

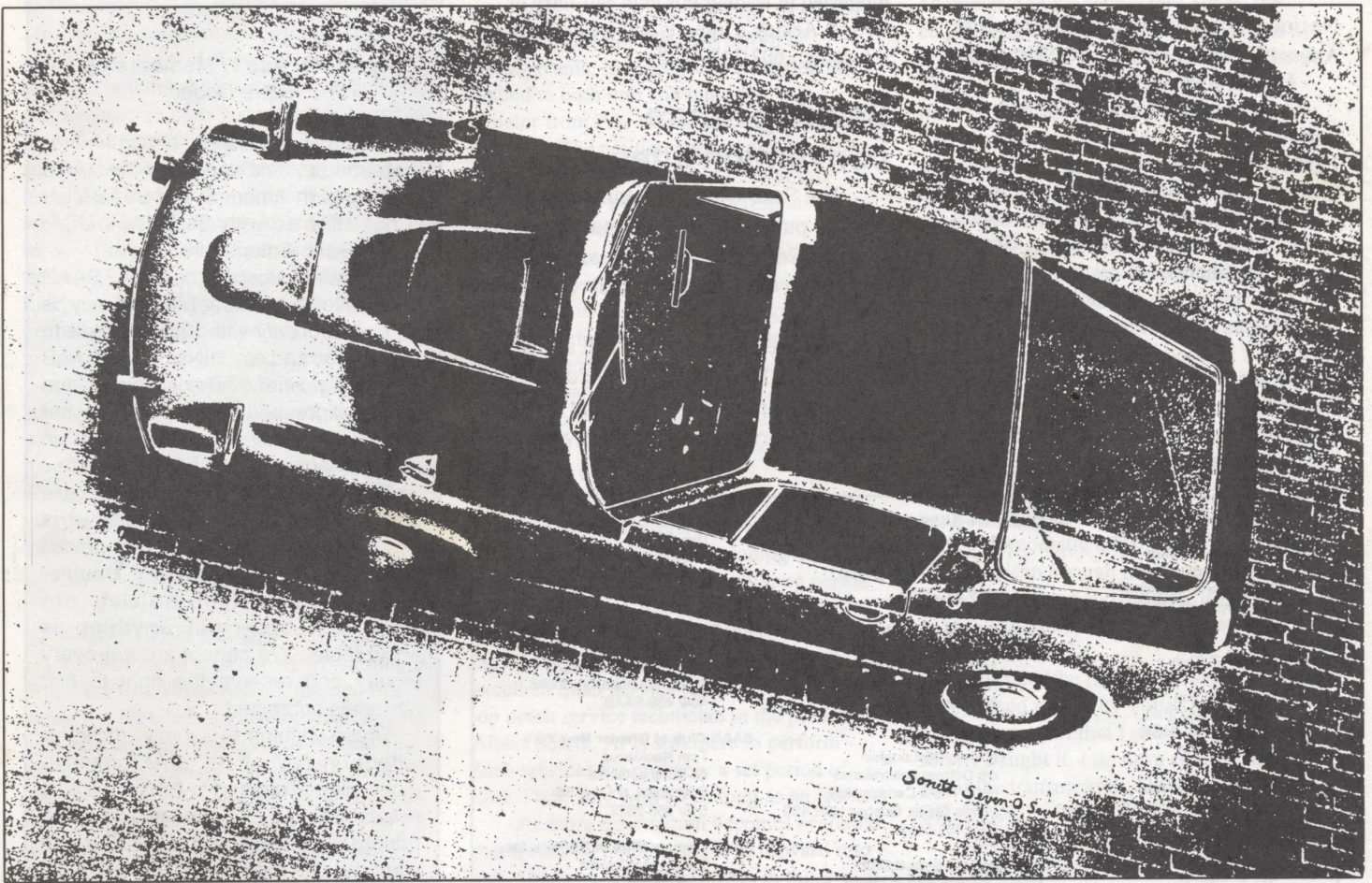


NINES

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The SAAB Club Magazine



Sonett Seven-O-Seven

"Sonett Seven-O-Seven" by Ed Oshaben

The Quantum Formula "S"

An Inexpensive Racer with SAAB Power

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Regional Club News

Vintage SAAB Convention

July 15-17, Stratton Mountain, Vermont.

Details on page 22.
Bruce Welch: 802/ 276-3356

National SAAB Owners Convention

August 12-14, Oconomowoc, Wisconsin.

Details on pages 23 & 24.
Ann Buschhaus: 414/ 332-2383.

Eyes On Classic Design

June 19 - Several special Saabs will be on display. See page 17 for more details. Edsel & Eleanor Ford House, Grosse Pointe Shores, MI. 10am-4pm. Gen. admission, \$10 at the gate, \$8 in advance. 313/ 824-EYES.

Northwest SAAB Owner's Club

June 11 - Annual NWSOC Picnic
July 8-10 - Norm Thompson Historic Races at Portland, OR

Bay Area SAAB Club

May 18 - Meeting at B&B Saab, Santa Clara, 7pm.

June 25 - Meeting at Behring Auto Museum, Blackhawk Plaza, Danville. 10 to 3pm.

Saab Club in Phoenix, AZ.

There seem to be people interested in having a Saab club in this area, unfortunately the business men in Phoenix don't want to run it to avoid a conflict of interest. Anyone interested in leading this club call Jerry or Tom at Ackley's Imports and we can help get it together. 602/242-4428.

Seeking future convention sites

The Saab Club is seeking organizations to put on future National Saab Owners Conventions. Discuss it at your local Saab Club (or other club for that matter) meeting.

Feel free to give me a call at Saab Club HQ, 218/ 724-1336. We'd like to make the announcement for the next *two* or more years at this year's convention.

SAAB Club of North America

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

Phone: 218/ 724-1336,
9am - 6pm Mon - Sat CDT
Fax: 218/ 728-6307
CompuServe: 71151,1354

NINES Editor & Publisher:

Tim Winker

Editorial Ass't / Membership

Clare Dodge

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

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

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

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

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

Clubs & Contacts

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

Bay Area SAAB Club
(Northern California)
Douglas Morse
25291 Morse Ct.
Hayward, CA 94542
510/ 582-1858.

Central Penn SAAB Club
Meets: 1st Tuesday, Bube's Brewery,
Mt Joy, PA. Social hour at 6:30pm,
Meeting at 8:00pm.

George Basehore
477 E. Main St.
Middletown PA 17057
717/ 944-2151.

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

Great Lakes SAAB Club
(Western Michigan)
Jim Laman
617 Beechwood
Holland MI 49423
616/ 335-5215.

Green Mountain SAAB Club
Cathleen Pembroke
RFD #5, Box 2758
Monpelier VT 05602-8812
802/ 223-0025

Milwaukee SAAB Club
Ann Buschhaus
2121 E. Capitol Dr. #403
Shorewood, WI 53211
414/ 332-2383

Minnesota SAAB Club
Dean Nelson
1420 15 Terrace NW
New Brighton MN 55112
612/ 636-3771.

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

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

Northwest SAAB Owners
(Washington, Oregon, Brit. Columbia)
Skip Schott
20220 - 80th Ave. SE
Snohomish, WA 98290
206/ 486-1351.

Rocky Mountain SAAB Club
Stan Beitscher
8261 Upham Court
Arvada, CO 80003
303/ 424-4876

SAAB Club National Capital Area
Toby Turpin
14901 Donna Dr.
Silver Spring MD 20904
301/ 384-6732.

