the fire wall seen just above the overhead cam cover. This plate was used with a stabilizer rod which ran along the top of the engine above the intake manifold, to prevent the engine from rising up. This feature was discontinued with the introduction of the front-mounted bracket under the transfer case.

The engine, a 1.7 L, came from our '69 99, chassis #99008431. The body in the photo is chassis #9972005781, and is painted in the original Gn 7h green.

All of the engine and transmission work was done by Brad Schaffner and crew at George's Imports Ltd. in Kansas City, MO. If it hadn't been for Brad's knowledge, patience and parts, we would have given up on our project long ago. Readers passing through Kansas City, can look Brad up at 7746 Wornall Rd, K.C., MO.

Besides making the trip from Kansas City to Kenosha and return, the 99 has now made a round trip to Socorro, New Mexico, where James is in school.

Thanks again for the great magazine. We've been reading it since the days of Dick Grossman. The magazine makes owning a Saab even more rewarding.

Joseph Mathis
Liberty MO

Impulse buying

Enclosed you will find a renewal for NINES magazine. The cost has more than been offset by the pleasure of reading, technical tips, and the savings from the

classifieds and advertisers.

I own a 1985 900 Turbo which I bought in New Orleans. It has seen every state except Hawaii and has traveled overseas to Germany. I am extremely pleased with this highway cruiser. Since 60,000 miles, I have done all the mechanical servicing myself with only help from the Haynes and Bentley manuals. Most of the repairs have been straight forward (i.e. CV boot, water pump, fuel pump, idle control valve, alternator). It seems to be a sizeable task to keep up with the mechanical failures, but with 220,000 miles on the 900, I still have the original clutch, shocks, turbo and no rust. It still obtains 30+ mpg at highway speeds and with 125,000 miles on it, I was cruising the autobahn at sustained speeds of 105 mph.

I believe I have been blessed with an excellent automobile. I cannot afford a new Saab, so when this one gives up the ghost, a rebuilt engine is in its future. The only thing I can attribute to its longevity, besides a quality engine, is a religion of changing the oil every 3,000 miles (Castrol oil & Fram filter). Is it realistic to believe that it can keep running for another 100,000 miles without changing the timing chain?

And to think I bought this gem of a car on impulse!

Gary L. Clower
Alamogordo, NM

Re: Classified Report

As far as the monthly Saab Swap, I like it as it gives me the opportunity to see new ads every month, in case I need something.

Eric Alberg
Solvang CA

In regard to your comments in issue #220 regarding the "Classified Report", I would strongly encourage you to continue its publication. Even as a small advertiser, I highly value its customer contact, and as a club member I eagerly wait each month to see what Saabs and parts will be for sale.

J. Scott Kobasa
High Peaks
Asheboro NC

I continue to find the magazine enjoyable and useful. I also like the *Classified Report*, but if it is a major money loser, could live without it (but wonder if it could be supported by a higher advertising rate than the regular magazine rate).

Mark Anagnostopulos
Brattleboro VT

Please tell me it's true!

(or at least there is a possibility)

Reviving the popular model 96 number with an updated styling que (NINES #220) could give SAAB a foothold in the mid to small car pocket rocket market. If the styling ques come close to the illustration and its a 14-16k priced car - combined sales volume would surpass the 900 and 9000 combined. Look what the third generation of Mustang did for a languishing Ford in the early eighties. The styling was sound and performance was there. The same holds true for the Mitsubishi Eclipse/Eagle Talon. The upscale market is brutal as far as the ratio of dollars spent to available makes and models. This could be the entry level car that disappeared about twelve years ago.

The Wish List:

- Keep it a SAAB as much as possible, especially the safety. The Saturn engines are decent (DOHC) but The jury is still out on the plastic panels. Keep the Suzuki parts away - let them build motorcycles.

- Create a high performance package to augment the standard. Look what Dodge is doing with the Neon, it is going to own the SCCA showroom stock C class next year. With a light weight and horsepower Pro Rally would fear the SAAB name once again!!! The possibilities are endless. Especially with a 2.0+ Liter 16 valve motor.

- Pricing needs to be in the low to mid teens with perhaps a little more for a full blown performance package. Keep it entry level, this should cultivate a broader base of appeal for the marque. Do not make the pricing faux pas that Lotus did with the recent Elan. The customer could get a Miata with out the price. The competition is the Miata, Talon, MX6, GTI, Mustang and Saturn.

- Create some **EXCITING** advertising to go along with the vehicle. The ads lately have had a slightly arrogant boorish note (the 900 convertible ads are the exception) that do not appeal but to the upper end market. The old billboard ads that had the 900 Turbo coming over the rise, off camber, with after burners on created a lot of excitement. Not the sensible baby hauler utilitarian ads. Come on, loosen up this is a **FUN CAR**.

Quit worrying about it - **Just Do It !!!**

Pete Ferrara
Norcross, Ga.
(404) 441-1098

Doktor Nio's Saab Klinik

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

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

I own a '93 Saab 9000 CS Turbo 5-speed with 15,000 miles.

1. The car is extremely "notchy" (for lack of a better term) in the lower gears. The engine is either accelerating rapidly or "off." Holding a steady speed or even driving smoothly is quite a challenge. It's like the fuel flow and computer are working to add to the drive train's elasticity and turn city driving into some sort of neck-snapping exercise.

2. The tailpipe stinks. It's the sulfur smell of the catalytic converter. Any ideas?

Jim Lauerman
Lincoln, NE

Your 9000 seems to be exhibiting a rich running problem from the diveability you're experiencing and the malodorous exhaust. You did not mention fuel economy at all which is surprising as I can't imagine it is very high.

The Trionic management system which controls fuel, ignition and manifold pressure must be examined and fault tested with ISAT. Plugging in the ISAT tester and fault tracing should reveal a series of fault codes. This procedure is best left to a shop that utilizes ISAT and the proper manuals to locate the root of the problem.

My 1982 900 Turbo 5-speed with 1984 engine (185,000 miles) exhibits some odd electrical behavior. Sometimes all of the warning lights (brake, amp meter, oil and a blank) come on simultaneously, at idle. As I accelerate, all the lights dim, only to glow more brightly again as I slow down. Nonetheless, the car seems to start and run normally. This occurred on a rainy night. The next day, no warning lights were glowing. Was I entering the "Twilight Zone" or do you believe there is a cause in the car's electrical system?

A second problem, with the A/C system, may be electrical. The A/C works sporadically. It will mysteriously stop producing cool air, then return to normal function. When it goes off, I try pushing the

A/C switch on and off a few times and do not hear the compressor engaging. As I drive along perspiring, I look for some bumps to drive over so that the compressor will switch on. I did notice that the secondary cooling fan at the radiator was not running.

Norman Marsilius
Southport, CT

I would suspect a poor electrical ground connection at the alternator, the engine block or to the body. The alternator has a ground strap on the back that goes to a bolt in the block at the alternator bracket. There also is a bundle of ground wires at the front-most crossmember at the base of the radiator on the passenger side.

As for your A/C malfunction, there is a thermostat under the dash on the passenger side that senses evaporator temperature and cuts the compressor off before it reaches the frost point. Check this thermostat for proper cycling.

I hope you can help correct a problem with my Saab that the local Saab dealer has failed to correct on two occasions. I have a 1991 9000 Turbo 5-speed that I can hardly get out of my driveway when the engine is cold and the weather is warm. The engine will almost die when I depress the accelerator, and I have to manipulate the accelerator and clutch to keep the engine running as the car bucks and jerks backing out of the driveway. Even when I pull forward on the street, I have to slip the clutch excessively to avoid killing the engine. Soon afterward, the engine begins developing full torque and responding smoothly.

As instructed in the owner's manual, I always allow the engine to idle ten seconds after starting and before touching the accelerator. When the weather is cool, less than about 60 degrees F, there is no problem, and the engine pulls strongly on the first attempt.

I have been told by the mechanic at the local Saab dealership that Saab has informed him that some 1991 Saab's are susceptible to

differences in gasolines. But, I have tried various brands and octane ratings from 87 to 93 without any improvement. Also, I do not understand how seasonal differences in gasoline blends could cause such a severe difference in engine performance.

I may have discovered a clue to the cause of the problem, however. Before the weather turned cool this fall, I noticed that the voltage displayed on the trip computer upon starting the engine was usually 9.8 to 10.2 volts in contrast to the 11 volts minimum at 68 degrees F ambient temperature mentioned in the owner's manual. Next, I noticed that the engine would begin to develop full torque when the voltage jumped to the normal 14 or so volts a few seconds later. I do not understand the connection between the depressed voltage and the problem, but I do know that I have observed the connection repeatedly and without exception.

Gordon Hamilton
Roanoke, VA

Here is another example of a driveability fault that demands ISAT. Due to your voltage fluctuation, the processor may not be receiving enough operating power until the alternator kicks in at higher engine speeds. Be sure this is taken into account when the ISAT testing is performed.

Seasonal fuels and different formulas have to do with the vaporizing characteristics at various temperatures. Some fuels will not vaporize properly when injected into the cold inlet manifold, thus the variety of formulas according to climactic conditions.

I am hoping you might be able to help me with a steering problem on my '89 900 SPG. The car has 124,000 miles on it, mostly highway. At about 120,000 miles the car developed (overnight) what felt like dead steering. During one turn it would be stiff, then OK, then stiff.

I called a Saab shop and described the problem and was told it was a "tired rack" which could be replaced with a rebuilt rack.

This shop then performed this procedure. Afterward the steering was even stiffer and was leaking power steering fluid.

I then had the same shop replace the rack again. They also decided the car needed a new P/S pump and hose. The steering is better now, but it still has the dead spots only not near as bad.

The shop is now saying it appears the steering column may be bent as the wheel seems to go up and down while turning about a 1/2". Is this normal?

At 90,000 miles I replaced the APC box with Group Six's box. At about 110,000 the car started a hooting sound. Soon after I replaced the turbo bypass valve the car started dying at idle (I had already had this problem twice before, before changing APC boxes). Even with the new valve the car continues to hoot. Should I just live with this or is this a problem? Saab recently sent out a bulletin discussing a hooting problem on the 9000's that said do not use the new 9000 valve on a 900. Since my car produces a bit more boost could I use the 9000 valve?

Lane Bayliss
Shreveport, LA

Now that you have a new steering rack and pump find another shop and have the universal joints in the column lubricated and freed up, or replace the column. One of the u-joints is dry and binding. One way to tell for sure is to jack the front end off the ground and feel the steering as you turn it lock-to-lock with the engine off. As you mentioned, it will bind then get loose then bind.

Some by-pass valves are noisier than others but I don't know why. I would heed the factory's advice about using the 9000 hooter valve. As long as yours is functioning properly live with the noise.

I am writing to you for a miracle cure to a problem with my **1985 900 4-door** with the 8-valve, naturally aspirated engine and automatic transmission. This is our first Saab. We purchased this car, which we (my dad and I at least) fell in love with, from the local Saab dealer, Allen Saab of Laguna Niguel, with only 40,000 miles. Ever since we bought it, it would hesitate in the morning or when it is just cold and I would have to feather the pedal in order to keep it from dying. But once it warmed up, it would be fine and would not hesitate when accelerating from a stand still (that is where it would hesitate mostly when cold). But now, with 51,000 miles, it does the same

when cold, plus when you drive it somewhere and the engine gets to normal operating temperature, you turn off the engine, run your errands and come back to start it, and it will not start until it cools back down, leaving you stranded. The engine will turn over and catch, the tach will go up to about 1000RPM's for a brief second, and then die right away. It won't do this every time you take it out but it is doing it more and more often, leaving one of us stranded more and more often.

John Steiner
Irvine, Ca

I would suggest an injector spray pattern test at a service shop familiar with the CIS fuel system on your 900. Once the bad injectors are cleaned or replaced, have the technician measure control pressure cold and warm. When everything is working properly, stick to a high detergent gasoline or use an injector cleaning additive occasionally.

I recently purchased a **V4 rally engine**, which consists of 91mm pistons, steel balance shaft gear, 7.6mm lift camshaft, Saab Sport & Rally valve springs and cam followers, standard rocker gear, gas flowed heads with large diameter valves, and high pressure oil pump. Carburation is by twin 45 Dellorto carbs on a cross-over type manifold. The distributor is a 1969 spec with the vacuum assembly removed and locked off.

What inlet/exhaust valve clearances are used with a 7.6 cam? What advantage is there in removing the vacuum assembly and locking it off? Also, the head gaskets are of the type where the copper rings are placed in a groove in the top of the block, I am having difficulty in locating new gaskets, and may have to revert to standard gaskets. Could these be used with this type of block or would I have to use a standard block because of the recess?

David Barrow
Cheshire, England

The valve clearance, at least within my school of thought, is determined by the ideal camshaft duration profile, not lift. If the cam is of a high (read long) duration, adequate clearance must be provided to allow the valve to seat and "rest", especially at high RPMs. I would begin by setting the clearances "hot" at .40 to .45 mm for intake and exhaust.

There were six different ignition distributors used for the V-4. Depending on

what conditions you plan to drive the V-4, you may want vacuum advance. This "custom" tuning of the distributor curve is all trial and error. You want the ideal ignition timing advance curve to match the rpm/power band the camshaft profile dictates. If the V-4 is a street racer, retain the vacuum advance for smoother stop and go driving.

I would think that in England you will be able to find a machinist who can help you with modified stock gaskets so you can utilize the o-ring seals. Ask around at different competition shops.

I want to know the best way (or any neat tricks) for bleeding brakes. I've tried the vacuum pump method, the helper method, the gravity method, the get-it-all-over-my-hands-the-tire-&-the-floor-method, and I still don't get consistent results.

Also, the wrenches seem awkward; does someone make one of those offset "brake wrenches" in our 7mm + 11mm size?

Bob Pierson
Acme, MI

I'm taking for granted you have a model 900 without ABS. Since 1964, Saabs have had a dual-diagonal brake hydraulic system. There are many methods for bleeding brakes to eliminate any trapped air in the system. Many shops use the pressure method in which low air pressure is introduced into the fluid reservoir and the bleeders are opened one by one. The two person method with a clear hose on the nipple into fresh fluid seems to work best although there are special bleeder hoses with a check valve so one person can flush the fluid through without taking in air as the pedal comes up.

No matter what method you use, the dual-diagonal system requires you start with the left rear wheel, passing fluid until it is bubble free then moving to the right front wheel and repeat until the fluid has no bubbles. Then move to the right rear and then the left front. The pedal should feel firm, not mushy. If the pedal becomes mushy after driving but pumps hard, you may have a warped brake rotor or loose wheel bearings which will push the pads away from the disc and initial braking power is diminished.

If there is a wrench that meets your needs it will be in a Snap-On or MAC Tools catalog. If you see one of these tool trucks at a repair shop, pay the dealer a visit and get what you need.

Professional Perspective

Florida bans sale of Freon substitute

You knew it would happen! In my column in the last issue I warned of things to come.

Florida State Fire Marshal and Treasurer, Tom Gallagher, issued a consumer alert warning for Floridians to check the type of refrigerant used in their car air conditioning systems. Gallagher issued his alert on October 13.

Gallagher has ordered two companies to quit selling a product known as OZ-12 in the state of Florida. The order is the result of the Fire Marshal's office investigating the use and marketing of products containing LP (liquid petroleum) gas as a substitute for Freon (R-12). OZ-12 has been used in car air conditioning systems by some shops due to the rapidly rising cost of R-12. OZ-12 and similar products could have butane, isobutane and propane as part of their

makeup.

Gallagher urged anyone who has had refrigerant replaced in the past six months to contact the service shop to find out if OZ-12 or similar products may have been used. He warned that the mixture was highly flammable and that technicians and consumers use extreme caution when handling the mixture.

The two companies listed in Florida as distributors of OZ-12 are Envirotech Inc. of Miami and Reu-Dop Investments and Holdings Inc. I would be very surprised if the use of OZ-12 hasn't already spread to other parts of the country. If these companies had a stockpile, you can be sure someone will buy and use the product.

The dangers listed by the Florida Fire Marshal's office are as follows:

1. Unlike Freon products, OZ-12 is highly flammable.
2. If the A/C system had any leaks, the flammable products could end up in the passenger compartment.
3. There has been insufficient testing to prove the safety of the products.
4. A hazard exists for service technicians unknowingly working on an A/C system with OZ-12 in it.

In the meantime, the EPA has recommended these products not be used in auto air conditioning and has proposed a federal regulation to take effect early in 1994.

No matter how many warnings are listed above, you only have to envision an LP gas leak under the hood of a car - a disaster in the making. I also can't tell you how a shop would react if the stuff were to be sucked into their A/C reclaimer. The dangers and costs could be high.

Be assertive, responsible, inquisitive and a good shopper. Know what is being done to your Saab. Your education about what is being done, and by whom, to your car will ultimately assure you of better, more economical repairs and a safer car to drive. It's your car and your responsibility to ensure that things are done properly by someone you trust.

R-12 is still available. Don't be duped. Be cool - safely!

Next month: Body shops and the New Spirit of Professionalism

Chuck Andrews
Andrews Inc.
Princeton MN

FIGHT THAT SPEEDING TICKET!

Most everyone has felt the frustration and anger that accompanies a speeding ticket. The ticket was probably issued on a clear day, with dry roads and light traffic. Your speed was reasonable for the conditions and within the safe capabilities of your car and the highway. The glitch was that you were exceeding the "posted limit". But, who wasn't?

So, why did you get the ticket, instead of someone else? Maybe it was the length of your hair, the color or make of your car, or you were unlucky enough to be the first car to enter Officer Quota's speed trap.

What's doubly maddening is if you weren't exceeding the speed limit, but an incompetent or unethical radar operator says you were, and issues a completely erroneous ticket.

It's decision time: To fight or not to fight your speeding ticket. You might believe that to fight is futile. After all, didn't the local district attorney just claim a 97% conviction rate on traffic tickets?

Here's what they don't tell you. Ninety-five percent of the traffic tickets are not contested! And, half of those that are contested are won by the defendant.

Here's something else our friends in traffic courts don't publicize: Almost any district attorney would rather reduce a fine or points, than spend time prosecuting a speeding ticket. If 10% of all traffic tickets were contested, the court system would come to a screeching halt. So would the practice of using traffic enforcement for revenue generation.

To fight the ticket is to automatically win. True, you may be found guilty, but you've still won. You had your day in court, your dignity is preserved, and the profit that the state or municipality expected from your ticket evaporated the minute you stood up and said "I plead not guilty".

Radar is not infallible, in fact, a long way from it. Vascar is easily misused. Many speed limits are illegally posted. There are legal justifications for exceeding the posted speed limit. Police officers often ignore proper procedures when clocking vehicle speeds, and confused, crowded court dockets can result in wholesale dismissals.

You can't win if you don't fight back, and you can't fight back if you're not prepared. Our organization, the National Motorists

Association, is dedicated to protecting motorists' rights, including your access to a fair trial for traffic law violations.

We offer our members books, videos, and personal information so they can ably represent themselves in traffic court. We also offer an attorney referral service for those who wish or need professional representation on traffic matters.

We're so confident in your ability to win in traffic court that after one year of continuous membership, should you receive a speeding ticket, plead not guilty, take your case to trial and subsequently are found guilty, we will pay the ticket!

That's right, we'll pay the ticket if you plead not guilty, go to trial, and lose.

We've paid very few tickets, because our members win their trials, have the charges dismissed on technicalities, or are offered a plea bargain that greatly diminishes the penalties.

Isn't it time to fight back?

Give us a call at 1-800-882-2785 for National Motorists Association membership information. Do it today!

Notes in the Margin

In issue #219 I reported my experience with lubricants for the felt-like door seals on middle-era 9000's. Since then, I have tried Slick-50's "One Lube," a heavy-bodied non-aerosol pumped fluid claimed to contain teflon powder. It works as well as the hideously expensive Gleitmo.

Changing brake pads on many newer Saabs requires a 7mm hex wrench, a size which is often absent from hex-key sets. 7mm wrenches are available separately at Sears, but they are not in any of Sears's sets. If you feel lucky, you can try a 1/4 inch hex key, .025" too small, or a 9/32", .006" too big. The factory manual calls for Channel Locks to retract the brake piston, but I needed a large C-clamp to do it. Maybe I need bigger-sized Channel Locks. Or stronger hands.

The Sears tool department also has a device for "turning in" the piston of a caliper like the Girling unit on older 900's. It is a steel disc broached to take a 3/8" drive with pins set to engage the holes in the brake piston. While the tool I saw won't fit a Saab brake, perhaps an enterprising member can make a similar device and sell it to the membership. I spent more than enough time fiddling with the Saab tool to be completely sold on the tool I saw.

BASF (Zerex) is marketing a long-life coolant which is claimed to be phosphate free, and also free of nitrates and nitrites. I called Mr. Pigott, the Product Manager who answered my earlier query as to whether Zerex meets the G-48 specification of Saab antifreeze. He said that while the new Zerex is marketed specifically at European car owners, it does not meet the G-48 spec. He also promised that its 4-year/50,000 mile rating, given a thorough flush to begin with, is true. I believe that as much as I believe Saab's own 3 year/35,000 mile rating.

As a side note, Saab recommended "Phosphate free" coolant some years ago, with the stated reason being better protection for the solder joints in the radiator and heater core. The radiator and heater core are now aluminum with bonded plastic header tanks.