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

SAAB Clubs of Georgia
Chris McPherson
4877 Pine Shadows Dr
Stone Mountain GA 30088
404/ 469-SAAB

SAAB Club of Greater New York
Tom Neekleous
45 Dorchester Rd.
Smithtown, NY 11788
516/ 360-2872

SAAB Owners Club of Canada, Inc.
Robert MacDonald
1295 Ogden Ave.
Mississauga ONT L5E 2H5
CANADA
416/ 891-0949

Southern California SAAB Club
Paul Florance
126-1/2 Main St.
Seal Beach CA 90740
310/ 493-6707.

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

Western Pennsylvania SAAB Club
Andy Bittenbinder
9433 Katherine Dr.
Allison Park PA 15101
412/ 364-4780.

Letters to NINES

Saab storage

I found your article Hidden Treasure in issue #218 particularly interesting since I have stored my 1974 99 for a mere two years and have run into many of the problems of Mr. Burmeister when attempting to make it roadworthy again. Although kept in a garage, time seems to have done its inevitable work on many rubber parts and moist air seems to have done the rest. Fuel lines cracked and leaked, the master cylinder was pumping brake fluid into the servo, the water pump seals were leaking, the brake rotors were heavily rusted, three calipers frozen and "sticking" when unfrozen, and finally, the fuel pump required a few hammer blows to get pumping despite a fuel additive designed to prevent gumming during storage.

If I should do such a thing again I would appreciate any advice on the proper method of storing a car for an extended period of time. Is it good to put it up on blocks? Should you drain the brake fluid? How can you prevent the rotors from corroding?

James Ford
Milford PA

Ignorant, not stupid

Interesting to read one's own carping in print. I realized after reading my remarks about Jim Kenzie that I cannot recall having ever seen anyone referred to as "stupid" in print. And in fairness I should have noted the subtle distinction and called his problem with the ft-lb/lb-ft notation for what it is; ignorance of the properties of mathematical operators, not stupidity. He just didn't know. Engineering texts are full of torque notations and they are never written as lb-ft. There are in-lb, ft-lb, and in metric you get N-m (Newton-metres); it's all so easy to verify. But it puzzles me how one gets a notion like that. Maybe he'll write and tell me.

In the last letter I indicated that the dealership here in Fredericton was not very good. As of this writing it is not in business any longer. Now the nearest Saab dealership is in Moncton, a city about 100 kilometers (69 miles) from here. I have no information on the quality of the service or the work they perform. If you drive a Saab in this town you either have to be a do-it-yourself type or not mind the long drive to a dealer.

I want also to tell you that I really enjoy NINES and look forward to every issue. Keep up the good work. Not much news at this end so it's bye for now from the "Land of Ice & Snow". Best wishes for a happy holiday season.

Bill Briggs
Fredericton, N. B.
Canada

Hanging on to an older car

Please find inclosed, a copy of a letter from U.S. Senator Harris Wofford of Pennsylvania, in response to a petition that I mailed to both him and our other U.S. Senator from PA, Arlen Specter, almost a year ago. The petition appeared in the August 1992 issue of NINES (#215). As of this writing, I have not received a response from Senator Specter.

Saab news from this area concerns the selling of the Saab franchise by our local dealer here in Butler, PA. (Country Motors, Inc.), to Wright Pontiac-Nissan in Wexford, PA. Wexford is approx. 15-18 miles from Butler and about the same distance from and directly north of Pittsburgh. Country Motors was a Saab dealer for twenty years and are also Honda dealers.

Obviously, it was a business decision, based on certain factors, etc. A number of Saab owners in this area, including myself, keep their Saabs for a relatively long period of time, therefore, there is not the average turnover and/or trade-ins that would benefit the dealer. Country Motors has had an excellent Saab Service reputation, due to a top notch service technician in the person of Albert Sefcik. Al is still there to perform Saab services for probably a set period of time. I will stay with Al as long as he is there.

As more information becomes available that would be of interest, I will forward it to you. I believe that Saab owners in this immediate area are keenly interested in uncompromising, quality Saab Service. I am hopeful that the new Saab Dealer will soon issue a press release concerning their plans for Sales, Service, Etc.

Jim Oliver
Butler PA

Stoic, Sensible, Swedish

My present propensity to drive Saabs undoubtedly stems in part from my ethnic heritage. My father was born in southern Sweden, coming to this country as a boy.

Like many Swedes, he was conservative in his approach to life, and the less compli-

cated a car was ("less to go wrong, " he used to say) the better he liked it. He favored stick V8 Fords, without even a radio.

If he were alive today, he probably would look with some reservation at my latest acquisition along the Saab line, an '87 turbo 9000. And he might even say "I told you so" if I were to complain about my difficulties with the car.

I bought the car relatively cheap 10 months ago when it had 72,000 miles on the odometer. I immediately tore out all the cellular phone apparatus, of which I had no need, and put on four new tires (from Sam's Club). It also needed a tune-up, a radiator flush, and to have the rear brakes replaced. The oil plug was jammed, which necessitated an immediate trip to the dealer. It is normal, of course, to have to go through this sort of procedure when buying a used car.

My complaints about the car have to do with electrical and electronic failures, and this is probably what would rankle a conservative old Swede like my father.

It cost in the neighborhood of \$700 (this was in addition to my other expenses with the car, of course) to replace an engine control computer component, the dashboard illumination rheostat, the sunroof switch, and the electric motor which controls the ventilation. There was also some difficulty with the automatic transmission, and the fluid was not clean enough after one draining and had to be drained and replaced again. These chores were ably done by our local Saab dealer, Armando's.

But I do like the car, as it is so well built (as opposed to the '84 Topaz it replaced) and performs so well that I can't say that I am sorry I bought it. I do have some qualms about the transmission, but hopefully it is OK. If not, I will replace it.

I have not had the type of electrical and electronic problems I have had with the 9000 with my '86 900 Turbo, and I think that those considering moving up to a 9000 should realize that this is more of a high-tech car. The 900 has 124,000 miles, and has been very reliable. The same might be said for my son's '84 900 Turbo, which has racked up 100,000 miles.

These other Saabs, of course, are not the "limousine" that the 9000 is.

Incidentally, none of the cars have any rust, nor do any of the engines burn any oil. I believe this says a good bit about Saab quality and durability.

Robert Stanger
Youngstown, OH

Comments on the New 900

Let me take this opportunity to write my opinions about the previous (classic) and new (new) 900 series. I am in a design trade, so my feelings will be coming from that perspective. As an owner of a white '84 900 2-door, I believe that only certain well designed body styles can look good in black, white, and red. These colors accentuate the lines of the car. That is why it is the primary choice of many exotics.

A few exterior design details of the classic which I miss are not in the new. The windshield and wiper design is unique and an easy way to distinguish the car. The presence of seams is extremely minimal, door sill, hood, C-pillar to roof, and rear fender to rear panel, which are all hidden or missing in the classic, appear in the new. Wheel design is also key to an appealing and distinct design. Inca, SPG and any of the 3-spoke variants are good examples. The multi-spoke ones appear mainstream. An even more extreme detail of the earlier classic is its distinguishable deep exhaust note. It was possible to recognize a stock 900 driving by without visual identification. In the Bay Area and LA, I've noticed an entire fleet with missing winker lights. Then they seem to appear on "Mugen"ized Hondas and Acuras. Is there a way to discourage this?

The new 900's interior is a pleasant update. Instrument and dash layout is well done. The solid feel of the car is a very satisfying characteristic. Driving comfort and handling, and an abundance of safety design features also receive high praise. These characteristics give the new car an overall Saabness.

Bottom line. Would I buy a new 900? Yes, because its a Saab. Will I sell my classic 900? Never, because its really a Saab.

Bing Young
Concord CA

The Saab Curmudgeon

That Saab did a very nice job creating the new Saab 900 is indisputable. They managed to modernize it, substantially improving its handling and fit and finish. At the same time, they preserved the 900 feel that is so appealing for us veteran 900 owners. (I have driven two 900s nearly 180,000 miles in less than seven years.) Saab even managed to make an evolutionary statement with the shape, retaining the 900's distinctive lines.

I am not alone in that opinion. Automob-

ile Magazine, which I find to be the best, among the major car magazines, at separating editorial from advertising, honored the new 900 with its "Design of the Year" award in its January issue. The new 900 is "reassuring news for those who fear... a dismal homogenization of look and feel in many of tomorrow's cars," the magazine said.

But I still think Saab has made — or is preparing to make — a big mistake. In my view, Saab is sacrificing functionality, one of its major selling points, for fashion in its decision to offer the new 900 turbo only as a three-door model.

Sure, a lot of people will buy the Turbo Coupe, which is due out in March. It will do well. But what is wrong with a five-door turbo? Yes, there is the 9000 for that. But while the 9000 turbo is a terrific car, it has neither the look nor the feel of a 900.

Saab always has been known as a manufacturer that has an independent streak. Its insistence on doing things its own idiosyncratic way is what has allowed it to survive this long. A carmaker as small as Saab never would have been around until 1994 if it produced cars that were reliable but nothing more. A Honda Accord with a griffin on the hood would not still be for sale today.

Perhaps Saab has done its market research and found that most people who want five doors (e.g., those with a family) prefer a V-6 or just a plain vanilla 4. If that is the case, they have taken the safe route. The traditional Saab route would be more adventurous.

I am not demanding that half of all 900 turbos produced be equipped with five doors. No, I would be content to special-order one and wait six or eight weeks for delivery. How difficult can it be to stick that new 185hp 2.0 into a five-door body? I'm no automotive expert, but I don't think that would be difficult.

I don't yet have a family, but I always have liked the five-door. It is a true marvel of functionality, far more useful than the four-door sedan, which has proven so popular with American consumers. At the same time, I am not ready to give up my turbo. The 2.3 liter four is smooth and has adequate power for most drivers. However, that engine's torque peaks above 4,000 rpm, which is too high for many driving situations Americans find themselves in. When you're used to a turbo, the 2.3 feels unexceptional around town.

In addition to performance, there are other, more politically correct considerations

to want the turbo engine: Despite its higher output, that engine will no doubt offer better fuel economy than the 2.3, because it is a smaller engine and because it is married to Saab's fabulous Trionic engine-management system. At the same time, the Trionic presumably will allow the turbo to produce lower emissions than the 2.3. Please, Saab, correct me if I am mistaken here.

It seems unlikely that Saab will heed my call. And if they don't I'll probably break down and buy a three-door turbo. But then again, I might just hang on to my current car, a 1989 900 turbo with 99,000 miles on the odometer. After all, we know that Saab builds its cars to last; I should easily be able to get another 100,000 out of it, depriving Saab of a sale of a new 900 for several years.

Saabophiles, urge the Company to reconsider.

Stephen J. Siegel
Alexandria VA

5-door Turbo, another vote

In response to Mr. Ulvila's letter in #221, I agree that a 5-door 900T is needed. I've written to Saab several times since they discontinued them ('86?). They always answer, very politely, that they can only offer a limited number of body types.

Why doesn't the 5-door make the cut for the 900T? We love the 900 (we're on #3 and #4, and the new 900 looks OK), but we have a big dog and a 5-year-old now, and we can't justify another Saab unless a 5-door 900T comes out.

R. L. Vivian, Jr.
Stamford CT

Hates the look

I own a 1989 900 Turbo hatchback. I have always loved the Saab's distinct body style, until the 1994 models arrived. The '94s are fine until you get to the rear of the car, and then they are chopped off and look too much like so many other models on the highway today.

I had been planning on purchasing a '94 model, but now I will keep my '89, and when the engine goes, I will replace it. I called the Saab office in Norcross, Georgia, to complain and was told it was a new marketing change in the Saab's.

Unless in the future, Saab goes back to the distinctive touch, I will remain loyal to my old model.

Bill Brinkley
Statesville NC

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 have a **1986 900 Turbo** 5-speed with 105,700 miles. Since I've had the car, (3 1/2 yrs.) it's had cold-start problems. The car would start fine, but the RPMs would jump from 500 to 1500 and the car would stall after 2-5 seconds. I've replaced the LH fuel injection ECU, turbo bypass valve, throttle dashpot, AIC valve, ignition wires and rotors, and spark plugs (both NGK and Split Fire). The car is a little better now, so that it will idle smoothly for 10-15 seconds before stalling. Cold weather seems to lessen the problem. Once the car is warm, it drives fine.

The other problem is that since I replaced the reverse gear about 500 miles ago, the car needs about 4 or 5 seconds of cranking before turning over. Before the tranny work, it turned over immediately.

Also, is there any way to boost the output of the heated seats? Is there any way to over-ride the need for someone to be sitting in the passenger seat so that it heats up regardless?

Roger Podob
New York, NY

You've thrown a lot of expensive parts at the problem but please remember that one small pinhole or split in any intake pipe or vacuum hose downstream of the air mass meter will throw the whole system off. Consult past articles in NINES for cold running remedies.

Sixteen valve 900 models have been hesitant to start hot or cold due to neglected fuel filters. The filter, located above the rear axle, can become so clogged that quick fuel flow upon starting is not possible. It is a dirty job to replace the filter due to its location and many times this operation is ignored.

Concerning your seat heaters, test the thermostat in the seat to insure it allows the seat pad to warm up to maximum temperature. As for the passenger seat, there is a spring loaded contact beneath the cushion for sensing weight on the seat. If you jump that contact or by-pass it with a manual switch, you can control the heater without someone sitting there. Don't by-pass the thermostat to get more heat. You'll risk

setting your butt on fire during your morning commute. Other motorists would certainly be amused at the sight of you jumping out of your Saab with your posterior area smoldering!

I have a **1990 9000 CD Turbo** with 59,000 miles. I've had no problems other than routine maintenance until it stranded my wife in rural California with a failed fuel pump. Stranding someone is a serious problem with any car, but it is doubly sinful in a Saab because of the paucity of dealers. After about \$1,000 of towing, repair, rental car, and phone calls, the car runs well again. My question is: (1) Do 9000 fuel pumps fail often? (2) Are there any warning signs of impending fuel pump demise? At least my old GM cars would limp home (i.e. Cadillac's ads for limping home without coolant).

Is my solution: (1) Replace the 9000 with a Seville or Aurora? (2) Replace the 9000 with an Aero and a long term warranty? (3) Keep the 1990 CD and get psychotherapy for my wife?