One change from the 9000 to the new

900 is the relocation of the EDU from beneath the speedometer to the radio dial. Having replaced a burned-out bulb in my wife's (9000) EDU, Saab gets an "attaboy" for that change.

Saab plans an automatically clutched manual transmission for the 900 Turbo, but no automatic. Porsche and Ferrari have already broken this ground, and neither has been well received by the motoring press in the U.S. Judging by *Car and Driver*, Saab's system will not be well received by the press either. Does the 900 automatic require de-energizing the 2.0L Turbo so that it won't outrun the V6 automatic? The Volvo 850 Turbo is available only with an Aisin-Warner (like the Saab) automatic. While the Sensonic system gives Saab a turbo for the disabled and for clutchpophobes, it won't please my wife. She doesn't object to the clutch pedal as much as constantly having to select a gear ratio.

On a positive note, the Sensonic has motivated Saab to install synchromesh reverse, a boon to all of us who shift, and "improved" (i.e., more costly) synchronizers being installed at the same time seems more than a coincidence. And with a computer driven throttle plate (TCS), a computer driven clutch (Sensonic), and a computer directed power shifter (Scania Truck, Saab Soundings #25, 1987) all on the shelf, a self shifting 5-speed manual transmission is possible. Imagine a double-clutching fifth-to-third passing maneuver achieved through simply mashing the go pedal. Saab must create unique products to survive, and a self-shifting 5-speed transmission would certainly be unique!

Some Volvos and Jaguars I have seen switch one of their tail lights to the respective brake light filament when the fog lights are on. European Saabs do likewise, and finally the U.S. specification Saabs have it. High intensity tail lights are more likely to save you in the fog than a better front light. Here's why:

A Cadillac of some kind with an LED "third brake light" showed me that the alleged "faster response" of the LED is true. The LEDs light noticeably sooner than the regular tail lights. Having read that the response of an incandescent bulb is around 150 milliseconds, I calculated what that means in terms of stopping distance at 60 MPH. At 60, braking 150 milliseconds too late means you brake 13 feet late, and you will still be going 20 when you hit the rear

bumper! (Math majors, do the calculus. Liberal arts majors, remember that stopping distance increases as the square of the speed, so speed varies as the square root of the stopping distance. An excellent stopping distance from 60 is 120 feet, which is about 1 "g" deceleration. The square root of 13 over 120 is .329, which is multiplied by 60 mph to give 19.75 mph, the speed with a stopping distance of 13 feet.)

This also explains why heavy fog can cause such catastrophic multi-car collisions. The first collision may not be too bad, because both vehicles are moving. But when they stop, the next and subsequent collisions occur at devastating speeds. Hint: if you are hit from behind in the fog (and there is no wreckage in front of you), maintain your speed for a bit and get way off the roadway when you slow down and stop. If the guy who hit you stops right away, he is done for. Stop right away, and you are done for too.

Eric Woo's math relating a tire's labeled size to rolling diameter (#220) is correct, but a manufacturer has some leeway in meeting the size specification. Since a 60 aspect ratio could really be 58 or 62, exact numbers can be different from his calculation.

Also, the tire's measurements are made using a specific rim width. A different rim, although permissible, results in a different aspect ratio. Most 225 section width tires are measured on a 7 inch rim, and Dunlop lists a 7.5 inch width for the SP Sport 8000 225/45-16. Pirelli claims a .2 inch change in cross section for each .5 inch change in rim width. Does some of that lost cross section go into the diameter? The steel belts would limit diametric changes. Note that the tread stays the same width.

Most manufacturers publish a small pamphlet containing the exact cross section, rolling radius, tread width, measuring rim size, allowable rim sizes, and load rating. That is as close to gospel as one will come without "third wheel" testing, and probably is more accurate than calculation based on the sidewall lettering.

The Dunlop's 1279 lb. load rating matches a load rating of "89" compared to "86" for a 205/50-16 P7. Thus Mr. Woo might run a little lower tire pressure than with the P7, softening the ride some. Rim damage correlates to absolute section height, not percentage height, so the 225/45-16 would be no worse than the 205/50, and the wider tread means a little better chance of being able to ride the rim of the pothole.

As for Mr. Woo's positive subjective opinion of the SP-8000, Dunlop claims they are a derivative of the D40-M2, which I have been driving on and which I like very much. The D40-M2 wear rather quickly, an area where Dunlop claims the SP-8000 is improved. I hope Mr. Woo writes back when his Dunlops wear out and tells us how long they lasted.

Stephen Goldberger

Two Saabs to tackle Alcan Winter Rally

They say you need four-wheel drive if you're going to compete in the Alcan Winter Rally. What do *they* know anyway? A pair of Saabs have signed up to take that challenge, the only two-wheel drive cars entered in the '94 Alcan 5000 Winter Rally.

One of the Saabs is Satch Carlson's 1985 900 Turbo, the Blackbird, that has run the Alcan rally many times. Slated to drive the legendary Blackbird are Jim and Christy Breazeale, who drove a PRO Rally VW Rabbit on the 1993 Summer Alcan Rally. The Blackbird 900 is being prepared by Saab performance specialist Group 6 Performance of Tucson, Arizona. Carlson - a columnist for *Roundel*, the magazine of the BMW Car Club of America - had already committed to navigate for Steve Norman, owner of Seattle BMW, in an all-wheel drive BMW 325ix.

The other Saab entry is a 1986 9000 Turbo to be driven by Russ Huntoon and Tim Winker, with a third team member to be named. Huntoon and Winker teamed with Carlson in the Blackbird 900 to finish second in the 1991 running of the Alcan Summer Rally [NINES, #208, Nov. '91]. Sponsors for the 9000 effort include Campbell-Nelson Saab of Edmonds, Washington, and Saab Cars USA. The 9000 team will be filing reports during the rally on the Motor Sports Forum (GO RACING) and the Automobile Forum (GO CARS) of CompuServe Information Service.

The two Saabs, the Norman/Carlson BMW, and the father/semi-ex-stepson team of R. Dale Karushaar and Russ Kraushaar in a Mazda 323 GTX will all be running under the banner of the Alaska Rally Team. Carlson and Russ Kraushaar teamed to win both the Seattle-to-Anchorage Summer Alcan Rally and the return Anchorage-to-Seattle Alcan Vintage Rally in September, 1993, aboard a BMW 2002ti. That same team took first place on Canada's Thunderbird Rally in January aboard the 325ix in a shakedown for the Alcan.

Dave Andrews

(formerly of Bob Yates Saab)
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The 1994 Winter Alcan cover 4,300 miles, beginning in Kirkland, Washington, on Friday, February 25, and ending on Friday, March 4 near Anchorage, Alaska. The route includes stops in Dawson Creek, B.C.; Watson Lake, Yukon; Dawson City, Yukon; Inuvik, Northwest Territories; Whitehorse, Yukon; with the finish at Wassila, Alaska, about the time the Iditarod Sled Dog race begins.

Isuzu, official sponsor for the 1994 Alcan, has entered an Isuzu Rodeo to be driven by Paul Dallenbach and Johnny Unser, with former winner (1985) Tom Grimshaw as navigator. Filmmaker John Corser will be using two Rodeos while producing a documentary video of the rally to be used in Isuzu dealer promotions. Corser's Rodeos are entered in the Touring class, running the same route as the other teams, but not competing in the time-speed-distance rally sections nor closed course slaloms. Isuzu is providing another Rodeo for an official Alcan sweep vehicle. Other sponsors of this year's Alcan are Red Line Synthetic Lubricants and PIAA lights.

Alcan veteran Susie Fouse will be competing in a factory entry from Rover with former Alcan winner (1990) Ralph Beckman as navigator. A factory-backed Ford Explorer has been entered by Billy Edwards and Greg Lester.

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Parts & Service Information from Saab

New Features Highlights

PSI 10/93-0396, Sec. 0/Pg. 11

Application: 1994 900 Hatchback Models

In addition to the obvious exterior body redesign, many changes and improvements have been made for the 1994 900. Some of the more notable ones are highlighted below.

Engine/Fuel System:

Engine variants offered on 1994 900 hatchback models:

- 2.3 liter naturally aspirated 4 cylinder, 2 overhead camshafts, 16 valves and 2 counterbalance shafts
- 2.5 liter V6 naturally aspirated 6 cylinder, 4 overhead camshafts and 24 valves

Two different fuel systems will be offered on 1994 900 hatchback models:

Naturally aspirated four cylinder engines will use a Bosch Motronic engine management system called Motronic 2.10.2. It combines many features of the Bosch LH fuel systems and EZK ignition systems into one engine management package controlled by one ECM.

The V6 engine receives another version of Bosch Motronic engine management called Motronic 2.8.1. Once again, this system is essentially an LH system combined with a sophisticated ignition system, both controlled by one ECM.

Traction Control:

900 models equipped with the V6 engine will come with traction control as standard equipment. The same system is used on both manual and automatic transmission equipped vehicles and is a much simpler version than that which has been used on the 9000 models. It functions using a secondary throttle butterfly and has an on-off switch.

Traction Control has been deleted from the 1994 9000 Turbo models.

Electrical:

Saab Instrument Display (SID): combines many of the features you are familiar with from the EDU, SCC, Pictogram, etc. offered on 9000 models.

Two versions are available: SID 2 and SID 3. SID 2 presents a visual display of an analog clock, ambient temperature, audio displays (there is no display panel on the radio head), CHECK functions (lights, fluids, inspect fan belt, time for service), trip computer (basic functions), and self-diagnostic messages. SID 3 incorporates a multifunction trip computer in addition to all items included on SID 2. A separate bulletin has been issued.

Integrated Central Electronics (ICE): combines the control functions of several relays and regulates and monitors several other low current functions into a single electronic control module (ECM) called ICE. Some of the functions monitored

by ICE: cooling fans, headlights, foglights, turn signals/four-way flashers, intermittent wiper functions, power to driver's seat with the key off (for 20 minutes), door switches, tail and brake lights, seat belt and ignition key reminder, coolant temperature, engine management system warning that AC compressor is about to cycle on/off. These are but a few of the items included in ICE. A separate bulletin will be issued shortly.

The electrically operated front seats can be adjusted when either of the front doors are opened even if the key is in the OFF position. Note this feature has also been incorporated into 9000 models with electrically operated front seats.

Fuses:

The fuse box is located at the end of the instrument panel on the driver's side of the vehicle. Also note that there are 6 Maxi Fuses on the 1994 900 hatchback mounted in two distribution panels in the engine bay. The purpose of these Maxi fuses is to prevent major damage to the vehicles' electrical wiring by controlling battery power to a number of major electrical circuits. Maxi Fuse 1 is removed and placed in the glovebox for transit. A separate bulletin will be issued shortly.

Telephone Connector:

The 1994 900 hatchback comes with a 6-pole telephone connector installed behind the center console. This is the only location where mobile telephone equipment should be installed to ensure proper operation and no interference with the vehicle's electrical systems. A separate bulletin has been issued. [See page 13.]

Anti-Theft System:

The Anti-Theft System on 1994 900 hatchback models offers a new feature this year called Dead Lock. This feature is activated when you turn the key past the central locking position and remove it from the door. With Dead Lock engaged, you cannot open the door using the external or internal handles.

Transmission:

Electronically-controlled Automatic 4-Speed Transmission:

The automatic transmission offered on both 4 and 6 cylinder 900 models is an Aisin-Warner electronically controlled four speed unit which interfaces with the engine management and traction control systems to ensure shift quality and performance is flawless under all operating conditions. It comes standard with easy-to-change shift pattern: Normal Sport and winter available at the touch of a switch. The 900's ignition switch has been repositioned to keep debris from possibly contaminating it.

Manual Transmission:

The 5-speed manual transmission is similar to the 9000 unit, which has been improved. Reverse gear is now fully synchronized; and first and second

gears have a new 3-piece synchro ring offering much more powerful braking action and smoother shifting. These internal changes have also been incorporated in the 1994 9000 5-speed. A self-adjusting cable actuated clutch is used on the 900, requiring less pedal effort than the hydraulic clutch mechanism on the 900. While the shifter still must be in reverse to remove the key, the 900's ignition switch has been repositioned to keep debris from possibly contaminating it.

Brakes:

Bosch ABS System:

A Bosch anti-lock brake (ABS) system is standard and is similar to the MK IV Teves system introduced last year on the 9000.

Steering:

Steering Wheel:

The steering wheel is telescopically adjustable on the 1994 900 hatchback models. Please note that the steering wheel is indexed to the steering column shaft and minor adjustments cannot be made by pulling off and repositioning the steering wheel. If you note that the steering wheel is off center, a front end alignment must be performed. A separate bulletin will be issued shortly.

Body:

Climate control system:

Manually controlled (900S) or Automatic Climate Control (debut on the 900 SE) systems are offered. CFC-free 134a air conditioning refrigerant is used in both systems.

Airbags and Safety Belt Pretensioners:

All 1994 Saab's have dual airbags and mechanical pretensioners on the front safety belts. The 900 system does not include any front sensors: deceleration of the vehicle in a crash is measured by a single-point sensor located within the ECM itself. The spring-loaded belt pretensioners are not controlled by the SRS ECM (which is located underneath the center console), rather, the mechanical release mechanism is built into the belt reel. Also, since the belts are of a continuous loop design, the tensioners act on the lap and shoulder portions of the belt.

Rear Seat Belts:

All three rear seating positions now come equipped with combination lap and shoulder belts.

Rear Seat Construction:

The rear seat is a 100/40 split fold-down design. The support beam for the headrests and seat

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belt reels folds down together with the full seat backrest. Indicator flags are used to check that the seat back is fully latched in the upright position.

Other Passive Safety Features:

1. The 900 is designed to comply with the stringent 1997 government dynamic side impact standard. Features of this design include strengthened door sills, structural cross members in the floor and rear seat, strengthened safety cage, and foam door padding.
2. Front and rear seats have a built in anti-submerging feature to reduce the possibility of occupants sliding under the lap portion of the safety belt in a frontal crash.
3. The front occupants are protected by knee bolsters, with the passenger side bolster incorporated into the glove box door.

Heat Absorbing Glass:

All windows feature heat absorbing glass (marked by a special symbol) which reduces sun load on the interior and occupants for greater comfort.

New Color for 1994:

Aubergine - a dark grey metallic with purple tones
 900 Color Deleted for 1994: Nocturne Blue
 Interior colors are taupe, light grey and charcoal.

New Ignition Relay

**Application: Certain 1993 900
 PSI 10/93-0384, Sec. 3/Pg. 51**

As of the VIN Serial Numbers listed below, a new ignition relay was introduced into production which improves the starting performance on 900 models. It does so by reducing the voltage drop in the ignition system during starting.

This new relay, fitted in position C of the main fuse box, cannot be found on existing wiring diagrams. Please see the updated diagram that accompanies this PSI. You may wish to make a copy of the wiring diagram to paste into your copy of Section 3:2 Electrical System, M 1991-92 Service Manual (P/N 03 44 028).

NOTE: Relay 450 can be added to position C of the relay panel on 1990 and later 900's but note that wire colors, numbers, etc. will vary. The object is to feed direct battery voltage to the ignition system and avoid any voltage drop that may be present in the existing wiring. The GN/WH wire is used to control the relay.

Cars Affected:

1993 900 after VIN P2006845 and P7002343

Parts:

Relay 85 22 310

Theft Alarm System

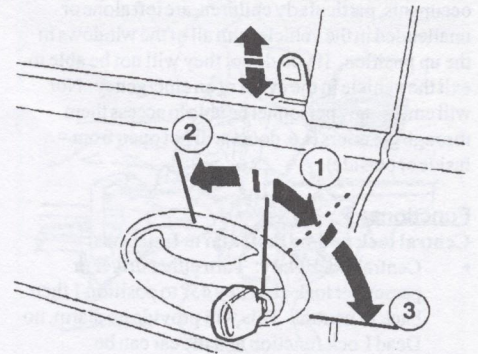
**Application: 1994 900 Hatchback Models
 PSI 10/93-0394, Sec. 3/Pg. 54**

The Theft Alarm System that comes Factory-installed in 1994 900 hatchback models is somewhat different in operation and offers some unique features not previously available.

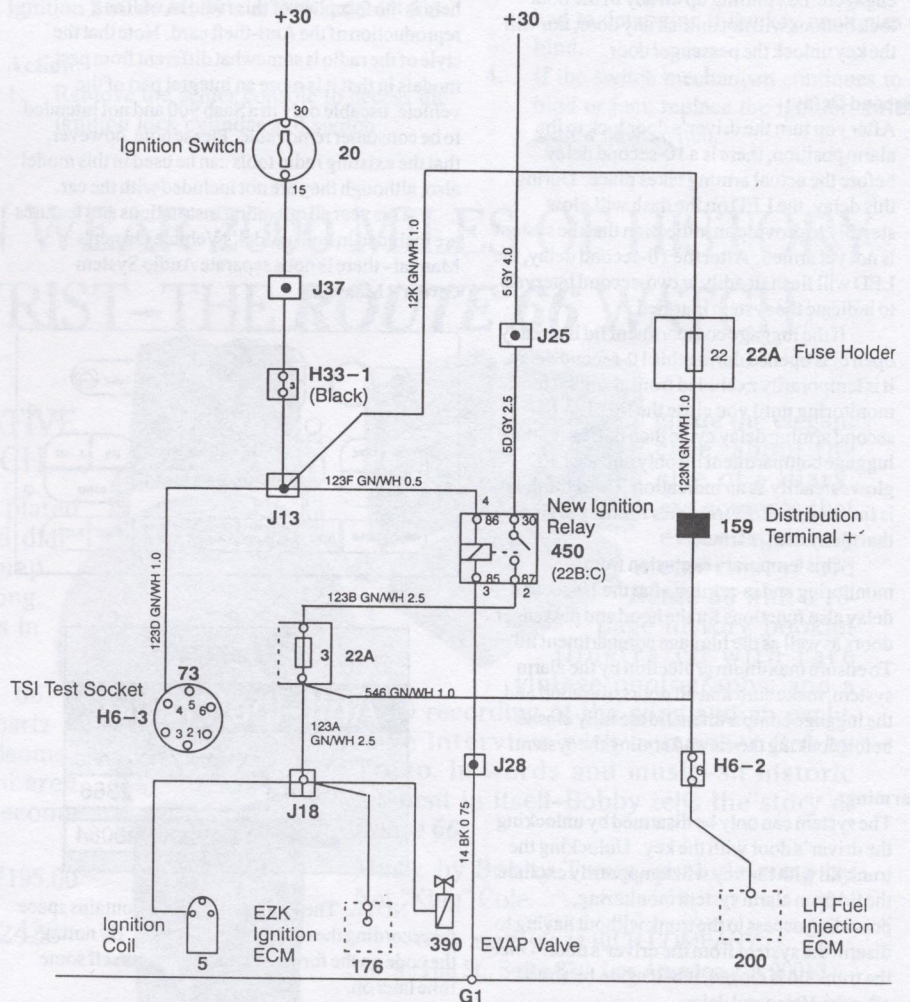
Description:

The theft alarm system is armed by turning the key in the driver's door lock past the central lock position (1) all the way to the right (90° to position 3).

Removing the key in this position also engages a Dead Lock function. When this feature is engaged, if unauthorized entry is attempted and the system has been armed, the system will activate and sound a siren which is located under the engine hood. It will also flash the exterior lights and temporarily disengage the engine starter mechanism.



With Dead Lock engaged, you cannot open the door using the external or internal door handle. Additionally, the door will remain secure if an unauthorized person breaks the car's window glass and pulls up on the internal door lock button. It is not possible to engage Dead Lock from inside the car by engaging the internal door lock button.



NOTE: Never engage Dead Lock while occupants, particularly children, are left alone or unattended in the vehicle with all of the windows in the up position. If you do so, they will not be able to exit the vehicle in the event of an emergency. Nor will emergency personnel be able to access them through the doors (i.e. doors will not open from inside or outside).

Functions:

Central lock and/or theft alarm functions:

- **Central Lock Only:** Turn either driver or passenger lock door key 45° to position 1 then back to neutral. This will provide no alarm, no Dead Lock function and the car can be unlocked from either front door.
- **Alarm Only:** Turn driver's key to 90°, then back to neutral and remove key. Alarm will be armed and Dead Lock will be engaged, except that pulling up on the driver's (not passenger's) door lock now will unlock all doors and disarm the anti-theft. Key will still not unlock passenger's door from outside.
- **Alarm/Dead Lock:** Turn driver's key to 90° and remove key from this position. Alarm is activated and can only be deactivated by key in driver's door. Dead Lock function is also engaged: i.e., pulling up on any of the door lock buttons will not unlock any door, nor will the key unlock the passenger door.