Darrell Weinman
Central Point, OR

I'd like to see one of your "old GM cars limp home" without any fuel being delivered to the injectors. That would be quite a miracle!

Grinding and growling noises are usually an indication the fuel pump is on its last leg but not always. A tank of contaminated fuel can destroy an electric fuel pump very quickly. A pump that is slowly dying will pump at a lesser rate and the engine will exhibit momentary fuel starvation, bucking and stalling before eventually shutting down for good.

I trust a fuel filter was included in that \$1,000 you were charged for replacing your pump. I would recommend replacing the filter again in a few thousand miles to be safe.

I will risk comment on your solutions:
1. *If you have lost faith in the Saab simply due to a failed fuel pump then maybe you deserve the Seville or the Olds.*

2. *Get the Aero! Keep in mind that if*

the fuel pump should fail due to contaminated fuel, a long term warranty won't help.

3. *Psychotherapy needed after her car broke down??!! Hmmmmm?!*

I own a **1977 99LE** 4 door. My cream puff has recently developed engine problems. While going up a slight incline the car is losing power and the engine simply does not respond when I give it more gas. On level ground response is slow, very slow. Trying to diagnose the problem I: changed distributor cap, spark plugs, spark plug wires, ignition coil and all filters. I've checked vacuum hose connectors, those checked out as well. Any suggestions on why my baby is feeling so bad?

C. Parker
Atlanta, GA

I have no idea if your 99 is an automatic or manual transmission. If it is an automatic, you may have a failing transmission or torque converter but this is best diagnosed by a reputable shop.

The ignition and fuel system have new tune-up parts so my advice to you is to begin by pulling the cam cover and checking valve clearance and cam chain timing. Be sure the flywheel and chain sprocket marks line up according to your shop manual.

Next, perform a fuel system pressure test and double check fuel flow for quantity as well as line pressure. When checking ignition timing, be certain vacuum advance occurs as well as mechanical advance. If nothing is found with these checks, blockage of the exhaust system may be a problem. If it is a "Lambda" engine with a converter, check the converter for restriction and be sure the modulator is buzzing while the engine is running.

I recently bought a **1971 Saab 96 V4** (some assembly required), and am working to get it back on the road as an everyday driver. I have heard somewhere that these older cars need to have new hardened valve seats or hardened valves put in, because of the different characteristics of the unleaded gasoline presently available.

Whats the story on this? Do I need to have new valves or new valve seats put in as a preventive measure? Or should I wait until the present ones burn up, and then have the hardened ones put in?

Angela T. Ebinger
Annandale, VA

Here's the story, though I'm sure it could be debated upon by other folks in the field. Valve seat wear can occur at a fairly high rate if unleaded fuel is used and the engine is run at high speeds for long periods of time. Check valve clearance more often, say every 6,000 miles and set them on the loose side. A lead supplement should help control seat wear as well. Don't allow the valves to "burn out" by not taking any precautions. If and when you decide to overhaul your V4, there are vendors in NINES such as Jack Ashcraft, Motorsport Service or Parrformance, who can supply you with rebuilt heads with hardened seats.

Please help me with a strange problem I have with my 1986 900. I bought it in Jan. 93 with 108K on it. It always started hard, especially when hot. My independent mechanic said it was a faulty warm up regulator, which I never bothered to fix, as the car would always start and run. It also never idled quite right, either too high or too low. (Low especially with the A/C on). At 118K the motor began to smoke like the rings were going bad, which they were. I replaced the original motor with one that had 45K on it. Since the engine swap, the idle has been "hunting" in a range from 200-1200 RPM. It continued to do this even after I replaced the warm up regulator. The car resists all attempts at setting the idle, falling back into a hunting pattern soon after adjustment, especially when the weather is bitterly cold. My mechanic is stumped. He went through the car completely and set everything, and the car has idled better than it ever has. I have noticed it going back to its old tricks from time to time, though, and I don't feel the problem is totally solved. I despise my local dealer more than words can say, so do you have any thoughts on this before I drag the car to them?

Joseph Cuoio
Papillion, NE

Hunting at idle with an oxygen sensor equipped engine usually is indicative of an overly rich mixture and the system is trying to compensate for the improper mixture setting. This could explain why hot starting is

difficult too. Try an injector leakdown test first to insure the system isn't being bled of fuel pressure during shutdown due to a leaking injector. Have the injectors tested for proper opening and closing pressures (done with the special Bosch injector spray test rig). If mixture is not set with a pulse measuring device, unplug the oxygen sensor and adjust the mixture at an 800 rpm idle, leaning the mixture (anti-clockwise on the hex screw) until the engine tries to stall when a vacuum hose on the manifold is pulled. This method will help you get into the proper Lambda operating range.

The idle speed has a "helper" when the A/C is on, consisting of an air solenoid valve mounted in the air regulator hoses going to the intake manifold. Check for proper function.

I am currently the owner of a 1986 9000 Turbo which I purchased used in mint condition. I have had my share of electrical problems, however. I have noticed that when the cabin is hot (100F or more) after being parked in the sun, the rear speakers will not operate for several hours thereafter. Also, the trip computer has suddenly ceased functioning all together. Any suggestions?

George Hachey
Lantana, FL

If the entire rear channel is out, I would suspect the radio is the culprit. You neglected to mention whether it is the OE Clarion system. Have the solder joints in the back of the radio checked or send the unit to Clarion Factory Service.

Has the trip computer ceased functioning or are the light bulbs simply burnt out? If the EDU is dark, replace the two bulbs after removing the instrument cluster.

We own a 1990 900 Turbo and 1982 900 Turbo. On the '90 what is a good wax to use on the clear coat finish? When can I look forward to changing the timing chain? The '82 5 speed has 170,000 highway miles, oil changed every 2,000 miles. What will I hear when it is time to replace the chain and tensioner? Are there any tricks to installing a new chain?

Allen A. Hockman
Brandenburg, KY

The clear coat finish should be waxed with a nonabrasive wax product, not a one step polish and wax. If the finish is dull or has fine scratches, a very fine grade auto polish such as Zymol or Malm's will bring

back the shine, then seal it with pure carnuba wax. Don't dry your car with a towel after washing, always use a real or artificial chamois so as to not scratch the finish.

Your eight valve timing chain probably should be changed now with the later style tensioner installed at the same time. While the cover is off, (this can be done without pulling the engine) change the crankshaft seal and oil pump cover o-ring and check the crankshaft pulley for deterioration. The sixteen valve chain system is pretty reliable and replacement should be left to an experienced technician.

I am having a problem with the manual climate control on my 1992 9000 (base). In the winter, I typically drive with the vent selector at or near the footwell vent position and the temperature selector anywhere from the four o'clock to the nine o'clock positions, with the compressor ("snowflake") button on, the recirculate switch on, and the fan switch set to 1 or 2. I am usually aware of the compressor switching on and off when the car is stopped and the engine is idling. Recently, the interior side of the car's windows will sometimes heavily and quite suddenly fog up. If I switch the fan to 4, the vent selector to defrost, the recirculate button off, and the temperature to full hot, the window fog will eventually clear, if slowly. I have noticed that if I turn the temperature control to full cold when the fogging occurs, it seems as though the compressor has stopped running. Also, fogging seems to occur only when the ambient temperature is around 32 to 34 degrees F (I have not had yet occasion to drive in sub-freezing weather this winter). I do not recall having this happen in the previous two winters I've owned the car. Before, I could always clear any fogging with the compressor and the defroster vents.

Jeff Hubbs
Augusta, GA

There is moisture being introduced into the ventilation air, either from rain water not draining from the air box and flooding the plenum where the blower is mounted or the heater core or its seals are seeping just enough steam to humidify the air as it is blown through the ducts. Drains for the air box are accessible from beneath the car. Have the cooling system pressure checked for coolant leaks.

Professional Perspective

Emerging Autobody Professionalism

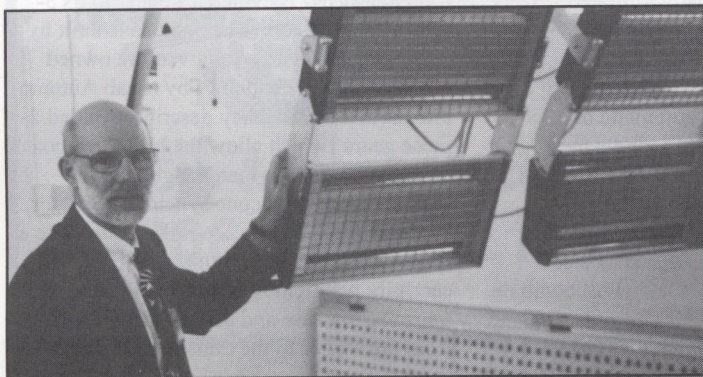
As a car owner, sooner or later you will be faced with needing some auto body repair. It may be for a simple fender bender or a major collision. But the fact remains that all cars sooner or later need some of the autobody industry's specialized attention.

The search for a shop, whether dealer or independent, can be from smooth and hassle free to frustrating, and lead to feelings of mistrust and misgiving about even having the car repaired. Some of these situations are because of the strangle-hold that the insurance companies have on the labor rates in all shops in this country. But that is another column in the future!

The question of the professionalism found in this country was brought to me when touring shops in Germany. The technicians and shop owners there are treated as professionals and act like it. While there one of the owners told me about visiting the U.S. and telling people his vocation. He said that in the U.S. he felt like he was telling people he was a criminal or something close. No respect - he was shocked. What kind of an industry did we have here anyway? Then he asked me if I had a picture of our shop. What were we like? It was a sobering experience.

In December of 1993, with this in the back of my mind, we decided to attend the National Autobody Congress and Exposition

Anders Nordh of Caran Engineering AB in Sweden demonstrates an IR paint drying lamp built by his firm.



(NACE) in Dallas. This is the largest autobody expo in the world and attracts professionals from all corners of the globe. There were over 2,000 booths in the expo; it took us nine hours to walk through. The four day event had classes, seminars and speakers to challenge and educate the participants. Does attending make the 25,000 people pro's? No, but it showed they were interested in the state of the industry and were looking for ways to improve their own operations.

The fact is that the number of body shops is decreasing. It is estimated that of the 60,000 plus shops in operation in 1993, more than 20,000 will close in the next two years. All this is because of vehicle safety improvements, enforcement of drunk driving laws, increasing number of total loss cars and consumers electing not to repair their cars. Therefore there is more competition for the available jobs and increased costs because of the myriad of government regulations with which body shops are being forced to comply.

The surviving shops and suppliers are definitely going to be the ones who are keeping up with technology and the changing economic climate worldwide. To demonstrate this, I met several suppliers who have been helpful to our Saab cause. Bill Large of Snap On Tools Corp. in Kenosha, WI was there. He helped get Snap On to the 1993 Owners Convention and furnished equipment for our demonstration there. Len Giannetti was at the PPG paint display. He also was responsible for PPG presence and demos at last year's convention.

Perhaps the greatest evidence of our shrinking world was the fact that we met Anders Nordh of Caran Engineering AB. His company makes and sells, among other things, infra-red (IR) lamps for paint drying. Caran Engineering is located in Trollhattan, Sweden, and worked with Saab to design the interior of the new 900. (More on this

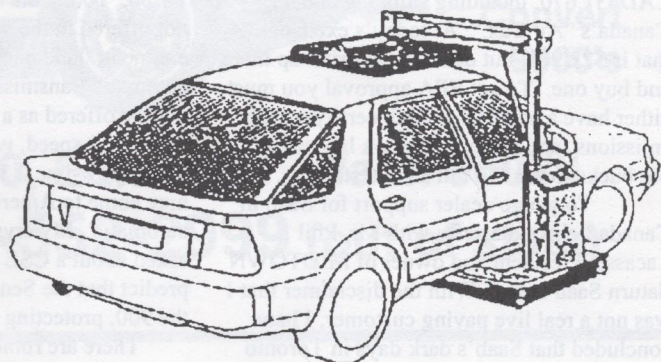
company in the future.) Mr. Nordh explained to me in detail the need and use of different wave lengths of IR in paint drying. His company's lamps cut the drying time using an IR heat lamp from 45 minutes down to less than 15 minutes. Natural curing (air drying) can take up to a month. An exciting individual and company, whose largest single customer is Saab.

One of the shop owners who greatly impressed us was Enzo Anania, who owns and operates Highway 27 Auto Collision in Woodbridge, Ontario. He is a former Saab owner and enthusiast. He attended NACE to gain information on how to upgrade an outdated computer system. If you are in his area, I recommend you stop in and say hello. He demonstrated the attitudes necessary to serve in the uncertain future in this industry.

Is professionalism emerging? I hope so. Is it voluntary? Probably not. Much of it is being forced but the result is positive. There are and have been many excellent shops. The surviving ones should get even better. We will always have shops that perform substandard repairs, but I think every industry does. But you should have an easier time selecting the shop that will do the job correctly, which is what you require to maintain the value of your automotive investment.

Several issues ago this column indicated there would be an air conditioning retrofit to allow the use of 134a refrigerant in a system originally designed for R-12. We have received several calls regarding this retrofit kit. A recent check with our friends at Saab indicates there is no introduction date for this kit as yet.

Chuck Andrews
Andrews, Inc.
Princeton MN



Notes in the Margin

The December, 1993, *Readers Digest* has an article in which tree-ring measurements and astronomical sun-spot records are correlated with climate records. The 20th century's data were said to match the 12th century's, a time during which the Vikings commuted across the North Atlantic. By the 15th century, a so-called mini-ice-age had set in, a result of a dearth of sun-spots. The years immediately following extremes were characterized by great storms like we have had the past two years. So keep your Saabs in shape, folks, you may be needing them!

With winter still fresh in my mind (and on my driveway) I have vowed to retire (no pun intended) my Gislaved Frosts. The 1988 versions which have soldiered on for six seasons are third by a long shot when compared with long-extinct Metzler Alpines and Hakkapeliitta 9's. Although they are first on dry pavement, that is little consolation as you slither down the expressway. Saab apparently feels a need to market a Scandinavian brand winter tire, but it escapes me why they choose Gislaved and not Nokia.

On the bright side, Saab is (finally) marketing aggressively in Canada. Ever the cynic, I discounted the huge 900 billboard I saw at the Toronto airport last Christmas as window dressing, but a recent ad in the Toronto Star shows serious effort. The baseprice 900 is under \$25K. or less than US\$20,000 at current exchange rates, and that's with Canada's 15% import Duty! This model is equipped the same as a base U.S. 900, including air. Back at the airport they have perched a V-6 "S" Automatic with snow-roof, opps, I mean sun-roof, priced at CAD\$31,670, including shipping and Canada's "Air Tax." At today's exchange that is \$22,961, but don't try to drive up there and buy one. To get EPA approval you must either have a letter from Saab certifying the emissions (and safety), or pay a laboratory big bucks to run the full EPA test.