10-Second Delay:

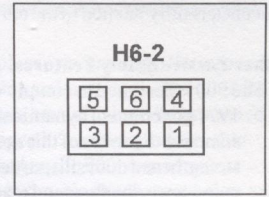
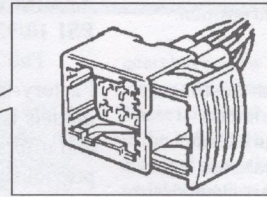
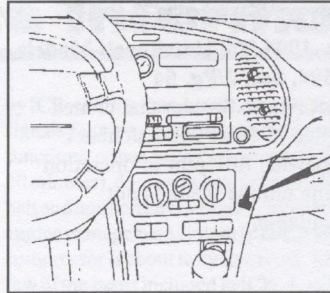
- After you turn the driver's door lock to the alarm position, there is a 10-second delay before the actual arming takes place. During this delay, the LED on the dash will glow steadily to provide an indication that the system is not yet armed. After the 10-second delay, the LED will flash steadily at two-second intervals to indicate the system is armed.

If the luggage compartment lid is already open or is opened during this 10-second delay, it is temporarily excluded from alarm system monitoring until you close the lid. The 10-second arming delay cycle then begins for the luggage compartment lid only and the LED glows steadily as an indication. Once the delay is finished, the LED resumes flashing to signify that the system is armed.

This temporary exclusion from monitoring and re-arming after the 10-second delay also functions for the hood and passenger doors as well as the luggage compartment lid. To ensure maximum protection by the alarm system, make sure that all doors, the hood and the luggage compartment lid are fully closed before locking the car and arming the system.

Disarming:

- The system can only be disarmed by unlocking the driver's door with the key. Unlocking the trunk lid with the key will temporarily exclude the lid from alarm system monitoring, providing access to the trunk without having to disarm the system from the driver's door. Once the trunk lid is closed, it will again be armed after the 10 second delay.



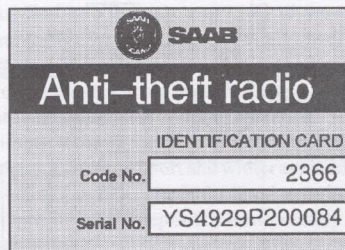
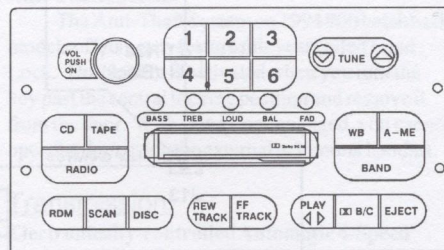
If the alarm has been activated (siren sounds, exterior lights flash and starter is deactivated), it can only be disarmed by turning the key in the driver's door to the unlocked position. The system will NOT be disarmed by unlocking the interior door lock buttons or by unlocking the passenger door with the key.

Audio System

**Application: 1994 900 Hatchback Models
PSI 10/93-0395, Sec. 3/Pg. 55**

The 1994 900 hatchback model comes from the Factory with a new style of audio system. Shown here is the faceplate of this radio as well as a reproduction of the Anti-theft card. Note that the style of the radio is somewhat different from past models in that it is more an integral part of the vehicle, useable only in a Saab 900 and not intended to be consumer removable. Please note, however, that the existing radio tools can be used in this model also, although they are not included with the car.

This year all operating instructions and features are included in both model's Vehicle Owner's Manual - there is not a separate Audio System Owner's Manual.



NOTE: The PDI Control Form contains space for recording the radio activation code. By noting the code on the form, you may save yourself some time later on.

Connector for Mobile Telephones

**Application: 1994- 900 5-door Models
PSI 11/93-0414, Sec. 3/Pg. 64**

To ensure proper connection of mobile telephones in 1994 900 models, the Factory has provided a 6-pole connector located behind the center dash panel for easy installation. A wiring diagram is included on the original bulletin, showing correct wiring for this accessory to ensure that it functions properly and does not cause any interference with the vehicle's electrical system.

Saab recommends when installing mobile telephones and/or communications radios that an external antenna be used to eliminate the generation of electromagnetic fields within the vehicle and to increase the range of the component.

The special 6-pole connector provides:

- +30 supply from fuse 23 (pin 1)
- +15 supply from fuse 17 (pin 2)
- adjustment of the light from rheostat 16 (pin 3)
- reduction of radio volume in the case of incoming/outgoing calls (pin 5)
- ground connection (pin 4)

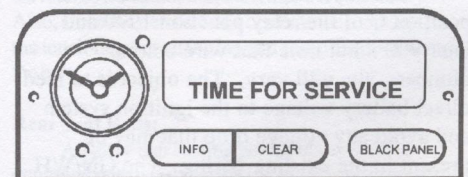
A special adapter harness that mates to this 6-pole connector will be available in Spring 1994.

Service Indicator

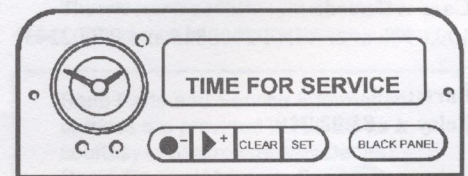
**Application: 1994 900 5-Door Models
PSI 11/93-0406, Sec. 3/Pg. 59**

The Saab Instrument Display (SID) on 1994 900 5-door models is equipped with a service indicator.

When the "TIME FOR SERVICE" check function appears on the SID unit's display, it is time for the car to be serviced. This information is contained in the Owner's manual.



SID 2



SID 3

Description of Operation:**General Information**

The service indicator is fully automatic and requires no maintenance. SID contains a day counter and an odometer which govern activation of the service message.

If battery voltage is interrupted, the day counter and odometer information will be stored in the memory.

Activation of Service Message

There are two conditions which cause the activation of the service message, depending upon which occurs first:

1. The day counter reaches 365 days.
2. Approximately 600 miles before the odometer reaches the service interval.

The service message will be displayed when the ignition is switched on and one of the above conditions is reached.

Press the CLEAR button to erase the service message from the display.

The service message is displayed for the next 20 times the ignition is switched on, unless manual resetting is done.

If manual resetting is not done before the ignition is switched on for the 21st time, SID will automatically reset the service message.

Binding Ignition Switch Contacts

Application: 99 and 900 models - 93 PSI 06/93-0355, Sec. 3/Pg. 45

On Saab 99 and 900 models, it is possible to lose certain functions in the electrical system due to binding in the ignition lock mechanism.

If the lock mechanism binds, the ignition switch could remain in an intermediate position not returning all the way back to the Drive position after starting.

When the ignition switch is in this intermediate position the loss of some of the car's electrical system functions is possible.

Follow the instructions below to remedy this situation.

Cars Affected:

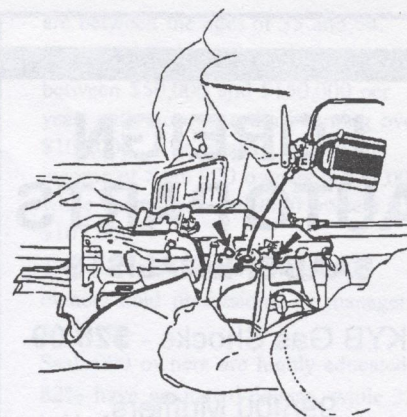
Saab 99 and 900 models

Parts:

Ignition Lock: Manual Trans	82 83 798
Automatic Trans	83 15 582
Ignition Switch All 99's & 900's	85 67 505

Action:

1. Remove the center console to access the ignition lock cylinder and switch



mechanism. Refer to Service Manual 4:1 for more details instructions.

2. Lubricate the ignition lock cylinder and switch mechanism using ordinary motor oil. Adjust the lock cylinder, if necessary, according to Service Manual 4:1.
3. With the gear shift lever in neutral or Park and the parking brake applied, operate the key to circulate the lubricant and to determine if the key continues to bind.
4. If the switch mechanism continues to bind or jam, replace the ignition switch with a new switch.

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Bobby Troup's

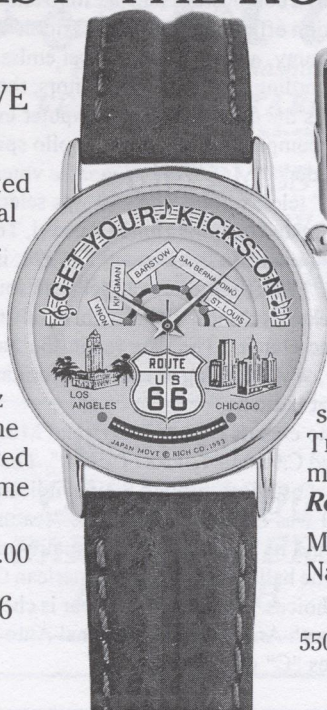
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Crumlish responsible for Western Hemisphere markets

James P. Crumlish has been named Regional Director, Americas, for Saab Automobile AB. In this capacity, Crumlish will direct Saab's Sales and Marketing throughout North and South America, including Canada and Latin America. His appointment completes Saab Automobile's ongoing effort to move operational responsibilities closer to specific markets in which it is represented. Saab Automobile's other sales regions include the European, Nordic and Asia/Pacific areas. The position of Regional Director, Americas, has been vacant since the retirement of Robert J. Sinclair.

Crumlish, 49, has been with Saab Automobile as Chief Financial Officer since it was formed in 1990 and has played an active role in the team responsible for restructuring of the company.

William S. Kelly, president and chief executive officer, Saab Cars USA, Inc. will report to Crumlish, and maintain full responsibility for Saab's single largest market.

More awards for the new 900, from *Automobile*, *AutoWeek* and *Popular Science* magazines

Automobile magazine cited Saab twice in its January 1994 edition: The new 900 was selected as '94 Design of the Year, and the Saab Trionic engine management system was named '94 Technology of the Year. The all-new 900 was also an award winner in *Popular Science* magazine's "Best of What's New" issue.

In choosing the 900 as '94 Design of the Year, *Automobile* heralds the new 900 as a "critically important design that carries vital lessons for the whole automotive industry." The 900 receives accolades for its unwavering retention of brand character, and *Automobile* states that the car is a "legitimate successor to the long line of idiosyncratic and capable front-wheel drive sedans that have given Saab an enviable reputation for performance and quality."

Automobile also commends Saab for applying real-world accident research data in the design and development process. *Automobile* points out that "Saab's cars have always been safer than their average contemporaries, and with the new 900, the company seems to be moving even farther ahead of the pack."

Saab's Trionic engine management system automatically and instantly adjusts fuel injection, ignition and, in turbocharged 9000 models, turbo boost pressure. The special "trick" within Trionic is the unique utilization of the simple spark plug, which performs double-duty by also serving as a combustion sensor. Ionization voltage is measured across the plug gap to determine combustion efficiency, and Saab Trionic then adjusts engine systems for improved performance and economy, and reduced exhaust emissions.

According to *Automobile* editors, the 32-bit microprocessor that controls the Saab Trionic system "is the most powerful computer ever placed in a production car"—even more powerful than the computers used in the Apollo space capsule during its voyage to the moon.

Readers of *AutoWeek Magazine* voted the new 900 as their top choice in the annual "Car of the Year" telefax poll. The 900 was selected above the new Ford Mustang and Chrysler Neon, and dominated over the Honda Accord, Toyota Supra and the BMW M3. The results of the poll were announced in the January 3, 1994, issue of *AutoWeek*.

The 1994 Saab 900 was selected for "Best of What's New" by *Popular Science* because "Saab takes technical risks with its all-new 900 series, offering a new V6 and an optional automatic clutch. The cars retain the Saab look and feel, among the most distinctive in the industry, while forging ahead in performance and utility. In short, the new 900 is a suitable heir to a great heritage."

Auto experts Steven Parker and Mike Anson cited the all-new 900 as one of the "Ten Most Improved Cars and Trucks of 1994." The two industry personalities have an audience of over 4 million consumers through their syndicated newspaper column, radio and television segments. The 900 was included because its "features, advancements and value will hold up in years to come," and its "legendary build quality make this quirky car a favorite."

In the balloting for North American Car of the Year, the new Saab 900 placed fourth among the 19 choices. The Car of the Year is chosen by a vote of automotive journalists and announced at the North American International Auto Show in Detroit. The top vote getter for 1994 was the Mercedes "C" class.

NH Saab dealer awarded for Service Excellence

Gary Blake Saab, Exeter, New Hampshire, is one of ten auto dealerships honored recently for outstanding service departments. The first Automotive Dealership Service Excellence Awards were presented by *Good Housekeeping* and *Automotive News* at a special luncheon prior to the North American International Auto Show in Detroit. Northwood University in Midland, Mich., supervised the judging, based on nomination letters written to *Good Housekeeping*.

Gary Blake Saab was recommended by Lee Ann Carvalho, who has been a loyal, satisfied customer since 1988—despite living in another state for the first five years, and commuting over 300 miles each way to visit the dealership. Mrs. Carvalho's letter pointed to the service department's integrity, courtesy, and flexibility. Customer-oriented practices, such as taking the time to thoroughly explain repair, minimizing waiting times, providing on-target estimates, greeting customers by name and maintaining thorough service records all combined for a positive owner experience.

Saab Convertibles popular as Kidney fund prizes

You could win a new Saab 900 Turbo Convertible by participating in one of two Dream Car Campaigns by chapters of the Kidney Foundation.

The National Kidney Foundation of New York/New Jersey is holding its ninth annual Dream Car giveaway. The first prize is a 1994 Saab 900 Turbo Convertible, which will be on display at the Greater New York International Automobile Show at the Jacob Javits Convention Center. The drawing will be held on the final night of the show, April 10th, 1994. Other prizes in the drawing include a Color TV, a VCR and cash awards. The seller of the ticket drawn for the grand prize will win a \$5,000 U.S. Savings Bond.

The National Kidney Foundation of the Delaware Valley will be awarding a 1995 Saab 900 Turbo Convertible in its Second Annual Dream Car Sweepstakes Campaign. The drawing date is June 17, 1994. The seller of the winning ticket will receive \$1,000 in cash.

Tickets for either drawing are \$1.00 apiece or a book of 12 for \$10.00, and it is not necessary to be present to win. To order tickets for the New York/New Jersey drawing, call (212)629-9770, (201)342-7894 or (516)222-1883. Tickets for the Delaware Valley drawing can be ordered by calling (215)923-8611 or (302)654-4551.

9000 qualifies for "lower than standard" premiums from State Farm Insurance

State Farm Insurance Companies have included the Saab 9000 on their list of 1994 models that qualify for "lower-than-standard" collision and comprehensive insurance premiums. The all-new 900 has advanced to the "standard" premium category — its predecessor was rated "higher-than-standard."

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 coverage. State Farm based its 1994 ratings on actual vehicle damage and theft claim losses for similar models during previous years.

Saab Demographic Profile

The following demographic profile of Saab owners was included in the press information on 1994 Saabs:

- 53% of today's Saab 900 owners are male, 47% are female. 64% of today's 9000 owners are male, 36% are female.
- 63% of 900 owners are between the ages of 25 and 44. 60% of 9000 owners

are between the ages of 35 and 54.

- The majority of Saab owners earn between \$50,000 and \$150,000 per year, with close to a third earning over \$100,000. The median household income of Saab 900 owners is \$81,000, while the median for 9000 owners is \$107,000.
- Two-thirds of Saab 900 and 9000 owners hold professional or managerial positions.
- Saab 900 owners are highly educated. 82% have graduated college, while 32% hold post graduate degrees. 70% of 9000 owners graduated college.
- 70% of all Saab owners are married.
- Half of today's Saab owners have dual incomes.

Other Saab News

Look for a 3.0-liter version of the Saab/GM V6 in the 9000 for 1995.... U.S. debut of the Saab Sensonic transmission will be at the New York Auto Show in April.... Saab sales in the U.S. are up as a result of the new 900. The January total was 1,455, up 14.8% over January 1993. 1,030 were new 900 5-doors.

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The Reviews Are In

As with any new product, the producers rely on the critics to evaluate and report to the consumer. Here are the summarized impressions from several of the major car magazines.

compiled by Clare Dodge

Automobile

December 1993

Remembering that Vauxhall was once the Lotus of the Twenties, we expected to be cynical and sad when the new 900 was unveiled.

The new Saab 900 is a real Saab, a worthy addition to a line of slightly eccentric, extremely rational cars dating back to the Forties.

The V-6 is a fine, smooth powerplant, and even though die-hard Saab people still believe in the hot turbocharged four, it's likely that most U.S. customers will go for the quiet, torquey 170-bhp six.

On the road, you quickly appreciate that traditional Saab steering precision has been retained, and you are sharply aware of the single greatest drawback in the new body design: The A-pillar is much too thick and much too far away from the driver, blocking an area of view that could easily hide one of Saab's Scania eighteen-wheelers. After the aircraftlike wraparound screen of the earlier 900, with thin pillars well aft, this is a real disappointment. But it is the only one. The new seats are wonderful, better than those of the 9000; the body feels even stiffer than previous models; the minor controls are easy to reach and easy to use; and the ride quality is excellent, actually better than that of the heavier 9000 in many respects.

A particularly nice feature is the "black panel." It's Saab jet fighter technology for the road.

The manual gearbox itself is quiet, slick, and satisfying, with the best linkage Saab has had since it abandoned column shifters.

AutoWeek

August 23, 1993

Even with help from GM and a platform from Opel, the new, improved Saab 900 maintains Swedish traditions.

This coming together of car building cultures starts with the design. Penned by Geoff Wardle under the supervision of chief stylist Bjorn Envall, the new 900 has a clean, aerodynamic look that is unmistakably Saab from the

grille and faired-in headlights to the upward sweep of the beltline. When approaching or caught in profile, the 900 is pure Saab. Yet from the rear, the five-door hatchback takes on a rounded muscular appearance Teutonic in nature.

Though the 900 looks like a Saab, the overall feel is more state-of-the-art German rather than traditional Swede. The door handle pulls are solid and the doors close with an authoritative thump. You sit in the seats, not on them. Where previous 900 buckets were more chair-like, these front seats envelop their occupants.

Though the black panel cuts down on distractions, it would be preferable if the feature were programmable to allow some functions, such as the tach, to remain illuminated along with the speedometer.

You really have to be out of shape or subject to severe brain fade to induce oversteer.

Beyond the mechanical improvements, Saab has done much to upgrade the way it builds cars, a key to keeping prices down and quality high.

Car and Driver

November 1993

We tested the first U. S.-spec Saab 900 east of the Mississippi, and did not cause onlookers to gape, gawk, or gasp. In fact, it stirred exactly one comment, from the driver of a '89 900 Turbo: "New 900? Thought so. Nice."

Saab purists-us included-sneveled loudly that GM would dilute the 900's eccentric but lovable ways. A Buick Skylark from Sweden, maybe. This definitely, positively, conclusively has not happened. Every millimeter of this new 900 is true-blue Trollhattan.

Perhaps the best thing about the new 900 is that its creators have paid obsessive attention to details. Items like: Flawless paint inside the doorjamb; A rubber rattle absorber on the floor of the glovebox; A fuse box mounted high at the left end of the dash so that neither a flashlight nor contortions are required to examine it; Unique exterior door handles grained so they are not slippery when wet; Carpeting under the lift-up rear seat; A dead-lock system, so that even if a thief smashes a window, he can enter and exit only through the jagged glass; A pull-down handle inside the rear hatch, thus unsullied by road grime; Luxurious padding on the inside of the A-pillars.

If we had to select one car that the new 900SE most resembles, it would be the \$19,700 Toyota Camry SE—the only five-speed Camry.

Not hot rods but blessed with strong acceleration. Not sports cars but possessed of sufficiently firm damping to send you looking for blue highways. Styling that is modern but in no way radical.

The new V-6-powered 900 is exquisitely assembled and fun to drive, and its cargo-carrying capacity certainly makes it a practical grocery-hauler.

Counterpoint

If there has been a long-running style contest between Sweden's odd couple, Saab and Volvo, Saab just took the lead. My God, this duck is actually handsome.

I liked the new Saab 900 as soon as I saw the advanced photographs. This, I thought, was an example of evolutionary design with appealing freshness. It's not easy to do, you know.

Only the V-6 flies in the face of the usual Saab philosophy, and we can live with that.

Off-the-beaten-path shoppers will love the new 900's distinctive looks and character. They'll be getting a car that's fun to drive, to boot.

The Verdict:

Highs: Exquisite assembly, tractable V-6, rock-solid structure.

Lows: Visibility, rubbery shift linkage, fiddly key extraction.

The Verdict: Still uniquely Saabish; the company's best car in 44 years.

Road & Track

November 1993

Best Swedish export since Stefan Edberg.

The car's heritage is obvious even when viewed from hundreds of yards away—it's just not quirky with a capital "Q" anymore.

Driving on the roads near Saab's home in Trollhattan revealed a chassis that's nimble and responsive while still offering nicely supple ride quality.

The 5-speed's shift linkage deserves high praise too—it's rewardingly precise, just a touch rubbery with none of the fragile, scratchy feel of the old 900's mechanism.

Motor Trend

December 1993

Today's automotive industry is a real circus. In the center ring, the compact segment is performing a juggling act trying to provide consumers with all the features they want at a reasonable price. Stage left, American manu-

facturers are chasing the Japanese around trying to catch up in the quality game. And up above, the Europeans are walking a tightrope, balancing prestigious yet sporty sedans with competitive prices. In the spotlight amidst this hoopla is the '94 Saab 900—a multitalented performer poised to steal the show.

The 900's exterior received mixed reviews from staff members, but most were positive. Owners of older 900s will find the car comfortably appealing, but the uninitiated might be put off by the Saab's unique lines.

From the front seat, you'll notice the biggest interior changes for '94. A new, cleanly designed, and attractive instrument panel and dashboard shape one of the most intelligent layouts available in a sport sedan.

The staff agrees this is the best Saab they've driven. Steering response is quick and precise. The V-6 is responsive, the brakes strong and linear. It's easy to corner quickly without tossing your passengers like a mixed salad. There's minimal squat and dive, and a taut European ride quality usually found in costlier Mercedes and BMWs.

The 900 should do for Saab what the 850 is doing for Volvo: prove that new tricks from a seasoned talent can create excitement in any arena.

European Car

November 1993

The new Swedish hatchback makes the best of compromises between Opel and home-grown technology.

There is no question the new 900 (S and SE versions to start) are great cars to drive. Seats are typical Saab—great. Visibility is very good—not quite in a league with the original 99/900. The five door is an odd choice. Upscale hatches have not done too well. Wind and road noise are about average for today's cars, which leads me to believe that the Europeans are willing to sacrifice isolation for a liveliness and feel not found in most cars produced elsewhere.

The V-6 is smooth, torquey.

The gearbox has been revised—the linkage is as good as any fwd that comes to mind, and it enrolls Saab in an exclusive club: cars with synchro reverse.

A couple of odd offerings (without them it wouldn't be a Saab): First, Sensonic, developed in conjunction with Sachs, is an automatic clutch—an old, old idea that I thought had been lain to rest.

The other oddness is called Black Panel. Turning it on eliminates all instruments except the speedo (during the day the instruments just

die—at night they black out). Saab claims ergonomic benefits. How often do you look at your speedo? Faced with a malfunction, the appropriate instrument turns itself back on. Someone must have liked it.

Sports Car International

January 1994

Granted, it looks like a Saab. The proportions are similar, the body contours are smooth and soft and it has a readily identifiable grille and hood. It's a practical 5-door sedan with unexcelled stowage capabilities. And yes, it's a safe car.....

A Saab without a key-in-the-floor ignition switch is like an Indy car with no turbo boost, so the new 900 puts it between the front seats, same as in the previous 900 and the Saab 99. And naturally the new 900 features ride and handling characteristics that give new meaning to the words "sporty Saab." Whether you choose the base 2.3-liter 4-cylinder or the optional 2.5-liter V6, you'll find yourself grinning from the first moment you step down on the throttle.

The bottom line is that there are up-to-the-moment levels of performance, behavior, interior space and passenger protection in the new 900, but it's still a Saab through and through. It looks and feels like a Saab, but one brought into the 1990's.

Brake effort is nicely weighted, and handling is terrific. The strong, final understeer characteristic of previous 900s is a thing of the past.

Tight, 270-degree, off-camber turns, of the type common on the Pacific Coast Highway through Big Sur, have a way of making even a well-balanced rear-wheel-drive car look and feel bad. Not so the 900. It dives through such corners with verve.

The new 900, in either 4-cylinder or V-6 configuration, is a remarkable automobile. It would have been all too easy to get it wrong. Anywhere along the design and development path somebody could have said "Profits are critical, make it more mainstream," or "We can make it cheaper if we cut corners on safety (or sportiness, or performance). No one will notice," or "Swedish durability is a myth, and it's only critical to Swedes."

Instead, we have a new Saab that has been endowed from cockpit to tail section with the character and characteristics for which Saab automobiles have been loved from their very beginnings. Assuming, of course, you can forgive seats that don't fold down into beds.

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Coupe and Convertible variants of the New 900 Introduced

Rounding out the lineup for the new Saab 900 are the 1994 900 3-door Coupe and the 1995 900 Convertible, which were publicly introduced in early January at the North American International Auto Show in Detroit and the Greater Los Angeles Auto Show. Also revealed was the latest version of Saab's legendary 2.0-liter turbocharged engine, now featuring balance shafts and enhanced to offer 185 horsepower, which will be available as an option in both the 900 Coupe and Convertible models.

The 900 Coupe shares the same platform, overall body shape and roofline as the 900 5-door, but has wider doors and larger side windows. Structural integrity is stronger than the car it replaces, 60 percent stiffer in torsion than the previous 900 3-door, as well as slightly stiffer than the new 900 5-door. The Coupe is also 13 pounds lighter than its predecessor, demonstrating Saab's expertise in advanced vehicle structures. Three-door body shells were an integral part of the new 900's extensive safety development program, which included over 100 crash tests using 19 different crash techniques. Like every Saab, the Coupe has been engineered to all-new levels of safety performance, including full compliance with 1997 U.S. side impact standards.

The 900 Convertible has also achieved



optimal stiffness—top up or top down. The roofless body is 73 percent stiffer in torsion, as well as 27 pounds lighter than the previous Saab Convertible, which had already been renowned for its over-the-road integrity. Saab's technicians in Trollhattan added structural reinforcements to the new 900 Convertible's sills, which are now double-skinned with high-strength steel and further braced with a series of internal struts. A boxed crossbeam behind the rear seat adds further stiffness, while the A-pillars are formed by a G-shaped member that runs from the windshield header rail, down the hinge post and into the sill.

The all new Saab soft-top follows traditions established by the original 900 Convertible, providing exceptional comfort and pleasure in any weather. The top uses an advanced microcomputer-controlled operating system that controls a series of electric motors instead of a hydraulic system as used in the previous model. The trunk-

mounted microprocessor makes raising and lowering the top exceptionally easy. With the car in a stationary position, the owner simply unlatches two handles on the windshield header rail and activates the center-console mounted button. The whole assembly disappears into the soft storage well behind the rear seat and a solid boot cover closes over the top to form a flush surface. This unique soft top design is from ASC, Inc., in Southgate, Michigan, which also provides the top components for the Saab Convertibles.

Handling in both the Coupe and Convertible is improved over the previous 900 as well, thanks to the now-familiar Saab MacPherson strut front suspension and rear twist-beam axle with twin stabilizer bars and its rigid body structure. Turbo-engined 900s and all Convertibles also get a sport suspension package which includes a 30 percent stiffer front stabilizer bar (24 mm instead of 22 mm in diameter), and a 22 percent stiffer rear system (one of the rear twin stabilizer bars has been increased from 15 mm to 18 mm in diameter). The gas filled shock absorbers have been recalibrated and larger, low aspect ratio tires are fitted on 16 x 6.5 inch, 3-spoke Turbo alloy wheels. A deep rear spoiler also sets the Turbo Coupe apart.

A new version of the turbocharged 16-valve engine produces 185-hp at 5,500 rpm. Derived from the engine used in the 9000 Turbo, the 2.0-liter turbo engine in the 900 Coupe and Convertible features dual balance shafts for smoother operation, as well as the award-winning Saab Trionic engine management system. A low-inertia turbo-



charger system with intercooler ensures an aggressive torque curve, which exceeds 148 ft.-lbs. over a broad, flat engine speed range, of 1,700 to 6,000 rpms. Peak torque for the 2.0-liter Turbo engine is 195 ft.-lbs. at 2,100 rpm.

Saab's 2.3-liter naturally aspirated four-cylinder engine will be the standard powerplant in all 900s, while the 24 valve, 2.5-liter V6 will be an option. Traction control, including an on/off option, is standard equipment on V6-equipped 900s.

The 5-speed manual and 4-speed Aisin-Warner automatic transmissions will be available in all non-turbo 900s. A clutchless manual transmission, dubbed Sensonic by Saab, will be available only on 900 Turbo models beginning sometime in 1995.

The 3-door 900 Coupe will go on sale at Saab dealers in the United States beginning in May, and the Convertible 900 will follow several months later. Pricing on the 3-door will be similar to that of the 5-door 900, starting in the low \$20,000 range, with the 900 Turbo priced in the upper 20s. The 900S Convertible will begin in the low-\$30,000 range, while the SE will be in the upper 30s.

No 900s in Houston?

If your local Saab dealership does not have any new 900s, a note in the January edition of *Curt's Newsletter* may explain why. Curt Rich is a salesperson at Star Motor Cars, the oldest Saab dealership in Houston, Texas, and a Mercedes-Benz and Volvo dealership to boot. According to Rich, the dealership has not received any new 900s due to a requirement by Saab Cars USA that they must add a \$30,000 sign to the front of the showroom. This was not acceptable to the dealer as the proposed sign is larger than the fascia on which it would be mounted. In addition, it would require the removal of other Saab identification on the adjacent Saab-specific parts and service facility, thanks to the local ordinance governing such advertising.

Though Star Motor Cars has tried to negotiate with Saab on the size and location of the required new sign, there was no resolution as of February 1.

Rich also reports that the dealer margin has been cut to about six percent on the 900S, making it impossible to discount the price of a new 900, something many new car shoppers have come to expect in the cut-throat world of auto pricing.

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Our air inlet kit continues to be a smash hit for both Turbo and non-Turbo 16V 900s. Unlike our imitators, a Group 6 kit has the required bracketing to prevent the filter from self-destructing or causing the air mass sensor to fail. It installs in minutes and offers a noticeable increase in performance. Our normal price is a very reasonable \$80, but for the next 30 days, you can buy one at a full **25% discount. Just \$60** to make your SAAB faster and protect your engine better, plus you never have to buy an air filter again!

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Your Sexy SONETT

by Roger Libby, Ph.D.

(Roger Libby is a nationally known writer and sex therapist. The following is a transcription of a speech Dr. Libby gave at the New England Sonett Club meeting on March 6, 1983. The tape and transcription were made by Chris White, and the article was originally published in the newsletter of the New England Sonett Club.)

Dr. Libby is the founder of NOSE, the National Organization of Sexual Enthusiasts, which publishes a newsletter (for details, send a #10 SASE to PO Box 8733, Atlanta GA 30306), and he is the founder of National Orgasm Week. He now drives a Mazda RX-7, but wishes he still had a Sonett.

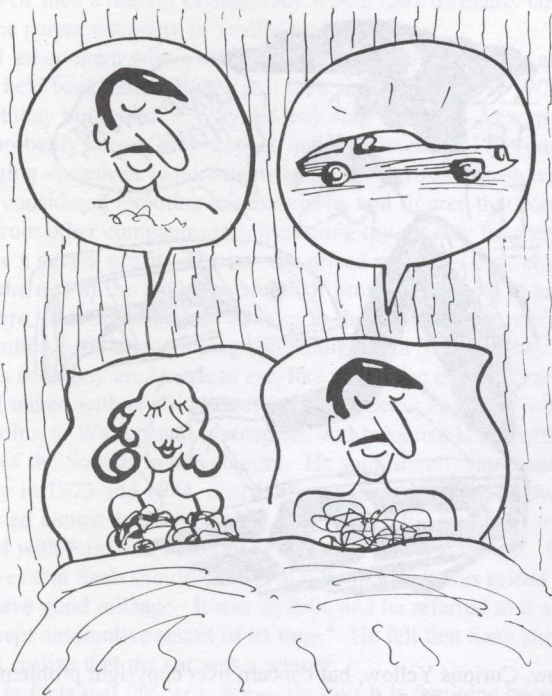
Dr. Libby's recently published book, Sex from Aah to Zipper, is available at B. Dalton Booksellers. He has another book coming out soon called The Pre-Sex Discussion: Six Steps Toward Consensual Safe Sex.)

I thought I would talk about the interviews I've had with a lot of Sonett owners, as well as the people at Saab in Orange, Connecticut, where they took me to lunch and we talked about the history of the car and some of the design features of the car.

My topic is "Your Sexy Sonett" because I feel one of the real values of the Saab Sonett is the sex appeal of the car and the kinds of people who drive Sonetts. I think there is a quality common to all Saab owners, but especially with Sonett owners. Saab people like to fiddle with cars, are a bit eccentric to begin with, and a little bit unique in many other ways.

My experience in these interviews is that there is a lot of variation in the personalities, values, and lifestyles of people who drive Sonetts. Some people are into their cars just because they like to drive. Others are into meeting people who drive Sonetts and are into a real adventurous lifestyle that transcends the car, but also includes it.

Some of you have probably seen the recent ads that say "If a car is really an extension of one's personality, what kind of person would drive a Saab?" It talks about how the average owner [in 1983] is male, age 38, college educated, works in a managerial job and earns over \$40,000 a year. That may not describe the Sonett owners still trying to patch-up cars that are no longer in production, but at least part of the ad simply doesn't apply to us. The idea of having a car that gives you goosebumps when you drive it, that has a lot of pep and performance and also a kind of cult car reputation are all part of the heritage that all the Sonett Clubs are built on.



I found it very interesting to talk to Sonett owners and ask them about the design features of the car and how they felt driving the car, and how they felt other people reacted to the car, especially those with the very common reaction, "What is it?" They often don't believe it's a Saab. I asked people whether they would describe their Sonett as masculine or feminine and about their own identity while driving the car.

In the literature, the car has been described as smooth, flowing, balanced, contemporary, and a product of Italian design philosophy, whatever that is. It is really a blend of Italian design, by Sergio Coggiola, executed by Swedish engineering and craftsmanship, with pinch of American marketing. One of the things I learned was that 133 Sonett II owners were surveyed by Saab to determine their likes and dislikes. They didn't like the column shift and they wanted more room. Saab found that most of the owners kept the Sonett as a second car. Sonett II owners averaged 30 years old, enjoyed tinkering with cars, and they liked a performance car with a sporty appeal. The survey was used to determine the market for a Sonett III. Unfortunately, Saab never did any market research on the Sonett III and really didn't do much advertising either. Both the Sonett II and the Sonett III were difficult to sell. Some of the dealers I talked with felt that Saab could have marketed the car much more effectively and generally undersold themselves in terms of market potential. For example, the Sonett III was introduced in this country with virtually only one or two Americans having seen the car beforehand.

In the 1970 sales information bulletin for dealers, the Sonett III was listed as having a top speed of 110 mph, not 105, as is commonly quoted. My own experience is that the car, with Jack Lawrence's Motor Sport Service exhaust system and two-barrel Holley carburetor, can certainly make 105 mph and depending on speedometer accuracy it could top 110 mph. Incidentally, the car was never in a wind tunnel during the design stage. I was surprised

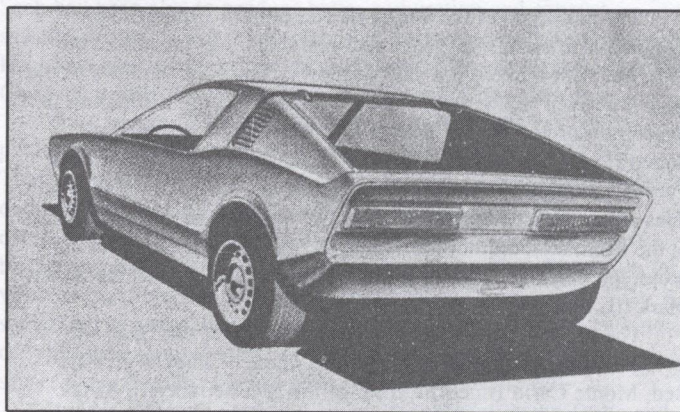
to learn that since it has such a low drag coefficient of 0.31 and Saab, the airplane company, never tested it that way. At my lunch with Bill Walters and Len Lonnegren at Saab, I learned that the Sonett was actually a stepchild of the company. It was never part of the Saab family like the 900 or the Turbo or the other Saabs. The Sonett was seen as being "outside" the company and, in fact, they were not even built at the main assembly plant. The Sonett III was built in Malmo at the Railroad Works.

In the conclusion to their report to dealers in 1970, prior to the improvements of the Sonett III, Saab stated that the car was always intended as a limited production automobile and never intended for mass production. This was so that people could buy something unique that they could cherish as part of their own uniqueness. Uniqueness was the key to the Sonett concept. Besides, the person that buys one will undoubtedly be the kind of person who buys a car because it is different and scarce and not in his neighbor's driveway.

"So, sell the car this way," Saab told its dealers. "Stress the fact that the Sonett III is a limited-production car, a prestige car, and mention that it might be difficult to get one right away — you won't be far wrong. We're bringing in less than 1,000 this calendar year for 350 dealers. Above all, plan your requirements and place your orders realistically. We'll have few cars and many dealers and we want to be fair. Think hard if you feel you might want to cancel in order to help someone else get the car."

So why did people get into a Sonett II or a Sonett III? As we all realize, it was 10 years ahead of its time in terms of many of its features: front-wheel drive, fiberglass body, etc. I'm going to intersperse the rest of my presentation with comments from people, some of whom are here, and with notes from my luncheon with Bill Walters and Len Lonnegren, which was quite interesting. I had a fast ride in a Turbo to and from the restaurant. I think that they were trying to convince me that there was something besides the Sonett! Incidentally, Walters was the head of marketing when the Sonett came out, too, but he was not aware that Sonett meant "so neat" until Mike Raphael's article came out.

Nick Toomey, who is, of course, famous for his work on Sonetts, commented that he always liked Sonetts because they impressed women for dates and because it's hard to get out of a Sonett fast. Scott Prentice claims that the Sonett attracts women like a magnet, partly because it has a great heater! Scott enjoys classical music and romantic scenes. He told me about a sunset over a pastoral New England landscape shared with an old high-school



One of Sergio Coggiola's designs for the Sonett III.

girlfriend and how they shared wine, brie and a little fun in the Sonett. It sounded as though the romantic addition of the car was critical to their pleasure. So, there is a romantic aspect to the car; just being in the car and feeling its adventurous qualities.

Reliable but anonymous sources also tell me that Mike Raphael is a flirt when he drives his Sonett. As this seems out of character, perhaps it can be more easily explained by considering his presence in the car. Inside the car he may feel more freedom than otherwise. I don't know, maybe he can tell us about that later.

One of our members, Paul August, said he doesn't necessarily feel the car is sexy, but he sees it as definitely feminine. This is really interesting. Some people are convinced that the car is totally masculine. Paul called his car "Hoffenrafer", or the Green Death because he had wrecked it twice. Sometimes he calls it the Green Hornet. He feels there is a suppleness associated with the car and that this made it feminine. On the other hand, he calls his Saab 96 Hubert, and to him Hubert is just as clearly masculine. "The Sonett moves like a belly dancer. Driving it is like classical ballet, whereas, driving Hubert feels more like driving a tractor than like dancing." Then he said the Sonett is a classic if you want to pick up women. "The car is 'cute' and nonthreatening to women. It is fun and a symbol of a zest for life. The uniqueness of the car breaks the ice when giving someone a ride. Unlike the new Saab Turbo owner, those owning Sonetts do much of their own work, and have a Saab disease... they are all a bit strange."

I took fairly extensive notes during the luncheon with Len Lonnegren and Bill Walters. These guys are characters. There is no doubt about it, they are not only top executives in the business community, but also really into Saabs. They believe in their product. They told me that the Sonett's main competitors were the Datsun 240Z and Jaguar XKE. The automotive press was hard on the Sonett. This was particularly true of the Sonett II, but also of the later models. *Car and Driver* published an article which was harsh, and so did *Sports Car Graphic* where the Sonett II was actually called an "ugly car." They said they tested a "Swedish joke."

When Saab changed to the Sonett III, they were, of course, trying to improve on the car. Sergio Coggiola was told that he had full control in his design except that he had to leave the passenger compartment intact because it was too expensive to change the central part and frame of the car. For the most part, Coggiola's design was left intact, but he did suggest some changes that weren't practical. His original drawings show a more "peaked" nose. Saab felt that to produce the car that way would require a spoiler to help keep it on the ground. It was modified to what we now have.

The prototype of the Sonett III was built in 1968 or 1969. Coggiola's drawings suggest a rear-end that looks much like the 1970 but with louvers and side windows. The side windows would have improved rear vision, but were dropped due to difficulties in structural design. The prototype that was built is essentially a Sonett II rear clip with the Sonett III hatchback window and nose. Further modifications moved the gas cap and straightened the rear lines along the side of the car. The car was also lengthened, mostly in the front, so it did not look quite so fat. It is not clear, but the prototype may have had a tilt-nose. The car was dubbed the Sonett Mark III, later just the Sonett III.

The original colors for the Sonett III suggest that Saab was trying to appeal to a more adventurous market. They were Baja Red, Monte Carlo Blue (the color of the Mediterranean), Safari Green (referring to the car's performance in East Africa), and Midnight Sun. Saab's sense of humor showed in their desire to call



the yellow, Curious Yellow, but concern over copyright problems prevented them. I think that sense of humor is part of the sex appeal of the Sonett. There is a certain flair and uninhibited feeling about the car, perhaps more true of the Sonett III than the earlier models, but true of both body styles.

The head design engineer at Saab, in Trollhatten, Bjorn Envall, had nothing to do with the design of the car. Apparently, he didn't want anything to do with it. He, and many others in the company, saw it as a frill. Walters and Lonnegren say that the Sonett III's design was the nicest and sexiest car that Saab ever built. I think it has a timeless beauty, not only the physical appearance, but also the handling. They mentioned an incident at an ice race, where the car spun on its roof 16 times. It was dubbed "spin head" but this is remarkable evidence of the car's excellent balance.

Most of the 10,000 Sonetts built were Sonett III's. Ninety-five percent were sold in the United States, with a very few to England and Switzerland, but it was never seriously marketed in its home country, Sweden. There are about two hundred in Sweden now, most of whose owners belong to the Club Sonett Sweden, including Sweden's answer to Frank Sinatra, Lars Lundal, who owns several. One of the members of the singing group The Monkeys, in this country, owns a Sonett.