To gauge dealer support for Saab in Canada I chatted briefly with Mr. Phil Lacasse, President and owner of MIDTOWN Saturn Saab Isuzu. With the disclaimer that I was not a real live paying customer, I have concluded that Saab's dark days in Toronto

are ending. Mr. Lacasse had 17 Saabs on the lot, with 27 claimed to be on order. He sold two (old) 900 convertibles during the week coinciding with an early April 6" snow storm. I asked whether he had any special problems with GM Canada, and he said that there is steady improvement regarding Saab. His worst problems were the non-competition culture attached to the Saturn franchise (he said, "Saturn, fine, but this is Saab") and getting enough cars! They have a parts depot in the Metro area, all dealer parts inventories are computerized and available to any dealer, and they have instituted a 48 hour direct from Sweden link.

There is a service school in Toronto, and Midtown has one of their 4 Saab technicians in school once per month. Mr. Lacasse started in the car business as a mechanic and owner of an independent repair shop. He impressed the hell out of me (not an easy thing for a dealer to do) when he recited from memory a service bulletin to his salesman, explaining what needed to be done to some car and no, the customer couldn't have the car until it was done!

Cadillac displayed their LSE, a face-lifted Opel Omega at the Detroit Auto Show. In a departure from Ford's Merkur and Opels past, this model will be sold simply as a Cadillac. At the bottom end, Chevrolet is selling cars of quite varied heritage as "Geo" models, without apparent difficulty. Time will tell if this GM model can avoid the fate of all the previous European captive imports. In Arizona last spring I saw a "test mule" of this car wearing the sheet metal of the "old" Opel Omega, and the test driver said that it was very nice. What matters to us is that it is powered by the 3.0L version of the Saab 900's V-6, reported in NINES #221 as scheduled for the 9000. The magazines predict the 3.0 will develop 200 HP and 200 ft. lb. of torque. These values are comfortably within the range of the existing 9000 engines, and respectably below the 2.3 Turbo. Today the normally aspirated 2.3L is not offered in the 9000 CD, and the turbo engine is "held back" when attached to the automatic transmission. Clearly the Big Saab will be offered as a V-6 automatic or a Turbo-4 5-speed, with but a single loss-leader, low-line 2.3L 5-door, if that. The CD may come to America only as a V-6 automatic. My crystal ball gets dim when asked about a CSE V-6 5-speed. I also predict that the Sensonic clutch will bomb on the 900, protecting the 9000 from it.

There are rumors of another Opel model

being facelifted into a "smaller Saab" to fill the niche abandoned when production of the 96 ceased. (The Ashcrafts have even saved Saab the trouble of styling and engineering the new 96.) All this Opel importation brings to my mind a *Car and Driver* review of an Opel Kadett (many, many years ago) which had as its byline "When better Opels are built, will Buick bother to import them?" That was a play on Buick's advertising byline of the time. Well, there are even rumors of a Buick version of the Omega.

Filling the 96 niche may help in European markets, but most U.S. Saab dealers already sell a different brand in that niche. While my friend Dave Walter is happy to let customers choose between a rear-drive BMW and a same-price front-drive Saab, he may be less eager to have both a \$17,000 VW Passat and a Saab 96 on the lot. Saab loyalists may prefer a two year old Saab built 900 to a new Opel built 96. And the great unwashed will never pay the 50 percent premium the car will carry over our greatly improved domestic compacts when the same money buys a loaded T-Bird.

The 900 has a cable clutch?! In my experience, clutch release mechanisms are the bane of transportation. The old tried and true lever linkage is incompatible with front drive layouts, fussy to adjust, and prone to both sudden and gradual failure. The classical hydraulic system is expensive (initial cost and repair cost), prone to gradual failure, and fussy to adjust. Saab's hydraulic slave is self adjusting, but requires removal of the clutch for service; not so much of a problem on an (old) 900, but a big problem on a 9000. Cable clutches are prone to sudden failure, and the self adjust mechanisms used by others have been prone to gradual failures. Is this a pitch for the Sensonic? Watch for a failure analysis of the Sensonic system after I get my hands on the service manual.

Automobile Magazine's review of Chrysler's Neon devoted a sidebar to its 5-speed transmission. The 5-speed is built by New Venture Gear, a joint venture owned 50% by Chrysler and 50% by (Saab Automobile partner) GM. They describe "welded 2-piece gears" which allow the Neon gearbox to be 1.6" narrower than the gearbox it replaces, and "dual cone synchronizers" for first and second gear. Does this sound like a review of the 900? Continuing, "By carefully positioning the shift lever on the transmission case and straightening the path from the shifter to the transmission case,

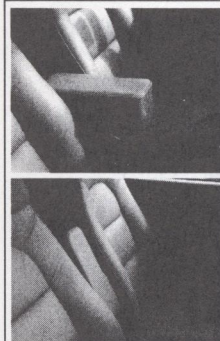
Chrysler has finally gotten gear selection right." This could be a page from a mid-eighties' "9000 Engineering Features," except for the "finally" part, and Chrysler's insistent use of a cable shifter.

We can surmise from the Cadillac LSE engine and the Chrysler Neon's manual transmission that Saab is participating in a lot more cross fertilization than in years past, and is being an important player on the sending end. One bit of cross fertilization on the receiving end which I would like to see is the windshield washer nozzle. Virtually all U.S. cars use a fluidic-oscillator driven nozzle which breaks the washing stream into a wide spray of large drops. Be they "wet arm" or hood mounted, they cover the entire windshield right away, they don't need to be aimed, and they use less fluid than the old-fashioned aimed stream nozzles.

The January, 1994 "Automotive Engineering," published by SAE, reviewed Mazda's "Miller Cycle" engine. Through the use of late-closing intake valves, a fiendishly expensive screw compressor, and compressor and intercooler bypass controls, Mazda has developed a DOHC V-6 with the operating characteristics of Saab's Turbo: Good fuel

economy, strong low and mid range torque, and prodigious power. Lets see, one turbo compressor and two balance shafts, versus two extra cams, four valves, two extra pistons, rods, bearing and ring sets, ignition components, an extra cylinder head, and a precision machined screw compressor with its mechanical drive. I don't pretend to be a good prognosticator of public taste; if I were, Saab would need about a dozen factories. But I can tell the difference between elegant engineering and Rube Goldberg.