There was some talk of developing a Sonett IV with a 99-based drivetrain, but it never really got off the ground. Saab felt it would be too expensive and that there wouldn't be a market for the car. I think they were wrong, but that was their estimate. Len Lonnegren and Bill Walters said to me that we will never again see this kind of sports car built by Saab. Their sports car concept is more like the Turbo and not of an independent venture. Walters advises us to revel in the past. In a nostalgic tone, he said, that is the best we can do. I pressed him. I felt there was a market for a three-door turbo sports car with the sex appeal of a Porsche 944 that would still capture a bigger market. He said the 944 is not a practical car and that for Saab to build a sports car it must be more practical. He said that the closest Saab would come to building a sports car, at least in this decade, is the three-door 900 Turbo. Walters and Lonnegren

represent only part of the power structure at Saab. Even if they believed such a market existed, they would have difficulty convincing the parent company in Trollhatten.

I asked them what kind of people bought Saab Sonetts and what held back sales. Was it just their limited numbers? Why didn't they build more? Why did they stop in 1974? As some of you probably know, they stopped making Sonetts in 1974 due to changing emissions requirements and the expense of crash testing. Saab considered retooling too expensive, and figured that competition from other companies was increasing too quickly for them to realize a decent profit. The car was priced relatively low, along with the rest of the Saab line and their profit was based, in large measure, in turnover. Even Swedes in the United States weren't all that enthusiastic about buying something like a Sonett. They would just as soon buy an American car, like a Cadillac or whatever.

I talked with Harold Friedley, Sr., of Cedar Falls, IA, who, according to Walters and Lonnegren, was responsible for selling most of the Sonetts in this country. He sold literally hundreds, mostly in 1973 and 1974, distributing them all over the Midwest. He acted almost as a wholesaler, even though his franchise was shared with Ford and Mercury. He really marketed the car. He believes that Saab should have sold a lot more. It was priced right and gave good mileage. It was stylistic and he referred to it as "The best kept automotive secret of its time." He felt that Saab simply didn't realize that the car was a winner.

He feels that the car is sexy. He says it is feminine because of its size and the size of the engine. "Thinking people" bought the car. They were bright, well-educated and creative people. Friedley still has some used Sonetts on his lot in Cedar Falls priced from \$3,500 to \$4,000. College professors bought quite a few Sonetts, which I thought was interesting since I am one. Mostly men about 30-45 years old bought the car, but a good many were sold to some more adventurous women, especially those who liked to work on their own cars.

When I was trying to talk Walters and Lonnegren into a Sonett IV, they pointed out the failures of other sports cars, from the cost standpoint, at least. They said that to really build a good Sonett IV would price it beyond the range of the Turbo, \$20,000 to \$30,000. The competition would be the Datsun 280ZX and the Porsche 944. They felt that Ford had failed with the EXP because of its design weaknesses and that the Audi Quattro was a failure simply because of its price, \$35,000.

I sensed that after the luncheon, they were a little less sure than when they arrived about the possible market for a Sonett IV. I'm not particularly optimistic, but do believe there is a potential for Saab to produce and successfully market a new sports car. It may not happen in this decade, but perhaps the next, depending on the economy and the feelings of people like us.

When asked about the future of Saab, they said the company would continue to be on the forefront of technology. The APC Turbo is current evidence of this. As far as a smaller sports car, Len Lonnegren said, "Romance does not make money. If you want romance, buy a Ferrari." Not everybody has that kind of money. They felt that the Pontiac "P" car, the Fiero, was similar to the Sonett and that different manufacturers are busy copying the Datsun and the Sonett. They felt it was dumb to seat only two people. I thought that was one of the advantages. To be close to someone you care for being hugged by seats that are shaped to you in intimate surroundings. I can only wonder what Scott Prentice and his girlfriend would have to say about "dumb" two-seaters.



A sexy Sonett ad from 1974

At least one authoritative definition of a sports car is quite clear that it only seat two people. Many cars that claim to be sports cars certainly don't fit that definition, including the Turbo. Maybe when they said it was dumb to only seat two they were interested in group sex instead! I grant you that the Sonett is certainly good for something other than romantic parking and sexual trysts. It is, after all, a little small, although some people I've talked to did say that they had made love in a Sonett III. One in a Sonett II. Others indicated trying and failing — very interesting.

I did not talk to Jack Lawrence about the sex appeal of the Sonett, because it was clear that he is mainly interested in the speed and handling. If a sexual aspect of the car existed for him he didn't talk about it. The same is true at Saab. All business. Tables in the office were covered with business magazines and profit analyses. When I asked about the price of parts and indicated that some were available from the Ford Industrial Engine division cheaper than from Saab, they indicated that wasn't their concern. Still, it was nice to have a bunch of enthusiasts struggling to keep their cars running and giving Saab a good name.

Many hours later, writing with leaky pen and drinking much coffee, I was still talking to Bill Walters and selecting photos I hoped to get slides of for this meeting. Bill talked about the different features of the car and the role he and a few others had in its development. As the head of marketing, he was able to influence some minor style changes. He owned a Sonett with a Weber carburetor and free-flow exhaust. He realized then, and wished that Saab had been able to produce better carburetion and exhaust systems for the car for it was clear that the engine couldn't breathe. He would have preferred the rear window treatment suggested by Coggiola's early drawings, rather than the solid quarter panel.

Then he and Len talked about the realities of the car-buying public. The median income for a Turbo owner today is \$70,000. That seems high to me. The median income for a non-Turbo Saab owner is \$40,000 to \$50,000. Once again, that seems high. By contrast, Bill Walters said that the Sonett was, of course, a lower budget car. Of course, it was a different era, too. It had been fun to work on the project at Saab and even though the Sonett was something of a stepchild of the Company's, Walters still had a kind of "almost romantic feeling" about his involvement. Business senses clear, but also a sense of excitement about the car.

It is clear that all Saab is thinking about today is the Turbo and how to make money with it. As for the future, he says we'll see

wild designs by the end of the decade. Cars will be more banana-shaped with forward cockpits and smaller noses, something like race cars. We probably won't see a mid-engined Saab this decade, but we will see transverse-mounted engines, large interior cockpits, smaller dashes with more microcircuitry and more simple interiors. Spartan, but smooth with about the same wheelbase. Incidentally, two of the Sonett's many criticisms were small tires and ugly bumpers.

I think in many ways that people have kept the Sonett alive. Clubs, like this one and the Minnesota, Seattle, and California clubs have created a classic legacy and even some mystique. People like Jack Lawrence believe enough in the car to manufacture parts. People like Mike Raphael believe enough in the car to write about it and form clubs. He said it well in his article, that the car is "so neat." It is a cute car, but much more than cute in its sex appeal. It does attract people. Sometimes, as the driver, you must wonder if it's you or the car that someone else is interested in. For many, the car is an extension of their personality. The car and driver seem almost one. The way that you and the car relate, the steering wheel can have a sensuous direct quality. There is a firmness about the Sonett, the way it rides and handles, that some people find masculine, almost sexual.

The Sonett is appealing, tantalizing, and magnetic. I think there is little wonder why we get "thumbs up" when driving. In my own experience, I flirt with women and women flirt with me when I drive my car, and it's at least partly the car. It's a lot of fun. A brief ride can rejuvenate even the most depressed person... kind of a high for the day. Chris White says she loves the cozy interior and the instrument placement, the contours of the seats and the relaxing way you can sit with your legs straight out low to the ground. She said it was love at first sight for her, and she saw the car at its worst, when it was dirty, on a rainy, murky, cold day. "I had to have it. It was made for me. Everything was just right." She feels she is in her own private cocoon when she is sandwiched into her orange Sonett with two stereo speakers from her tape deck and her own sensual world of pure pleasure. She says the car is sensitive and that most Sonett owners reflect that sensitivity. Quite a testimonial. Her sister Nikki wanted to keep it after Chris had parked it in her



yard, but Chris couldn't part with "her love." In fact, she doesn't even let her husband drive the car. She has since sold the car to Walter Kern on the condition that she get a ride once in a while. She is certainly excited about the car. She is an exciting person. That is true of most Sonett owners... a unique personality.... a little bit of flair there.

When I talked to Bill Tesmer, he talked about how the car was built for one purpose - to carry you and a close friend. That reminded me again of Scott Prentice. Tesmer also owns a Corvette and he has a very different feeling about himself, and people relate to him differently when he is driving his Corvette -- more macho, powerful, and more materialistic -- as compared to the Sonett. And, women aren't as threatened by the Sonett as they are the Corvette, from his experience. Also, he said that the idea of just two people and one suitcase and a bit of wine and cheese and an exciting weekend away from it all was really a sensuous experience that he thought about when he thought of the Sonett. (This sounds soooo great!!!)

A woman who owns a Sonett, he said, either works on it herself or she has plenty of money. Either way, she is adventurous, she is a risk-taker and she is not afraid of the car. Unlike the driver of the Corvette, who is used to powering himself or herself in traffic, a Sonett owner is more sensitive and caring and less materialistic and competitive and drives the car more like the eggshell that it is -- in terms of its fiberglass body. I gathered from that discussion that there was a kind of sensual collaboration between the car and the driver, as well as the passenger who might be embraced by the ambience as well.

Kevin McNamara, some of you may remember, placed an ad in our Newsletter wanting to know why women couldn't relate to him in his Sonett. I was curious if he had gotten any takers - if any women actually wrote or called him after he put the ad in, which Scott claims is not the beginning of a "personal column" in the Newsletter. Kevin got one call from a woman in New Hampshire with a Sonett II, the same person who called me, incidentally, talking about her Sonett II and how she plans to keep it forever. He talked about how he thought it was the state-of-the-art and he just wanted to keep his car running forever. He was afraid to park it at the club that he owns. (He happens to own a go-go club in New

Jersey.) I'll tell you, doing research for this talk was really something, I mean, I happen to be a sexologist, but when I talk to people who own go-go clubs and Sonetts, it gets really interesting. He talked about his topless bar and how he had just been shut down, but at least his car was still running.

Paul August told me that he even got a job because of his Sonett. The interviewer looked out the window and was just admiring this great car and Paul said, "That's mine." He said, "Oh, my God, you must have great taste." The interview was for a job as an engineer to do some advertising for the company -- he was hired. He said that the Sonett made the difference. So Sonetts can be good for you in more than one way.

One Saab brochure for the Sonett II asked interested buyers to go to their nearest Saab dealer and ask for the Toy Department. I don't think of either the Sonett II or the Sonett III as a toy. I guess that says something about the attitude of the company regarding the marketing on the car. It was considered a frill, and a stepchild of the parent company.

The Sonett III had the same wheelbase as the Sonett II, but was 5 inches longer. The Sonett III was altogether sleeker than the Sonett II, a longer tail with more overhang, making it look less abrupt. The fastback styling was changed in Sweden, but followed most of Sergio Coggiola's design. The sexier mag wheels were added in 1972, and then the bumpers in 1973.

Some people have affairs with people. Some have friendships with people, sexual and platonic. A great many Sonett owners, based on my interview, have a love affair with their cars, and certainly Ron Wilcox is no exception. He sent me an interesting cartoon showing a guy's wife saying, "So, you're having an affair. At least it's not with another woman."

I think the car has that kind of appeal, that people who own Sonetts do have love affairs with their cars. It is a very intimate feeling to have a Sonett and I can understand how some people feel it is feminine and others feel it is masculine. That also says something about the owner, not just the car. It is in the "eyes of the beholder" whether you perceive something as masculine or feminine, sexy or not, or just as a machine. One owner claimed that the Sonett becomes masculine or feminine based on how the driver treats it. Some people pamper the car and others push it. Among the many and varied opinions on the gender of the car no one thought of it as a transvestite.

Some of the typical descriptions of the Sonett include:

- sleek
- appealing
- sexy
- sensual interior
- cozy hugging your body

Since touching is an important part of a sexual relationship, the sensitivity of the steering wheel qualifies the car as sexually responsive to the driver's touch, in an X-rated kind of way. The driver literally communicates with his or her car by driving it. Ron Wilcox pointed out that the original ad featured a sexy woman, blonde of course, from Sweden, with a man driving and playing the dominant role. There was some sort of sport or activity being engaged in. So, you can see that the sportiness and sex appeal of the car was used in the early '70's advertising.

To Andy Ethier, the Sonett is exotic. It has an element of eroticism, as if it were some kind of erotic paraphernalia. Some-



times women flirted with him while he was in the car and no driver gets flirted with (or seduced) unless he or she is open and interested. One frequent comment during these interviews was, "Oh yeah, before I was married I would flirt and meet people, but once I got married, I didn't notice, or at least I wasn't supposed to. I have to display my ring prominently." One woman commented, "Since my marriage... well, I used to meet people in my Sonett." They sound like they died when they got married! To me, this is sad. One former Sonnet owner, who had just sold the car, said that owning it was his "last, brief fling before turning 30." It was a "hot" car, years ahead of its time. Women were enthralled with it and he saw the car then as masculine. A lot of women looked at the car while it was up for sale and he commented that they felt it might demonstrate their independence. He said the mystique of the car was nice, but that the affair was over because it cost too much to keep. I heard this from many people, usually ones who did not work on the car themselves. Now, he drives a 1982 Volkswagen Rabbit and since his marriage, and the end of his Sonett affair, is blissfully unaware of other women.

The Sonett, of course, looks more expensive than it is. We all know that heads turn and there is a lot of comment on the street. Yet, the interesting thing to me is how the people perceive it and how people so clearly see the Sonett as masculine or feminine. One person thought that the car was androgynous, a blend of male and female. Another person thought of it as a frog, when the headlights were up. He also said, "Yes, it is a sexy car," masculine when he drives it, but when his wife drove it she said it was feminine. He felt that the front looked like a Ferrari. He said that some women flirt with him even with his wife in the car "because they don't see her." So he says, "I'm a little tied up right now."

Walter Kern made a lot of interesting comments. Of course, most of you know Walt designed the Quantum Saab and he is currently involved in trying to make parts for the Sonett. He feels that the Sonett III is one of the nicest designs ever made and it is not as feminine as the Datsun Z cars. He said the Sonett is a masculine car that does not offend the ladies. I heard that comment from other men, too. Kern claimed that women who liked men liked the Sonett. As for women coming on to Walter, he says he tries not to

notice too much as he is married and 64. I fail to follow that reasoning, and said so.

Russell Keene sold the car even though he loved it. He needed a four-passenger car. He now feels like a traitor and may buy another out of guilt! He is married, so his ring stayed on whenever he was in the car. Almost sounds like some new kind of passive restraint - required by law. To Russell, the car is masculine because of the hard ride and he felt that aesthetically it is also long and thin, somewhat phallic.

Gene McCann, Turbo owner, looking for a Sonett, prefers the Sonett to the Turbo or EMS because the design fascinates him and he has had a lot of sports cars. He considers the Sonett a classy car - way ahead of its time. It is clearly a sexy car, and it is fast. He likes to take it nice and slow with women, in contrast to the way he drives. He feels the Sonett has a love of the road.

Another person I talked to said she felt that my topic was outrageous. She said the car was nice-looking, but not necessarily sexy, that no car was sexy. She didn't see the car as either masculine or feminine, but did admit it was sexy compared to a Cadillac. She works for a Saab dealership.

Gerry Kessler has a 1974 red Sonett and gets plenty of flirting from women when he drives it. One woman in an Audi flirted for a long time, passing and waving several times. He said the car is masculine, because if it were feminine he wouldn't be interested. His wife agrees. Guys flirt with her when she drives the car, too. "The car is sexier than a 240Z and gets the action."

In several cases, where both a man and a woman share a Sonett, the man frequently saw the car as definitely feminine while the woman described it as masculine. Both liked it that way. To some, including Bill Tessmer, the car is more unusual that it is sexy. To Greg Prentice, the Sonett III is more masculine than the earlier models, but the II and the V4 are cute. Greg feels that the car has a penis shape. To David Webb, the car is racy, sleek and sexy. Leaving a bar, a woman said, "Nice car," and wanted to drive it immediately! In an article that appeared in the Club Newsletter, Henry Sherrerd described the leather-covered steering wheel of the Sonett II and saying how sensuous it was to grasp it. That was X-rated!

Swedes are straight forward about their cars and about sex, too. I can tell you that based on sex research and my own visit to Sweden. I think that there is a certain practical kind of quality in all Saab cars and the Sonett is no exception, though there are a few features that aren't quite so practical.

I got a letter from a Pennsylvania woman named Camille. She said the car is very expensive and sleek-looking and that many people that see her for the first time don't know what kind of car it is. She feels that the front end is very attractive and racy-looking and that men really notice her in the car. She has had men want to buy her car, and/or get acquainted. She has always been attracted to different looking sports cars and she says that after her husband and family, she loves her Sonett best and would like to keep it for a lifetime. "When I was single, my Sonett was a good way to meet men." I guess when she got married, monogamy became her only vision. "My husband tells me that when he is driving the Sonett, the girls really give him the eye." Not everyone finds the car quite so endearing. One owner is threatening to make her Sonett into a planter.

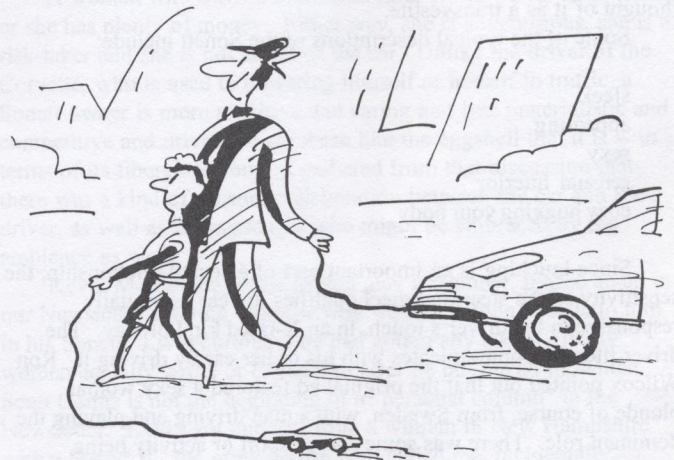
For my part, the Sonett puts me in touch with my inner desires, my fantasies, and my feelings of arousal, excitement, and humor. I don't dissociate those feelings. I can't take sex quite as seriously as

a lot of people do. I have to laugh a lot when I'm in my car. Sometimes I chuckle as I drive too quickly without my radar detector. It's like leaving the diaphragm in the drawer. I like to hug the corners tight and accelerate with the sureness that few cars seem to offer and, of course, with Jack Lawrence's exhaust and carburetor my Sonett is really quick. Nick and Tim Toomey tune my car, ensuring its capability. At high speed, I am in second heaven. At 100 or more, I'm flying low, like I used to when racing hydroplanes at home in Seattle. The sensations of speed are provocative and tantalizing. When I do slow down to notice the world around me, much of that world notices and appreciates the beauty and sex appeal of my little car. I get smiles, winks and other flirtations, along with waves and thumbs-up. Comments like, "Nice car," and sexy hellos are common.

Like a sexually assertive woman who prefers to initiate pleasure, the Sonett likes to initiate driving pleasure. Perhaps that is why many of its drivers are themselves adventurous, lusty and creative; thinking people who get into their emotions and their pleasures, who enjoy a thrilling ride, some good food and some delicious sexual pleasure. It may be that Sonett drivers are better lovers in their cars as well as at home. They expect more and get it, too! The finely-crafted, graceful movements of the car simulate sexual undulations. Peaks and valleys of the road are yours for the taking. The Sonett responds to every touch of the wheel, brake and clutch, not to mention the accelerator.

Finally, my own story. I met my girlfriend because she has a Sonett and I have a Sonett and we met on the street. She knew my name because Amherst is a small town. She said, "You must be Roger Libby." We met for a drink. She was looking for the famous mechanic, Nick Toomey. Here I am, trying to come on to her, and all she has to say is, "Yeah, but what about Nick Toomey?" It appeared to be his reputation and not my body she was after, but I wasn't taking any chances!

(Drawings by Andre Feldstein. A recent immigrant from St. Petersburg in the former Soviet Union, Andre is trying to eke out a living in Duluth, MN.)



Technical Talk

Broken crank pulley

High (over 100,000) mileage Saab 900 owners may be spared some heartache if this letter reminds them or their mechanic to periodically check their main crank pulley (a.k.a.: harmonic balancer) for separation or the rear main crankshaft oil seal for leakage.

The pulley is actually two concentric pieces joined to each other by a rubber seal. A third pulley is attached to the end of the balancer. My pulley failure appeared to be caused by a leaky main crankshaft oil seal, which ironically only costs about \$5. Oil gets on the rubber joint in the pulley, softens it and allows the inner two V-belt pulleys to slide towards the engine where the oil pump alloy housing is located. The outer pulley stays put. When this happens, an intermittent cicada-like sound of metal-on-metal will be heard. This sound increases in pitch as engine speed increases and is noticed when increasing or decreasing engine speed. In contrast to this, the sound made by a worn timing chain, is heard mainly on rapidly decreasing engine speed.

Ignoring the pulley sound or mistakenly attributing it to a bad air conditioner belt tensioner pulley bearing can be very costly, because further damage can occur rapidly (less than 200 miles in my case.) If the pulley is separating, you will see a shiny ring in the middle between the 2nd and 3rd pulleys. This is the newly exposed inner half of the pulley as shown in the attached photo.