Stephen Goldberger



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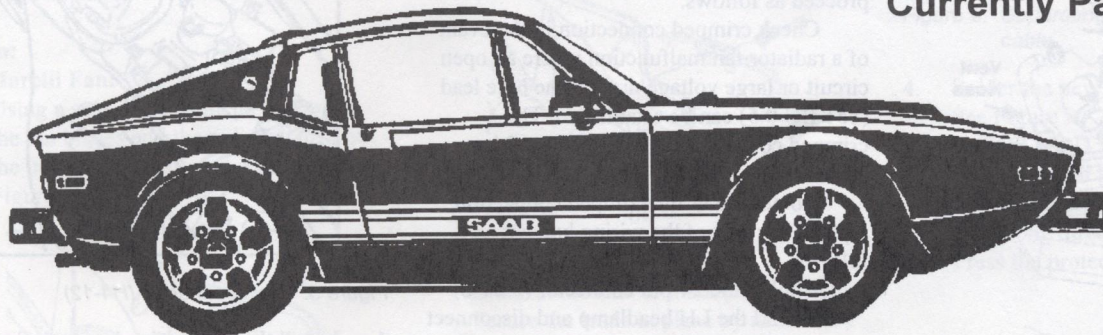
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Service Subjects from Saab

Recall on some '92 & '93 9000s

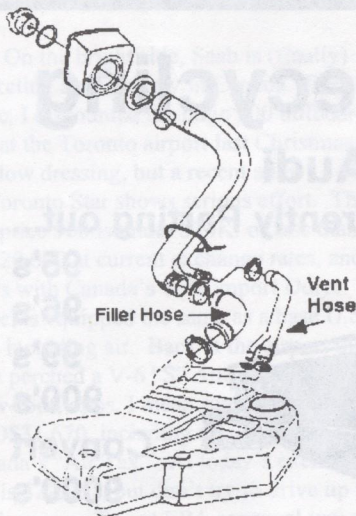
Saab Cars USA, Inc. is voluntarily recalling approximately 5,000 Saab 9000 models produced in late 1992 and early 1993 to replace the fuel filler/fuel filler vent hoses with new components of improved design. Saab will also replace associated hose clamps.

This safety defect was detected through Saab's ongoing product verification process at the Saab engineering center in Trollhattan, Sweden, after the hose supplier changed its manufacturing process. Cracks can develop in the two rubber hoses that connect the fuel tank with the plastic pipes which go to the fuel filler housing. If either of these hoses develop cracks, a fuel leak could result.

1992 and 1993 Saab 9000s in the following Vehicle Identification Number (VIN) ranges are affected by this recall:

N1041085 - N1049024
P1000001 - P1015289

Owners are being advised to contact their local Saab dealer, who will make the appropriate repair at no charge to the consumer.



Affected fuel hoses.

In the interim before this recall service is done, owners are advised to follow these precautions:

- Avoid filling the tank completely. It is advisable to keep the level below 3/4 full.
- Check under the right rear of the car.

These hoses are located inboard of the right rear wheel. Look for any stains or other indications of gasoline on the outside of the hoses.

- Should you notice a gasoline odor while driving or while parked, then discontinue driving as soon as it is reasonably safe and possible to do so and contact your nearest Saab dealer or Saab Roadside Assistance. (1-800-766-7222 for 1992 9000's and 1-800-852-9001 for 1993 9000's).

Radiator Fan Malfunctions

PSI 02/94-0435, Sec. 3/pg. 69

Application: 1992 9000 Models

On some 1992 9000 models, the radiator fan may fail to start due to corrosion of a crimped connection in the wiring harness. This could lead to an intermittent high temperature reading. This problem can be remedied by replacing the wiring harness as stated below.

Cars Affected:

All 1992 9000 models

Parts:

Wiring Harness P/N 45 82 441

This wiring harness is designed solely to remedy this problem and is available as a spare part.

Action:

Refer to the Cooling system in Service Manual 3:2 (P/N 03 45 033) pages 106 and 107 for fault tracing procedures. If faulty, proceed as follows.

Check crimped connection in the event of a radiator fan malfunction where an open circuit or large voltage drop in the blue lead (881 BU 0.5) can be established. The crimped connection is in the front wiring harness.

Do not repair the crimped connection, replace this part of the wiring harness as follows:

1. Unplug the 24-pin connector (H24-2) behind the LH headlamp and disconnect the blue lead (881 BU 0.5) from position 7. Refer to Figure 1.

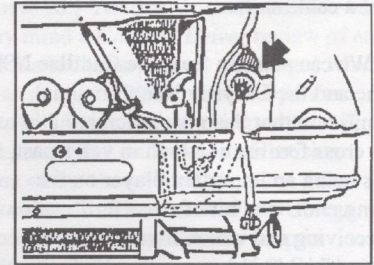


Figure 1. 24-pin connector near the left headlamp

2. Unplug the 4-pin connector (H4-14) for the temperature switch and disconnect the blue lead (881 BU 0.5) from position 1. Refer to Figure 2.

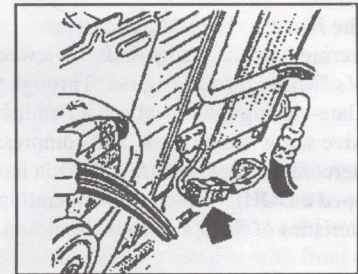


Figure 2. 4-pin connector (H4-14).

3. Unplug the 4-pin connector (H4-12) for the radiator fan pressure switch, AC and ACC, and disconnect the blue lead (881B BU 0.5) from position 3. Refer to Figure 3.

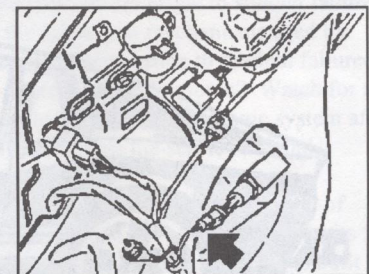


Figure 3. 4-pin connector (H4-12).

4. Install the new wiring harness. Secure the new harness using cable ties alongside the old wiring harness, making sure that it is routed correctly.
5. Warm up the engine and check that the radiator fan is operating properly.

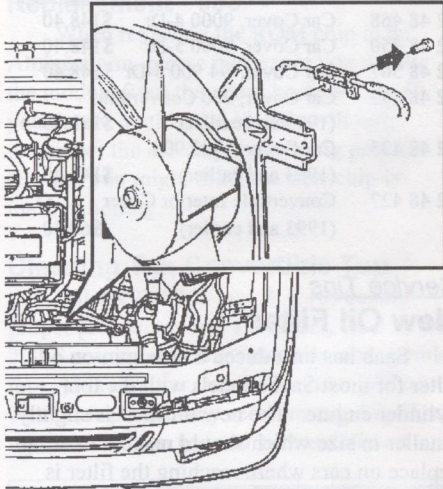
Saab Parts and Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, General Manager, Service and Parts, Saab Cars USA, Inc.

Fan Resistor: Two-Speed Radiator Fan

PSI 12/93-0415, Sec. 2/pg. 37

Application: 1989 9000

A two-speed radiator fan was introduced on certain 1989 9000 variants. On these vehicles, if the resistor failed, the only course of action was to replace the entire fan unit. Now a separate resistor for two-speed fans is available as a spare part and is compatible on either Marelli or Bosch radiator fans. See Figure 1.



Follow instructions below to install this resistor on whichever make fan is installed.

Cars Affected:

1989 9000 models with 2-speed fan

Parts:

Complete Resistor	43 95 034
Pop Rivets (2)	98 49 514

Action:

For Marelli Fan:

- Using a strip of sheet metal to protect the fan blades and the radiator, drill out the pop rivets securing the resistor. See Figure 2.

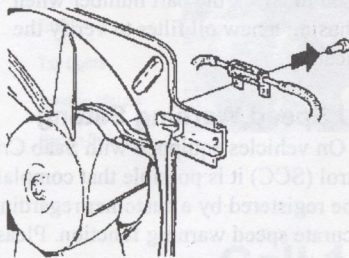


Figure 2. Drilling out pop rivet.