This needs to be fixed immediately by installing a new pulley and oil seal for a little over \$200, because the inner pulley half will continue to rapidly advance into the oil pump housing, where it will grind down the oil pump hex bolt heads and cut through the high pressure oil passage. When this happens, oil will leak out, the car will be abruptly disabled, and the \$200 oil pump housing will also need replacing.

This happened to my 1983 900 Turbo with 120,000 miles on it, which needed pulley, oil seal, oil pump housing, and housing bolts (OUCH!). It could have been worse, because I was just getting ready to make a long trip over July 4th weekend. Luckily my car wasn't disabled somewhere they've never heard of Saabs let alone worked on them.

W. H. Mengel
Cincinnati OH

Saab addressed this problem with Service Campaign 511 in 1985. Owners of 1982-84 900s were sent letters informing them that the front pulley would be replaced under warranty if it separated. This program ended in 1987. Details on Service Campaign 511 are in Service Information bulletin 06/85-766, in S.I. Supplement #5.

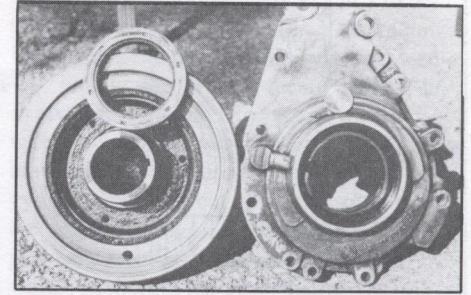
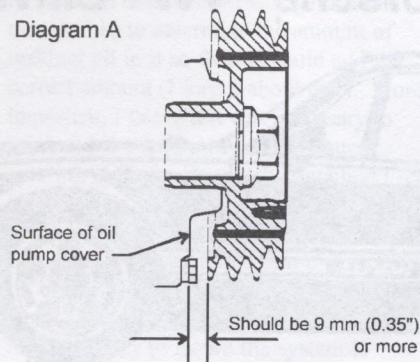
The following is from that S.I.:

Inspection Procedure:

At each regular service interval, make an initial check of the crankshaft pulley. With the car on a lift, check the distance from the inner surface of the pulley (see Diagram A) to the surface of the oil pump cover. This may be accomplished by stacking feeler gauges together and measuring the stack with a vernier caliper. A distance of 9mm (0.35") or less indicates that separation has probably occurred and the technician should prepare to replace the crankshaft pulley.

If clearance is more than 9mm the crankshaft pulley is okay and need not be examined further until the next service.

Diagram A



Replacement Procedure:

Replace the pulley using the guidelines given in Service Manual Section 2, page 216-3 to 216-5. Don't forget the allowance to torque reading when using the special wrench (P/N 83-92-961)

Length of

torque wrench

"L" = 12 in.

"L" = 16 in.

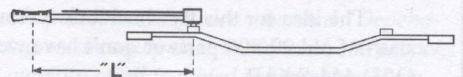
"L" = 20 in.

Torque loading

40 ft.lbs (55Nm)

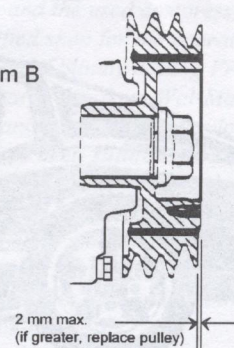
50 ft.lbs (70 Nm)

58 ft.lbs (80 Nm)

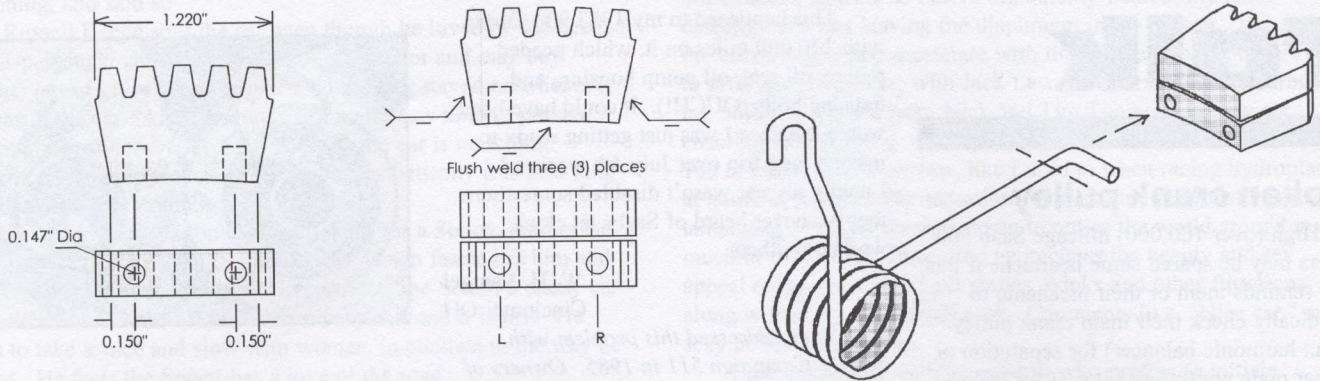


If while replacing the pulley you wish to verify separation, use a straight edge and a feeler gauge to measure the distance between the crankshaft pulley center section and the surface of the outermost pulley ring (AC drive sheave removed, if equipped). A distance of more than 2mm indicates that separation has occurred.

Diagram B



Technical articles written by subscribers may recommend procedures or parts not approved by Saab Cars USA, Inc. The SAAB Club and NINES cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.



DIY Tools - Flywheel lock

This simple flywheel locking tool is made of pieces salvaged from a Saab 99 or 900. The end of the spring fits into a hole in the transmission case to lock the flywheel into place for replacement of the clutch or removal of the flywheel.

The toothed pieces come from a section of the starter ring from a flywheel and the spring is from a 99/900 front caliper, circa 1975-87. With one flywheel and several calipers, you could make enough for other Saab owners.

1. Cut two pieces from the flywheel in the dimensions shown in diagram 1.
2. Drill a hole in one of the flywheel sections to accommodate either a left or right spring.
3. Weld the two flywheel sections together in three places as shown in diagram 2.
4. Cut angle off spring as shown in diagram 3.
5. Braze spring into hole.
6. For a finished look, your new tool can be glass beaded and painted.

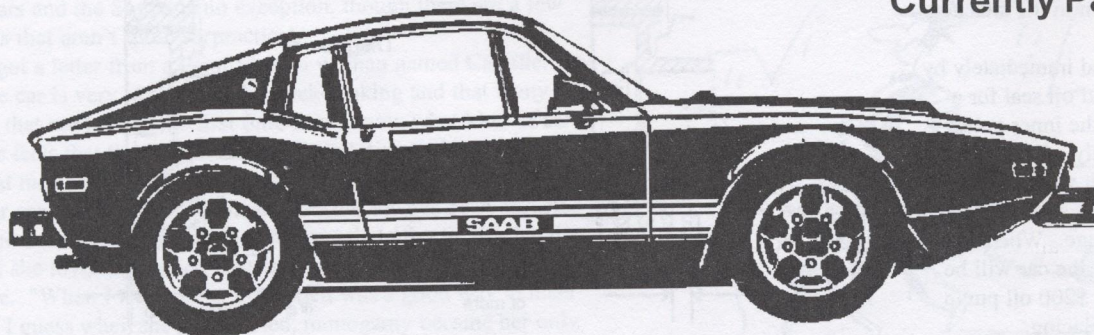
The idea for this flywheel lock is from David Snider at Scandinavian Auto Service in Boulder, Colorado. If you don't have a stash of old 99/900 parts or don't have welding equipment handy, Snider also offers this tool for sale. It can be ordered by calling (303) 444-SAAB.

Have you built your own tools to repair a Saab? Let us know. Please include a drawing or photograph. If your idea is selected for publication, you will be rewarded with a one year extension of your membership.

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Comments on previous NINES:**Amber fog lenses**

This note is in response to Mr. Donald Ludwig's letter in issue #219 about amber fog lights. The are available from Saab!

Amber lens P/N 02-46-397

Lens retainers (2 per side) P/N 02-46-405

Unknown

Minimal oil filter spillage

In reference to a letter asking about changing the oil filter on a 900 without spilling oil (#219, pg. 7). I wrap the oil filter with one or two plastic grocery bags to contain the small amount of spilled oil. I also wear a latex glove and grasp the filter with a napkin. This second step retains some friction even though a bit of oil has spilled outside of the filter.

David Yee
Shreveport, LA

Leaking oil pressure switch

James Iverson wrote in issue #220 about a leaking oil pressure sending unit on his 1985 16-valve 900 Turbo. There was a Saab Service Campaign on defective oil pressure switches in 1986 that might have covered his car. According to Saab, the campaign involved 1986 models with engine serial numbers G000001 thru G017894.

A manufacturing date is stamped on the oil pressure switches in a four digit code. The fourth digit should be a 5, signifying manufacture in 1985. If the third digit in the code is A thru F (the month of manufacture, Jan - Jun), the switch came from the batch that could develop an oil leak.

Toby Ornett
Minneapolis MN

Pirelli P700 vs. P700Z

In reference to the article in issue #220 written by Eric Woo, I would like to indicate my experience with the Pirelli P700.

My 1991 U.S. spec Saab came factory equipped with the P700 tires and at approximately 23,000+ miles the outer side wall on the right front tire became severely cracked. I took the car to the local importer and I was informed by the Saab people there that they and Pirelli folks are aware of the problem (this is one of the reasons Pirelli redesigned the tire to the current P700Z model) and that the cracking was not dangerous. I was also told that there is an agreement between Saab and Pirelli that Pirelli would replace free of charge tires that

have this problem. Saab ordered and mounted new P700Z tires, much to my surprise, on all four wheels - and yes, there was no (I will repeat, no) charge for the upgrading to the P700Z's

Alden Billitti
Los Angeles, CA

Gambling on used A/C parts

I was most interested in Doktor Nio's advice to Mr. DiGregorio in Issue #218 in which it was blithely suggested he replace his growling A/C compressor with a used one from a NINES advertiser. Having gone through the experience myself and since there is no quick turnaround (i.e. by telephone) source of technical advice available through the Saab Club, I feel it is important to point out some concerns for the benefit of other members.

First, buying anything from a used parts supplier is risky. Used valve covers are one thing, but complicated parts like A/C compressors are something else again. Testing of such parts to determine their condition is beyond the capability of at least one of the advertisers in NINES. Despite this, I needed a compressor for my '89 900 Turbo (60K miles) due to a failed compressor shaft bearing so I ordered one (I can disregard my own advice because I have done such work before). The compressor was promptly shipped and was covered with a 30 day (verbal) guarantee. However, it was unsealed and during shipment an unknown quantity of oil spilled out. Although this wasn't a problem for me, it caused my Freon-filling mechanic some consternation when he told me he had to remove the used compressor (after I had mounted it) to determine the amount of residual oil in it so that he could add the correct amount (I forgot about that). More important, I thought it was necessary to minimize the amount of air/moisture entering components which contained Freon in order to prevent the corrosion to metal that occurs when Freon and moisture react. So why was the used one sent unsealed?

When doing component replacement work like this, it is a good idea to replace the receiver/dryer to insure the system is moisture free. My friendly neighborhood Saab dealer charges \$100 for this American made part (Four Seasons Co.). I was able to get the same part at a Karparts store for \$40.

The next problem facing the do-it-yourselfer is getting Freon added to the system. "Federal regulations" (yet another gold mine for repair shops) now require A/C

systems to be evacuated, filled with nitrogen and checked for leaks before being charged with Freon which now costs \$12 to \$30 per pound. (Saabs need 2.2 lbs.). You are now looking at \$100 to have your system gassed.

Finally, the last task facing the DIY-er, as always, is finding a mechanic who is willing to work on your system in which you have supplied new/used parts. You not only gyp him out of his cut of the parts, but they are very reluctant to be associated with any problems resulting from someone else's work. In short, it isn't easy being a backyard mechanic anymore, so good luck to all of you with growling compressors.

William Wallace
Stockton, NJ

Doktor Nio says: *Never assume anything. I must try to remember this old parable in the future.*

When a compressor is replaced due to its internal failure, any A/C repair technician worth his certifications will remove the old compressor unit and the receiver-drier and flush each line and system components with an R-12 based flushing agent to remove contaminants. Flushing the replacement compressor is also recommended. Depending on the equipment being used, the proper quantity of oil is added to the compressor before it is mounted, or the system is assembled with a new drier, then evacuated to 30 inches of vacuum and the measure of oil added before "dumping" the charge. Evacuation with a vacuum pump is necessary to ensure all moisture and other contaminants are removed before the oil and R-12 charge are added.

*Sorry but I cannot agree with the general inference of your letter. I assumed the car and the used compressor would go to a qualified shop for the operation. With the exception of blindly adding Freon with those little charge kits from Wal-Mart, air conditioning repair and service is not and never has been suitable for the backyard mechanic, period! The total equipment needed now in order to legally repair R-12 systems costs more than a new Saab did a decade ago. Don't blame the service shops for yet another case of bumbling bureaucratic bull****!*

By the way, most of the compressors Saab uses are available rebuilt from domestic suppliers. We have sold dozens at a fraction of Saab's new list prices. Please note, however, the warranty on these units is voided if the unit fails and there is no evidence the system was flushed and the drier/filter replaced.

Improving efficiency on a 900

Having a daughter in college has put a squeeze on the family budget and given me the occasion to think about further reducing travel costs. Previously I had sold the '67 stroker known as the Jellybean since my daughter no longer commuted between her high school classes and a college class. I continue to commute to work on a bicycle so I have reached the ultimate in efficiency myself. This leaves the SPG/five-door that my wife uses to get to work. I wondered what might be done to maintain its power and safety while moving toward Geo Metro type fuel efficiency.

For starters we must acknowledge an outdated Cd of about .40. Since wind resistance increases dramatically with speed we have agreed to limit speeds to 55 mph in normal driving - exceptions for rallying are permitted.

Next I began a search for ways to lower engine RPM at a given speed. The good news is that there is a taller gear than the stock .78 ratio that is not in any listed U.S. model. I next searched for taller and skinnier tires, taller for lower revs and skinnier for less wind resistance. According to my calculations a 185/80-15 tire would be ideal but I could find only a British tire for a Jaguar in that size. Wanting a more popular size available locally I settled on a Kleber 165/80-15, made by Michelin in the U.S., that I could buy from a dealer in my small town. This gained more in reduced wind resistance than in reduced revs but it would help.

I then cleaned out the hatch area finding

heavy items like a T lug wrench that unnecessarily duplicates the Saab supplied lug wrench, especially since I lubricated nuts with antiseize compound and torque lug nuts with care. I saved 30 pounds without compromising my roadside repair capabilities.

Although I had changed over to 5W30 Mobil 1 soon after combining the old body and newer style engine I figured it would continue to be an essential part of improving fuel efficiency, especially in Minnesota's cold climate. I stayed with EP75 gear lube since it is quite thin already and has kept the transmission free of problems for 160,000 miles.

A test of the changes so far occurred on a 4,000 mile trip during which I averaged 39.8 mpg. About this time I met a fellow driving an odd looking Honda Civic VX. By attaching simple plastic faring pieces made from such sources as a kid's plastic swimming pool to cover wheel openings, radiator air inlets and underbody rough spots he claimed to have averaged 57 mph over the previous 20,000 miles. A search of my shop uncovered clear mylar and 2mm Fomeboard. The mylar smoothed the bumper to hood transition while the Fomeboard covered the rear wheel openings. Doing comparison tests on a long hill where the terminal speed exceeded 60 mph I found only a 1.5% increase in speed, not enough to warrant more permanent changes in bodywork.

For the time being I am willing to have these small changes along with the major speed constraint keep my travel budget at a minimum. However, a clue to a major improvement in fuel efficiency revealed itself last winter. I had left the car out due to a project in the garage. A storm with

heavy snows and strong winds hitting the car head-on sculpted the 13 year old five-door into a sleek and graceful new shape, a shape quite similar to what Saab designers came up with in their wind tunnels for the 1994 900!

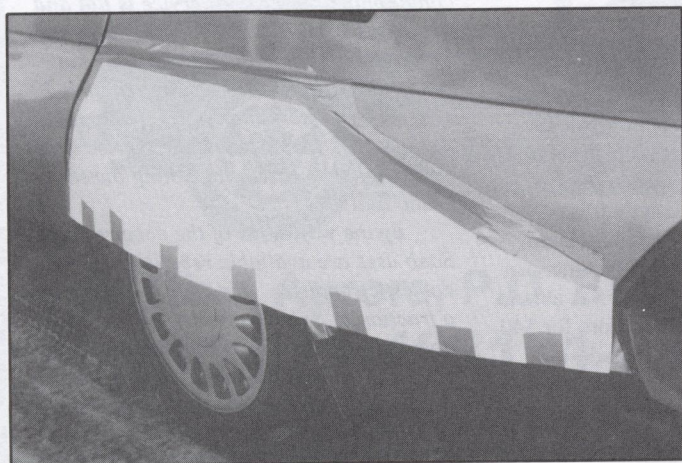
Early Saab Transmissions

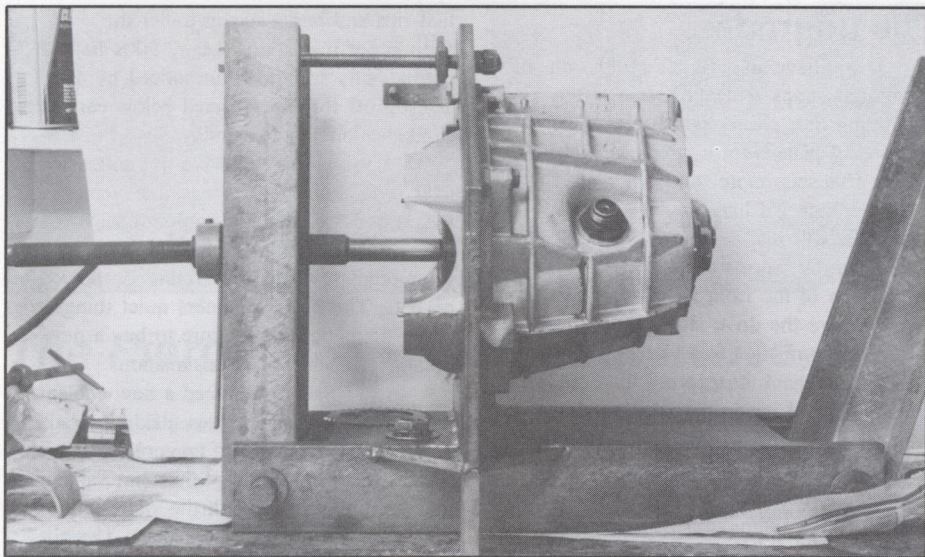
Last year I received an invitation to visit my nearest Saab dealer for a "Free 25 point safety check." During the time my car was being checked I went to the parts counter and asked if there were any old tools like 96 transmission jigs that were about to be scrapped. The counter man said he would check with the most senior mechanic. With tips from that mechanic and a patient parts man I spent half an hour digging through a large wooden box of Saab and VW parts and tools. What I turned up made my day - a near complete jig for two-stroke and V-4 transmissions along with a five-bolt wheel puller. I bought all but one part in its own protective box. After agonizing for a week over the additional \$65 for the small box containing the ring and pinion measuring jig I returned and bought that as well. Much to my surprise the dial indicator needed for setting ring and pinion clearances was already in my tool collection - it turns out to be the indicator used in the #2 spark plug hole to set timing in two-strokes. The dial has degree readings for timing and mm readings for other applications.

Last summer I noticed the only Corvette yellow 96 in town parked at the shop of our town's favorite Saab mechanic. Rolling around on the workbench was the car's transmission with the hope that a chronic oil leak might finally be cured. Wanting to help

Attempts at improving the aerodynamics did not produce good enough results for more permanent panels.

photos by Eric Johnson





in the repair and curious to see how complete the jig might be, I offered this deal - use of the jig if I could stop at critical points and take pictures. The accompanying photos show the jig both as a holder and as a puller/press for various shafts and bearings. In short it worked beautifully!

The bad news on the 96 was that the tranny had been butchered by a previous shop—they attempted to cure a slipping freewheel by welding to lock it. Perhaps by welding first one side, then the other, the input shaft had been seriously warped, eventually destroying the pilot bearing and output shaft seal. New clutch parts and transmission seal along with a custom made pilot bearing and an Ashcraft freewheel lockout cured the problems. Careful measuring during reassembly produced not only a leak free cure but also the sweetest shifting 96 in town.

I hope that other club members are able to find such tools before they are discarded and to put them in service helping keep old Saabs on the road.

Eric Johnson
Northfield, MN

Proper car of your V4 transmission

A. Handling and Installation

1. While rebuilt gearbox is out of car do not carry it by holding onto clutch shaft.
2. An attempt has been made to provide the rebuilt transmission with the proper oil level. Nonetheless, this level should be checked once unit is installed with the engine in the car. Check the oil level by removing the top plug and inserting V4

transmission dipstick at a slight angle to the rear of the unit until it hits bottom. A dipstick can be made out of coat hanger or other suitable 9" wire with a right angle bend at 7". The bend will limit travel of stick and should coincide with the top edge of transmission fill hole (in bell housing). Mark the stick at 1.5" and 2" at opposite end from bend. This one-half inch range will act as the low and high level marks for the fluid. The car must be level for checking oil level. Use only 75W gearbox oil when topping off.

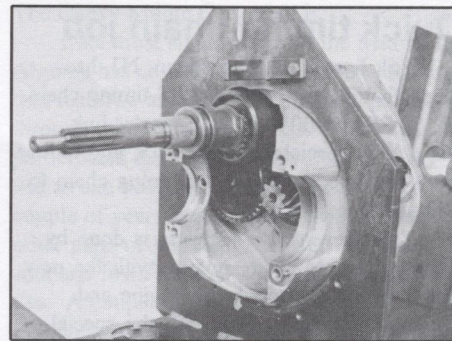
3. Once the drive train has been fully installed, operate engine while shifting through all five gears twice with the car stationary to complete oil circulation. Drive easy the first 100 miles to allow bearings and gears to wear in properly.

B. Regular Owner Care

1. In order to prevent a possible countershaft shearing in cold weather (below 32 degrees F) I recommend "limbering-up" the transmission before driving. After starting the car in the winter, move shift lever through all five gears once to help circulate oil around with the clutch in before taking off. An additional recommendation is to shift especially carefully during first few miles when temperatures fall below 10 degrees F.

2. Check the transmission oil level every six (6) months and change oil every 2 years or 20,000 miles, whichever comes first. See information in A.2. above concerning a homemade transmission dipstick.

3. Do not use the gearshift lever and clutch as a braking system - there is another pedal for slowing the car down! Dramatic



down-shifting puts unnecessary wear on the engine and transmission. Synchronizers can wear out prematurely causing expensive repair bills. Synchronizers can last over 200,000 miles if they are primarily used during up-shifting.

4. Use and maintain your parking brake for parking the car! Put parking brake on before putting the car into reverse or first so that the pinion gear will not get unnecessary wear which may eventually contribute to the transmission's demise.

Roger Harris
Springfield, MA

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Quick timing chain job

Erik Larsen of Manasquan, NJ, has found that he can use the IWIS timing chain, SAVE P/N 75-00-697, with master link, along with Special Tool #M5843, and reduce the labor time to replace the timing chain to 5 hours (from 10).

This preventative measure is done by breaking the old chain, linking with the new chain, rolling it through the engine and installing the master link with the special tool.

The job becomes more affordable to the customer whose Saab is approaching 100,000 miles.

From the SAVE/EPI newsletter.

900 upgrades

If you have an early 80's 900 with soft aluminum straps protecting your tranny from bottoming out, please, get the later galvanized steel plate from a wreck to replace them. I've seen more trannys cracked open like eggs than I'd like.

900s will rust like any other car, to save them from tin worms check these items: At the bottom of the front suspension structure, below where the drive shafts pass through, dirt/salt accumulates and rots this area - clean it out/check it/rustproof it. I routinely spray/pump oil inside the front fenders wheel arch seams, as this area collects salt/trash inside the plastic snap on trim. It's also easy to pop off the plastic and clean it out. I also oil seams under the hood and car regularly. I particularly like aerosol Liquid Wrench, it's foamy and is easier to direct than WD-40, but I also use motor oil in traditional pump cans. Whenever I'm under or into the car I always have one form of oil with me and hit virtually every bolt, seam, and flexing point as things get inspected.

Check where the shifter rod goes thru the toe board; there's a nasty rubber bellows


that rips and lets water in under the soundproof insulation. Many 900s have permanently wet floors unnoticed by owners. The tip off for water leaked below carpets is condensation inside windows.

16 valve cars that have not gotten the later style timing chain tensioner need one. If you don't know what rattling chains sound like at idle find out. Apparently the chains wear prematurely if the rattling is allowed to persist. The new tensioners quiet things down dramatically. Be sure to buy a new sealing washer for the installation.

In '87 Saab introduced a new coolant reservoir cap with 2 valves inside instead of 1. Get one. Each warm up/cool down cycle pulls a vacuum. Without that 2nd valve air may be drawn in through the water pump seal, particularly a marginal one. The air accumulates in the cylinder head, expands when the engine is hot and can disrupt normal circulation. It's also a good idea to routinely open the petcock on the thermostat housing to let air out. Excessive air can lead to head gasket problems or a cracked head.

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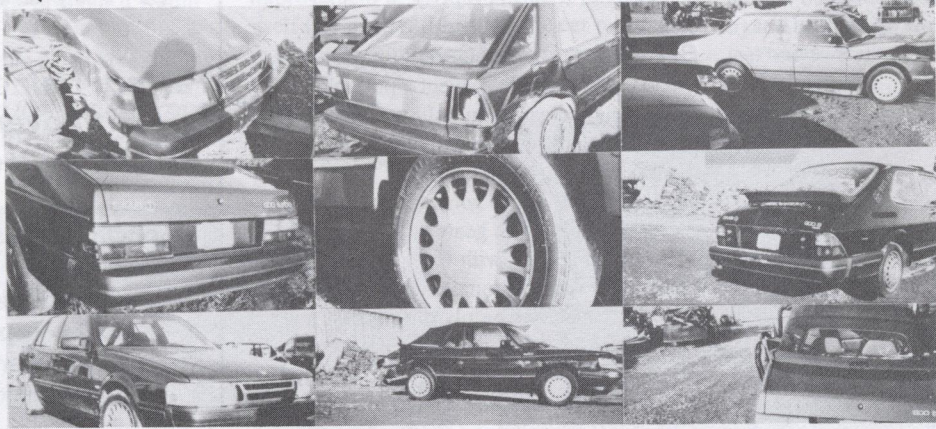


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The Pierce Town Saab Experience

Algoma, Wisconsin, is a small town on the western shore of Lake Michigan. The population of Algoma is about 3,000 people... and over 20 Saabs. Yet the nearest Saab dealership is over an hour's drive away. What is even more amazing is that all of these Saabs are over 20 years old.

This high percentage of older Swedish autos is due to the efforts of Brian Davitt and Robert Marquardt, a couple of Algoma businessmen who call this endeavor to fill their town with older Saabs the Pierce Town Saab Experience.

PTSE got its start in 1991 when Davitt bought a used 96 for \$1. In truth, the value of the car was taken in trade for some sculpture. The Saab had become disabled when the tapered pin in the shift linkage fell out. A gas station attendant attempted to repair the linkage, but somehow managed to get the gearbox locked in reverse. The 96 was driven home backwards and parked. That was its state when it came into Davitt's possession.

During a brainstorming session in a barn in Pierce Township, Davitt and Marquardt figured if they could buy 96s for \$1.00 apiece, they could afford about 3,000 of them. Unfortunately they had to pay more for the rest, but have picked up a total of 35 to date. Over twenty of those are licensed in the Algoma area.

Davitt runs an architectural millwork company called Cape Townsend, located in an old plywood factory near downtown Algoma. Cape Townsend was originally a boat building firm but has evolved into a company that does specialty woodworking. Since the millwork business does not take up the entire building, one wing has become home to over a dozen old Saabs in various states of disassembly and reassembly. One room has become storage for pieces removed from cars too far gone to save.

Virtually all of the cars were purchased through the Saab Swap in NINES. "Molly

Allen in Connecticut sold us a pretty nice 96 for \$1," said Davitt, "and we drove it home without any problems. It seems like every car we've bought had some kind of story.

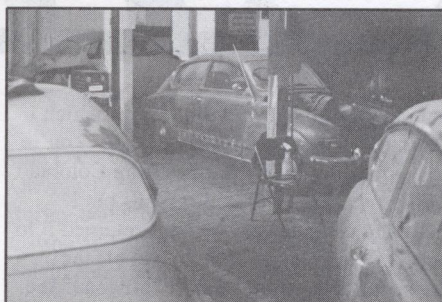
"We bought one from a woman named Bond Wright in California. The guy who worked on her car was a friend who was a college professor. Every now and then I get a call about 96s from someone in California who got my name from Bond Wright.

"Another 96 was shipped back by truck from Washington state on top of a load of plywood. It had to be lifted off with a forklift. I'd liked to have had a photo of that one rolling down the highway.

"We got a couple of cars from Hubert Wheeler in West Virginia. He has kind of a 96 graveyard out in the hills. It was sort of eerie as we drove along past his parts cars. It was foggy which made it feel like a horror movie and he had a story to tell about every car parked out there. We'd drive along and there'd be one under a tree, almost as if it had been abandoned after a summer picnic."

Davitt's personal 96 is a 1973 model, purchased from Wheeler. Davitt says he has put over 50,000 miles on it since he bought it. Marquardt also keeps several 96s running, including a Monte Carlo 850. Both have provided their high school age children with 96s to drive.

"There's three or four 96s in the parking lot at Algoma High School," said Davitt. "It's probably the highest percentage car to student ratio next to the Monte Carlo."



The Chevy Monte Carlo that is.

Like most small towns in the Midwest, Algoma has an annual Autumn Harvest Fest that features, among other things, a parade through the downtown streets. PTSE has participated for several years with as many 96s as can be made running. In the past couple of years, Saab Club members from other parts of Wisconsin as well as Minnesota and Iowa have also joined the festivities. A couple of 99s and Sonetts, and a red 900 complete with flashing red lights owned by a fireman from Keewaunee, made their way into the parade as well for 1993.

andrews

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Saab Racing History

A Belated Letter Home

Dear Mom,

You know that I'm not much at writing letters and sometimes I just let too much time slide by before I get around to writing. I realize I promised to write about that Pan-Am race we had down at Green Valley, Texas in '65, but I'm sure you understand how time flies.

I'm sure you remember the Jabro SAAB we were racing in 1965. Yes the one I used the bathroom scales to check the corner weights. Yes, Mother, it was the same car I had crashed at Lake Afton in Wichita, KS., two weeks earlier. Anyhow we had won the H-Mod race at Continental Divide Raceway where you rode the victory lap constantly telling me to go faster. Yep, that's the car!

Dick Catron, the SAAB Dealer from Denver called later that summer. Or was it early fall, (memory dims a bit) and asked me to co-drive one of the SAAB 96 race cars at a 6-hour endurance race at Green Valley Raceway in Texas. Of course I accepted, but certainly didn't tell Mr. Catron that I had never driven a front wheel drive car, let alone raced one. A race car is a race car. Besides I didn't want to mess up my first Pro Ride. No Mom, I don't really know why Mr. Catron called me but I guess it was because I had won several races with the Jabro SAAB (a.k.a. Lil-Duck I). Yes Mother I know we had originally called that car Lil-Duck I, but Mr. Catron had allowed that if we called it a Lil-Duck SAAB he would make sure that we could get motor parts at a friendly price. So we did and he did. Friendly prices are sure nice.

I know I am rambling, but you always ask questions and I'm trying to fill in the gaps and reduce the questions. Back to the race et al.

Since I hadn't ever driven a real SAAB, I called Bob Christensen, the SAAB Dealer in Colorado Springs, and told him that I needed to borrow a SAAB 96 to drive for a few days. Well Bob, being the good guy he was, said okay and then he asked a dumb question. Why did I need a SAAB 96? So I had to tell him about the race etc. He was a SAAB 96 racer and didn't see much humor in my being asked to drive the race when he wasn't. I didn't want to tell Bob that he couldn't drive a nail into a snowbank so I guess I sorta weasel worded my way around the question. Still being the good guy he



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2nd in class
3rd

SAAB

lent me one of his demo SAAB 96's which I thoroughly enjoyed for several days. You're right Mom, we lived 18 miles from Colorado Springs and had a lot of dirt roads but I really did clean the car before I returned it to Bob. Great little car both on and off the pavement. No, Mom I didn't "off-road" the

car, it was just that we lived on a dirt road. Besides how else could I get properly prepared for my first Pro Ride? Didn't want to embarrass the family-especially me. I'll "Fast Forward" now, Mom, just hang on--!!!

Received final instructions from Dick Catron: Just show up at Green Valley

raceway, practice, qualify, and win. Simple enough. We are big time, we will have four SAAB 96 race cars and nine drivers. I still haven't figured out why nine drivers for four cars, but as you know, I never was very good with numbers.

I did have the amazing presence of mind to ask Dick about maintenance etc. on the cars and motors, in other words should I bring my tools? "Won't need them," Dick said. Well you remember the Ford or was it a Chevy pickup and camper, we had then. Yep the small camper with no potty or shower. My how times have changed. Anyhow, I still don't go anywhere without my tool box. Glad I took the tools in spite of Dick Catron's insistence that the cars would be reliable. Well the cars were absolutely reliable as Dick had said. But the motors were a bit of a different story. Seems that the motors were all built in Denver, Colo., altitude 5000 ft. Green Valley Raceway is a lot lower. Oops, wrong carburetor jetting, something a 2 stroke motor really doesn't like and they proved it again and again and again. The cars were to be driven from Denver in order to break in the motors. Certainly did that. Broke three motors enroute, but not to worry. Dick being the clever and efficient team leader had four more motors prepped and flown in, (three for the cars and a spare). Great idea but still the wrong jets. (Send more motors and by the way bigger carburetor jets).

First comes race practices, four cars running. Next is night practice-all drivers required to drive a minimum number of laps. Slight problem-only 1 car running and 9 drivers needing to get the minimum required night practice laps. Thank you very much! Next day sun shines and 2 more motors arrive. Neat, we have four cars and three motors. Well three out of four isn't all that bad, or is it? That evening we have a team meeting and we decide who would drive as a team. Still 9 drivers, four cars, and three motors. My co-driver was David Dooley, a great guy from Oklahoma City, and a darn good race car driver. I don't remember all the other drivers, but I do remember Bill Randall and Kermit Turley. Sorry to have forgotten the others. Following the decision as to who would be teamed together, we drew straws to see which of the cars we would drive. Yep still had four cars but only three motors. As you guessed, for David Dooley and me the sun had quit shining. We drew the short straw and got the car without a motor. Great chance to watch the race. Now, Mom, don't get all upset and

think that I'm not going to get my big chance to do well in my first Pro ride, cause you know that part of my misspent youth was devoted to problem solving. Things like how to get the watermelons out of farmer John's patch without getting rock salt in my fanny. As you know I was successful except for one time. Damn, that stuff sure hurt. Anyhow that time was not a total wasted effort. Fortunately Dick Catron had driven a new SAAB 96 Monte Carlo down from Denver. Seemed like and absolutely was the logical solution to David's and my motor problem. Remove, install, race, done deal!

Come race time, Team orders: Don't pass a team car, but finish no worse than 1-2-3 in class. Yes Sir!

LeMans Start. David suggested that I start because I can run faster. First hour and a half running second in class and second SAAB, no sweat.... Driver change goes smoothly, David having a good time, but you have to understand that David does not like to be passed by anyone, so a slight alteration to "team orders". Next driver change, our car is now leading when David pits. "All is well with the car," says David, "however the brakes seem to be getting a bit soft". Now that was a gross understatement. They weren't soft, they were non existent, unless you call metal to metal soft brakes. However the corner workers appreciated the fireworks show every time I would brake for a corner. In fact they had so much fun that the Chief Steward requested that I stop in the pits for repair of whatever was causing all those sparks. I knew what was causing the sparks, but just to please the Chief Steward and since I had been Black Flagged, I stopped in the pits for replacement of the front brake pads. About four to five minutes later back on the track having great fun. Great job by the crew, Carter Maxwell from Oklahoma City. They had never changed the brake pads on a SAAB before. And they got more practice and got lots quicker. By the fourth car, brake pad change time was about two and a half minutes, with lots of warm fingers.

I remember several other highlights during the race, especially other team pit stops, but that's another story. We had no other problems. We finished 1-2-3 and 5 in class out of 16 in class starters. To this day I still don't know which car/motor combination Dick Catron drove back to Denver. Obviously our team had an enjoyable time during and after the race. Thanks Dick Catron and SAAB! Yes, Mother, I think David and I won. If we didn't we finished

second and I got my picture on the poster and that's as good as winning. Great cars those SAAB's.

Mom, I'll sure try to be more punctual in my letter writing in the future.

Love,
Duck

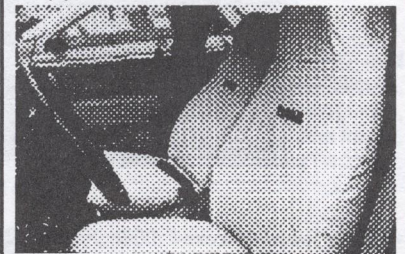
P.S. By the way, Mom, I don't have Lil Duck I SAAB anymore, but I do have a Bobsy SR-3 and of course it has a SAAB 850cc 2 stroke motor. So if you find any 850GT pistons please let me know.

Duck Waddle is offering a unique piece of Saab racing memorabilia, a reproduction of the racing poster pictured on the previous page. He has had only 150 posters made and they are all numbered and signed by him (Duck is the driver at the wheel of the 96 in the photo). The price is only \$15.00 including shipping. Any proceeds will go to the Skip Barber Midwest mechanics fund. To order, send \$15.00 to: Kamo Enterprises, 15 Cherokee, Hutchinson KS 67502.

Waddle still races a Bobsy sports racer powered by a Saab 850cc engine in vintage racing events.

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Saabs place well at Div'I PRO Rally Runoffs

The recent SCCA Divisional PRO Rally runoff held in Washington state had 30 entries, five of which were Saabs. Divisional PRO Rally champions from around the country faced off to determine the best of the second tier drivers. Of the Saabs participating, three were 99s, there was one 96 and one very fast 900.

Two rallies were held the first weekend of November in Washington. The Dryad Quest on Saturday gave rallyists a warm-up for Sunday's Porter Creek Crossing, which would determine the Champion among Divisional teams. Almost all stages were run three times, which gave the teams a chance to get some feel for the roads. The weather gods were cooperative, providing sunshine and temperatures in the mid 40's to mid 50's. One local Saab that should have run near the front was the 900 16-valve Turbo of Sam Bryan and Rob Walden, owner of Scania Autosport in Seattle. Bryan had taken the 900 to 6th overall at the Gold Rush PRO Rally in Colorado only a few weeks before. The other Saab teams were Goran Ostlund and Steve Baker in a Saab 99, also

prepped by Scania Autosport, John Vanlandingham and Dave Clark in the only entered Saab 96, Michael Leonard and Douglas Schrenk in a Saab 99 Turbo, and a 99 driven by Carl Jardevall and Anders Karlsson that made the trip up from California as Southern Pacific Division Champions.

The Bryan/Walden 900 Turbo was third fastest on stage 1 behind a Mazda 323 GTX and the Datsun 510 of Rocky Mountain division champs Mike Whitman and Kevin Linville, but underwent some major modifications to the body as the result of an encounter with a rock on stage 2 and was forced to retire. Whitman/Linville retired on stage 3 with clutch hydraulic problems.

A trio of 4-wheel drive Mazda 323's finished 1-2-3 in Dryad Quest with the Attack Motorsport Saab 99 driven by Jardevall/Karlsson finishing 4th overall, just ahead of the Scania Autosport 99 of Ostlund/Baker. Vanlandingham/Clark brought home their 96 to 8th overall and second in Class 2, while the Saab rookie team of Leonard/Schrenk did a great job by winning Class 3 and finishing 11th overall.

Porter Creek Crossing was nine stages containing 90 stage miles. 28 teams lined up for the start, not bad considering there had

been nine retirements during Saturday's rally. Four out of the five stages on Sunday were run twice and here the navigators had a chance to bring their skills forward.

The overall winner for Sunday's event was a 4WD Mazda 323 GTX driven by Tim and Penny Paterson. They weren't involved in the divisional runoff so the real battle was between the Whitman/Linville Datsun 510 and the Jardevall/Karlsson 99. After stage 3 the Whitman/Linville team held a 30 second lead over Jardevall/Karlsson.

Over the final six stages, Jardevall leaned extra hard on the 99's throttle pedal to crank out four fastest stage times and two seconds. The Saab team finished 6 seconds ahead of the 510 on the stages, but unfortunately a late check-in at a timing control gave them a one minute time penalty, dropping the Jardevall/Karlsson Saab to 3rd overall and second in the runoffs. The Ostlund/Baker Saab 99 finished the rally in 7th place, the Saab 96 of Vanlandingham/Clark finished 9th overall and won Class 2. To round off the Saab brigade, Leonard/Schrenk took their 99 Turbo home to 16th place and 3rd in Class 3 after losing six minutes due to flat tires.

(Information in this article from Carl Jardevall.)

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'74 Sonett III, good cond, '72 Sonett III for parts or restoration. Both for \$3,800 or will separate. Chris James, 17 Bobolink Rd, Jackson Spgs NC 27281. 919/673-6091 after 7pm.

'74 Sonett III, powder blue, good for parts or ambitious restoration, good engine and gearbox, can be driven but chassis is rusted away. \$550. May trade for 96 stuff or rust free 95 body. Chris Myles, St. Louis MO. 314/965-1299.

'72 Sonett IIIs, 2 complete orange cars, one w/ AC, Clean bodies and floor pans, neither runs. \$1,000 ea. Mark Rheude, 781 E Swanee Ln, Covina CA 91723. 909/394-6272 anytime.

'71 Sonett III, 120K mi, spare engine/trans, rusty rockers, needs rear window, ran when stored, restoration/driver/xlnt pts car. Stored near Chicago. \$950 obo. 99/900 trades?
Richard Patelke, 5028 Reid Rd, Duluth MN 55803. 218/724-2473.

93s, 95s, & 96s For Sale

'71 96 V4, blue, new paint, no rust, runs xlnt, new clutch, brakes exhaust, Sony stereo, xlnt tires, trans quiet, engine strong, extra parts. \$1,500/offer. Steve Frankel, 712 Clayville Rd, Powhatan VA 23139. 804/598-3277.

'70 96, recent trans overhaul, new Weber carb, presently driving. Six 96 parts cars. One compl 95, running when parked, rusty. One freshly rblt trans, new ring & pinion, never installed, several new parts. All for \$3,000. David W. Caldwell, PO Box 91, Roaring Gap NC 28668. Days 910/363-2693, nights 363-2002.

'67 95 V4, complete car, clean body, no rust, not running, restorable, \$500. Also, large inventory of 95-96 body and V4 & 2 stroke mechanical parts. Mark Rheude, 781 E Swanee Ln, Covina CA 91723. 909/394-6272.

'67 96 V4, complete, was running & many boxes of parts from another dismantled 96 V4. \$200. Liam Feely. 604/879-0579.

'64 96, complete car, very little rust, broken crank. Somebody give my old friend a good home. Car in southern CA. Best resonable offer. Ab Jackson, 205/235-1934.

'60 93F, light blue, 87K mi, body xlnt, rblt motor, many spares. \$3,300. Greg St. George, Box 405, Superior MT 59872. 406/882-4388 eves.

'57 93, no engine, some rust on floor, excellent seats, some spare parts. \$700. '65 Monte Carlo, complete, wrong engine, rust on front spring towers, floor good, some spare parts. \$500. Ron Wilcox, 156 Orchard Hill Rd, Harwinton CT 06791. 203/485-1196.

2-Stroke & V4 Parts For Sale

Sonett engine from '72 III, needs bal. shaft gear/bearings, \$180. From '72 96: rblt gearbox w/approx. 5K miles, \$350. Various other mech./interior parts for 95/96/97, new and used. Monty Tarr. Days 217/443-7402, eves 217/427-5203.

New: steel balance shaft gear, \$150. 95 fiberglass rear fenders, \$125 pr. EP 80 oil, 2 1/2 gal. \$25. 97 air filters, \$20 pr. H.V. oil pump, \$55. Roller rockers \$195. '72 97 rolling chassis, \$300. SASE for complete list. Ron Wilcox, 156 Orchard Hill Rd, Harwinton CT 06791. 203/485-1196.

'59 93B, very rough, rusty, not drivable, some parts, \$600. Sonett III body, skin only w/hatch, rough but usable, \$350. All \$800. Marty Burns, 1415 W Smith St, Orlando FL 32804. 407/422-6706.

Sport & rally 2 bbl carb, manifold & air cleaner, \$500. Euro headlights & grille, \$300. N.O.S. front air dam, \$250. '75 factory manual G.B., \$100. Comp. A/C unit, \$275. Dismantling '69 Sonett, 2-95s, 1-96, tons of V4 & 2 Stroke parts & manuals. Rob Allen 203/248-8798.

Needle bearing rocker arms. H.T. bearing st. shafts, check nut, adj. screws, high performance, low friction. Club Discount.

George Celedinas, 14 Cassilis Rd, W. Hartford CT 06107. 203/521-1649.

99s & 900 For Sale

'88 900 SPG, black w/grey leather, 95K mi, new fog lights, new Clarion radio, newer Potenza RE71's, well maintained, asking \$7,900. Bill Caporal, 2314 Alpine Way, Dayton OH 45406. 513/278-2689.

'86 900S 4dr, manual, 94K miles, light blue, cloth interior, fog lites, needs tires, Saab maint. schedule, all records, some rust. \$3,800. Jim Hammer, 13709 Inverness Rd, Minnetonka MN 55305. 612/936-9027.

The Winter Beater Mk. II: '85 900 T, 3dr, 5sp, 130K mi, Bronze Metallic, Tan velour. NINES Project car (issues #191, #192, & #205). Gp6 APC box, Gp6 exh, K&N air filter, water-cooled turbo, CL-II trailer hitch, SR deflector, driving lights, new P6s, rblt trans, Zymoed. All records. \$5,000. Tim Winker, Duluth, MN. 218-724-1336.

'80 900T, 5dr, Platinum blue, 111K mi, excellent body, new turbo & rblt trans, alloy spoke wheels, no A/C, will send photo. \$2,800. E. Leon Newnum, RR 4 Box 226, Rockville IN 47872.

'79 900, 4 door, admiral blue, 130K mi, blue cloth seats, water colled turbo, many recent replacements: cylinder head, harmonic balancer, rack starter, alternator, front caliper and master cylinder, water pump, clutch, ball joints, shocks, seat, headliner, and more! \$2,500. Walt Mengel, 2425 Ingleside Ave #2, Cincinnati OH 45206. 513/751-6796.

'78 99, red, 5 door, 4-speed, runs well, good shape, 4 Nokia snows. \$1,000 obo. Steven Smith, 2551 Cherry St, Denver CO 80207. 303/333-1516.

'78 99 GLE, 5 dr, 171K mi, AT, AC, roof, cruise, new: water pump, battery, alternator, tires, exhaust, rotors, fr calipers. 1 owner all records, \$1,200 OBO. Paul Saikowski, 52 Stoneywood Dr, Niantic CT 06357. 203/739-9025.

'74 99 EMS-X7, orange, 90K mi, 95% complete, 2.0, 4 spd, mags, for all or parts. '71 99 LE, green, 107K mi, runs, 1.85 inj, completely there. Mark Dupey, 9705 8th Ave, Kenosha WI 53141. 414/694-9787 lv msg.

'74 99 EMS, runs, needs valves & rings, fair ND body, extra '74 "B" eng & trans, selection '73-99 parts. \$950. Thomas Beck, Morongo Valley CA. Tele/fax 619/363-6155.

99, 900, & 9000 Parts & Accessories

99, 900 parts: '80 'B' turbo head, 48K mi, \$200. Radiator, \$45. Bosch alt, 4K mi, \$50. 3-spoke str whl, \$20. A/C comp, \$30. Good switches for 99 +more. Ben Bundy, PO Box 600361, San Diego CA 92160. 619/229-1242.

Parts Specials: 900 waterpumps '81, 28.95. Brake rotors 81-solid, \$39.95. 85-87 vented, \$75. Many other parts at similar discounts, call for Hella lens specials. All +shpg. Eric Aberg. 805/688-1027.

Saab Clarion AM/FM/cassette from '87 900S, \$50. 4-Pirelli 190 snows, 185/65 HR15, on steel rims, \$120. Walter Ceglowski, 258 Mather Rd, Jenkintown PA 19046. 215/576-6123.

900 service manual 79-83, \$160. 900 cold driveability kit, temp sensor, R & L tail circuits, brake pads, 2-FW bngs, 99 set time chain guides, rear caliper kit, all new parts, my cost plus freight. Mark Downing, 1320 Highvue, Knoxville TN 37932. 615/671-2686.

87S motor 26K, \$900. 1 exc Inca wheel, \$125. 3-BBS 3 pc RS silver wheels w/comp TA, \$900. Perfect red 87S 3dr pass door, \$250. 87S ECU computer, \$200. 87S cat converter, \$200. NOS ft brake rotors, \$100. Tan leather str whl, \$75. SPG lower body moldings 6 pc between whls, \$500. 85T EQ, \$50. 9000 km/hr speedo, \$50. Dismantling '79 900 EMS, VG drive train w/ 4spd, \$750. Met blue hood, \$300. Bumpers, \$100 ea. Hatch, \$200. Rob Allen. 203/248-8798.

99, 900, & 9000 parts, new and recycled, low prices to keep your Saab running, quality parts for the one you love. UPS shipping. High Peaks, 351 Lindley Ave, Asheboro NC 27203-5704. 910/626-7117.

'91 900 4dr parts: Front bumper, complete, substructure perfect, skin bad right corner, \$150. Headlight wiper motor right side, \$45. Headlight adjuster frame and parts, \$15.
John B. Friedman, 606 S Coler Ave,
Urbana IL 61891. 217/344-8532.

99 Delco cap, rotor, points, condenser, \$12. Emergency brake shoes, \$25. 1.7 & 1.85 gaskets, \$25. Lots of used D-Jet parts, cheap, various reconditioned B heads. SASE for complete list. Ron Wilcox, 156 Orchard Hill Rd, Harwinton CT 06791. 203/485-1196.

Parting: forty-nine 99's ('73-'80) and fifty-three 900's ('79-'88). One '86 9000 (no front pieces) and one '93 CSE (front damage). VISA/MC. Rod Beckner, 484 E Cemetery Rd, Jefferson, OR 97352. Phone: 503/327-1133 (Pacific time) Fax: 503/928-6351.

NOS parts at cost. Part #'s: 0205575, 0205658, 0209205, 0246371, 0271205, 7508351, 7518632, 8221905, 8330334, 8346546, 8361347, 8363004, 8386351, 8539819, 8557043, 8567646, 8605248, 8701708, 8704728, 8711855, 8720351, 8720468, 8922205, 8947913, 8959132, 8988941, 8993156, 9104209, 9120551, 9233263, 9289224, 9303835, 9309527, 9315466, 9320987, 9337452, 9349358, 9479718, 9479841, 9479981, 9480641, 9482555, 9611674, 9626953, 9833518. Call or write for a complete list. Viking Independent Inc. 23501 Commerce Center Dr, Laguna Hills CA 92653. 714/951-1525.

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

900 chrome grill, new, fits '87-'93, was \$197, best offer over \$100. Kyle Geick, 3126 Pocahontas Ave, Pt Pleasant NJ 08742. 908/899-2685.

One 24 spoke alloy wheel, like new. \$35.00.
Ed Bernat, 112 Breakspear Rd,
Syracuse NY 13219. 315/468-6082.

99 Turbo & EMS Restorers: Soccerball rims (6), New 99 fender, turn signal & tail light assemblies, late EMS steering rack, OEM air dam, EMS tachs (2), EMS interiors (2), new fuel pump, used fuel pumps (2), accessory interior light, EMS trunk decals (2), complete EMS engine & transmission (100K miles), \$1,000 wholesale value. Package deal \$500.
Joel Graumann, PO Box 1023, Casselton ND 58012-1023. H 701/347-4069, W 347-5491.

CLASSIFIED AD RATES

Ads offering parts or SAABs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy will be abbreviated and excess words deleted where possible. Enclose sufficient funds with your ad, we **do not** bill. No ads will be taken by phone or fax. The Classified Ad rate is as follows:

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

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

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

99, 900 Headliner kit comes with glue, 3 1/2 yds and complete instructions, \$87.50. Other parts available. Trollhattan Motors, Inc. 410/682-4688 or 1-800-32-TROLL.

Air conditioning kit, originally intended for 99 Turbo but should fit others, brand new, never installed, including instructions, \$500.
Paul C. Rossi, 869 Oaks Dr,
Franklin Square NY 11010. 516/437-2625.

Four Hakkapeliitta's w/Saab steel rims, mint, used two seasons, fit 99/900 thru '87. '80 99 leftovers: spacesaver spare, front passenger seat, sport (leather) steering wheel. Reinhold Schuetz, 6911 NW Puddingstone Ln, Silverdale WA 98383. 206/698-0915 (H), /895-4974 (W).

4 new steel wheels 5 1/2 X 15", with covers off '91 900, \$150. Set of grey, 900 4 door plush mats, used, \$25. Bill (EST eve) 910/488-3692.

99 parts: Bumper w/ trailer hitch, fits HB, \$25. F & R dk blue seats, \$20. Complete brown & tan 3dr interior, \$50. 4 steel wheels w/tires, \$80. Complete exh system, new muffler, \$75. Bra for 900, \$20. Richard Patelke, 5028 Reid Rd, Duluth MN 55803. 218/724-2473.

900 parts: 4 Bilsteins, 25K mi, \$125. Rubber trunk mat, \$40. 4 Shelby goldvane alloys, \$500. '84T exhaust complete, 10K mi, \$125. Carpet front section, red, \$75. 24-spoke alloys, \$50. 9000 alloys '86-'90, \$125. Pedro Tai, 6345 Trout Creek Rdg, Parkdale OR 97041. 503/352-6611.

Saab books, manuals and sales literature 1970-'92. Send SASE for list. HYDRO-E-LECTRIC, 48 Appleton, Auburn MA 01501.

Clarion radio pn. 02-61-214 and equalizer pn. 02-61-206 like new, with brackets, from 1984 Turbo, \$250/BO. Speakers, grills avail. FOG (OEM) lamps, used. Miscellaneous parts.
S. Rabin, 10 Cambridge Rd,
E. Hanover NJ 07936. 201/887-9075.

Saab convertible top hydraulics. Motor pump, \$189. Top cylinders, \$135 each, Hose set, \$100. COD, Visa, Mastercard accepted. 800-343-4261. 508/832-3081. HYDRO-E-LECTRIC, 48 Appleton Rd, Auburn MA 01501.

'79 900T 5 door, B type engine, all parts for sale. Liam Feely. 604/879-0579.

Wanted - All Models

Sonett II oil reservoir. Trade 45 DCOE manifold for dual down draft Solex CII manifold.
Ron Wilcox, 156 Orchard Hill Rd,
Harwinton CT 06791. 203/485-1196.

1 BBS 3pc RS silver alloy whl, 2 Ronal silverspoke alloy, any SPG alloys, black hood, tan leather seats, Saab dealers signs, early sales lit, 93 posters, promo items, 93F workshop manual, stashes of 2 stroke parts. Rob Allen. 203/248-8798.

96 V4, '71 or newer, in mint condition only.
T. Sieverding, 314 E Fallkill Rd,
Hyde Pk NY 12538. 914/266-8418.

900 Convertible, earlier model. Have '88 Alfa Graduate w/27K mi and '66 Volvo 122S, VG+, for partial trades. Mark Anagnostopoulos, 171 Western Av, Brattleboro VT 05301. 802/257-9548.

Front seat belts to fit 99 5dr. Ctr pad for '85 900 3-spk str whl. Wrecked 900 4dr w/good doors and interior. Tim Winker, Duluth, MN. 218/724-1336.

'83 or newer 900S, 4 door, body/frame, doesn't have to run, tell me what you have, may consider complete car. Patrick Lambie, 900 Marquette St, Menasha WI 54942. 414/722-4390.

Seat covers or complete drivers seat for '74 99 EMS, brown int with vinyl cross members, will consider complete interior. Kevin Burns, 4529 Bolon Ave, Hilliard OH 43026. 614/876-0496.

Rear View

Every now and then we do something foolish, something that could even be life threatening in hindsight. It starts out innocent enough, but circumstances and/or erroneous choices make the situation worse. This is one such tale.

As I have written before, I have long enjoyed the motorsport of Rallying. It is one of the reasons I was drawn to Saab cars and I try to uphold the Saab tradition by competing in as many rallies as I can afford. The regular competitors often write rallies for their fellow competitors. My personal preference is winter rallies, where, as one wag so long ago put it: "The snow makes the roads level and fills all their inequalities."

After a week of subzero weather, including a couple of nights when it ventured to -40F, there was a Sunday in late January when the temp rose to +30. Diane Sargent and I had volunteered to write a winter rally for mid-February, so with Viggen the Rally Dog riding shotgun, we ventured out to seek some fun roads for the route. Not too far from Chaffey, Wisconsin, which isn't so much a town as it is a settlement, there is a legendary road called the Summit Trail. The name comes because the road rides the divide between two major watersheds. To the north and west, water runs to the Nemadji River, then into Lake Superior and the other Great Lakes and eventually out the St. Lawrence River to the Atlantic Ocean. To the south and east, precipitation finds its way to the St. Croix River, the Mississippi, and the Gulf of Mexico. Eventually the road turns south, straddling the Minnesota-Wisconsin border for a couple of miles. Summit Trail is usually impassable: In the Spring and Fall low spots fill with water and four-wheel drive trucks can't get through.

As we drove past the north end of Summit Trail, it was obvious it had been plowed, though there had been snowfall since the last plowing. The 900 Turbo was equipped with fresh Hakkapeliitta snow tires and most of the usual winter gear. We decided to see if the road was plowed to the other end, about 12 miles.

Despite an inch or so of new snow and more use by snowmobiles than by cars, the Trail was in good shape. About six miles in, we found the reason the road had been cleared - someone was clear-cut logging a good sized tract. The plowed road continued so we pressed on. Since the logging trucks did not need to go further into the woods,

about the only tracks on the road were from snowmobiles. A few miles farther and the snow suddenly seemed deeper and the obvious banks from the plow blade were no longer to be seen. I began to look for a place to turn around, but was afraid that if forward momentum stopped, we would sink into the grainy snow. There were tire tracks, but they were widespread and heavily lugged. Apparently a logging skidder had driven the trail to pack it down, but those tracks were too wide for the Saab. The front tire caught a rut and the 900 was pulled into the ditch.

I tried backing out and made it about 20 feet before the car became bogged down, the right side still hooked in the ditch. An inspection of the trunk revealed that I was not as prepared as in past years. In addition to the scissors jack, jumper cables, DOT triangles and tow strap, there were a couple of masonite checkpoint signs, but no shovel and no come-along. Not that either would have helped. Personal preparations were also lacking, as we had tossed on tennis shoes and forgotten to bring sorels. Struggling in the snow would mean damp feet.

We tried jacking the car and putting the masonite under the tires, but it shot out onto the road as soon as any power was applied. Then we jacked the car by the front bumper to push it off to the side, but only made a few inches. As the sun edged toward the horizon, we decided to hoof it.

It was ten miles back to the nearest intersection, and according to the map only a few miles ahead to another intersection. The road ahead had seen a fair amount of snowmobile traffic, but it was obvious that a 4-wheeled passenger vehicle would have serious trouble. Though skidder tracks flanked the edges of the road, even they were obliterated near a lake where wind had blown snowdrifts across the roadway. While trudging along the path we encountered tracks of white tail deer, otter and timber wolf. We did not see the critters that made those tracks, unfortunately in the case of the former two, fortunately in the latter.

As darkness settled, the temperature dropped, but walking was keeping us plenty warm. Viggen was having a great time; a long walk with lots of new odors. After an hour or so, we saw lights coming toward us in the dusk... snowmobiles. We flagged them down and were told that our destined road was a snowmobile trail and not a high traffic one at that. If these guys didn't haul us out, we were in for a very long walk, or possibly a night in the woods.

The first problem was the dog. How do

you carry a 75 pound canine on a snowmobile? Actually, she was pretty good about it once we got going. Of course I had to sit in the metal parcel shelf and hold her in front of me, which meant my lower back was trying to absorb the bumps.

After we got back to their truck, a ride of nearly ten miles, the snowmobilers were kind enough to give us a ride to Superior, where we phoned a friend for a lift home.

Monday was spent fetching the 900 from the woods. I called Dave Johnson, a friend from my days as a volunteer announcer at KUMD, the local college radio station. He gave me a lift in his winter beater Cadillac (as he pronounces it: a seDAN DEville) to the home of J.W. Zembo in Chaffey, about a half mile from the entry to the Summit Trail. J.W. operates a tow truck, and not just any tow truck, since he's the guy who usually has to extract 4WDs and logging trucks - and Saab 900s - when they get stuck in the muskeg. It's a huge Chevy 4x4 with the usual derrick, duallies on the rear and a plow up front, with a new set of deep lugged recaps all round. J.W. says it weighs seven tons. This is one serious truck!

Dave and I climbed into the cab alongside J.W. The trip to the stuck Saab was one of the best history lessons I've had in years. A lifelong resident of northern Wisconsin, J.W. filled us with tales of the early logging days around the turn of the century, how the logged off land had been sold to homesteaders who later gave up trying to live in the swampland, the rise and fall of settlements along the now defunct railroads, the forest fire in the 1930s.... And once in a while we'd reach a low spot in the road where J.W. has to pull out a couple of trucks every Spring.

Extracting the Saab from its predicament really shouldn't have posed any problems, but J.W. wasn't taking any chances. First, he plowed the road wide enough so I could turn around after the Saab was tugged out. Then he turned the truck around, nearly getting stuck in the process, or at least so Dave and I thought. J.W. probably didn't miss a beat.

The removal from the ditch was almost anticlimactic. My Triple-A card covered the towing bill so I don't even know how much J.W. charged, but a couple of years ago he freed a friend's VW Scirocco from a similar situation for only \$15. While settling up in the Zembo's yard, we noticed a deer about 100 feet from where we were standing. J.W. said he feeds them in the winter. A man at peace with his surroundings.

NINES

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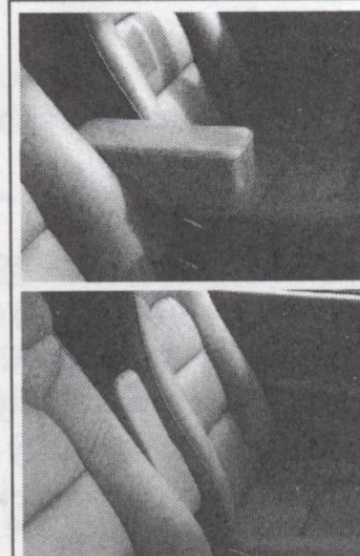
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