- Disconnect one of the fan resistor's

leads from the two-pin connector and cut the other lead about 70mm from the resistor. See Figure 3.

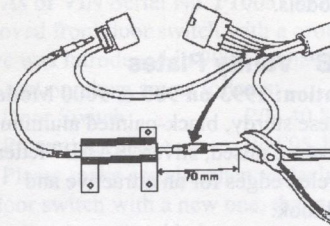


Figure 3. Cutting lead 70mm from resistor.

Do the same with the new complete resistor. Transfer the protective rubber sleeve from one of the splices on the new lead to the severed lead on the new fan resistor, or fit a suitable length of shrink tubing.

IMPORTANT: Make certain green lead is connected to green lead and black lead to black lead.

- Strip about 10mm from the insulation from both leads. Solder the ends of the leads together. Fit the protective rubber sleeve over the soldered joint, or heat the shrink tubing. See Figure 4.

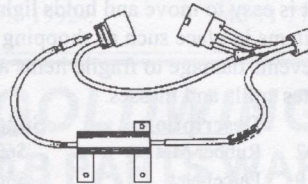


Figure 4. Fitting protective sleeve.

- Attach the fan resistor to the fan cowl by pop riveting it. See Figure 5.

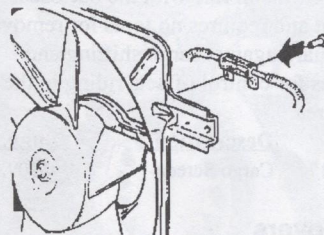


Figure 5. Pop riveting fan resistor to cowl.

Connect the lead to the 2-pin connector. Secure the leads in place by means of a cable tie.

- Warm up the engine and make certain the fan motor operates correctly.

For Bosch Fan:

- Using a strip of sheet metal to protect the fan blades and radiator, drill out the pop rivets securing the resistor. See

Figure 6.

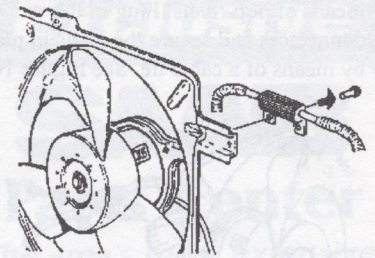


Figure 6. Drilling out pop rivets.

- Carefully bend aside the two hooks holding the protective cover over the cable connections and remove the cover. See Figure 7.

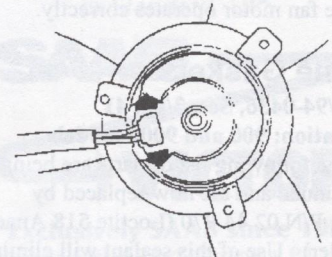


Figure 7. Bending hooks aside.

- Use a soldering iron to heat the electric leads. Separate the connectors and remove the cable. See Figure 8. Be sure to note the proper orientation of the cables.

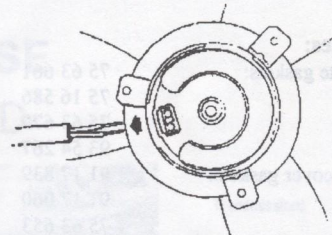


Figure 8. Separating connectors & removing cable.

- Solder the new cable to the fan motor. See Figure 9. **IMPORTANT:** It is extremely important to be sure that the leads are connected to the correct pins as the fan will rotate in the wrong direction if they are not. Press the protective cover back in place.

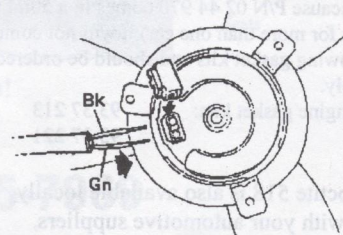


Figure 9. Soldering new cable to fan motor.

- Attach the fan resistor to the fan cowl by means of pop rivets. Plug in the connectors and secure the leads in place by means of a cable tie. See Figure 10.

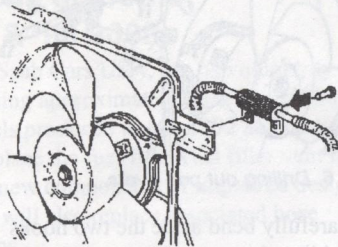


Figure 10. Pop rivet new fan resistor to cowl.

- Warm up the engine and make certain the fan motor operates correctly.

Engine Gaskets

PSI 02/94-0436, Sec. 2/pg. 41

Application: 900 and 9000 models

The following list of parts are being discontinued and are now replaced by sealant, P/N 02 44 970 (Loctite 518 Anaerobic sealer). Use of this sealant will eliminate any chance of oil leakage. Part numbers listed below will not automatically supersede to the newer number.

Parts:

Loctite 518 Anaerobic seal 02 44 970
(50ml tube: enough to do more than one car)

Replaces:

End plate gaskets:	75 63 661
	75 16 586
	75 63 679
	93 54 267
Timing cover gaskets:	91 17 839
	91 17 060
	75 63 653
	75 09 375
	93 56 957
	93 07 836
	83 59 325
	75 88 882
	91 17 847
	75 63 646
	75 09 367
	75 63 646
	93 07 828
	75 88 890

Because P/N 02 44 970 comes in a 50ml tube (enough for more than one car) it will not come in the following gasket kits and should be ordered separately.

B201 Engine gasket kits:	93 37 213
	93 37 221

Loctite 518 is also available locally. Check with your automotive suppliers.

New Accessories

Saab Cars USA, Inc. has announced several new accessories for recent 900 and 9000 models.

"SAAB" Vanity Plates

Application: 1993-on 900 & 9000 Models

These sturdy, black-painted aluminum plates feature raised, silver "SAAB" letters and beveled edges for an attractive and finished look.

Note: "SAAB" vanity plates are not intended to be used in place of vehicle registration plates where required by state law.

P/N	Description	Sugg. List
02 48 401	Front Vanity Plate (elongated European size)	\$5.55
02 48 419	Rear Vanity Plate (regular size)	\$3.88

Trunk Mat and Parcel Net

Application: 1994 900 3 & 5 Door Models

The molded rubber mat has a distinctive design which provides protection against dirt and wear. The elastic luggage compartment parcel net is a complete kit with all attachment hardware and detailed fitting instructions. It is easy to move and holds lightweight items in place such as shopping bags. This prevents damage to fragile items and eliminates spills and messes.

P/N	Description	Sugg. List
02 48 302	Rubber Mat	\$69.80
02 48 310	Parcel Net	\$56.60

Cargo Screen

Application: 1994 900 3 & 5 Door Models

The rugged steel net has a distinctive design. It fits in line with the back seat backrest and requires no tools for removal. It helps guard against cargo shifting and provides for control of pets riding in the cargo area.

P/N	Description	Sugg. List
02 48 617	Cargo Screen	\$109.53

Car Covers

Application: '93-'94 900 & 9000 Models

Saab Cars USA, Inc. is pleased to announce the introduction of the new 900 car cover and the conversion of all previous applications to the new Ultralon material. Ultralon is a strong fabric for today's tough environment and is:

Sun Resistant - UV resistant

Breathable - unique 3 layer construction assures moisture vapor transmission to allow condensation under the fabric to easily evaporate.

Dust Resistant - microscopic holes in the middle layer are smaller than most dust particles.

Storm Resistant - synthetic fibers are moisture resistant and treated with additional water repellency treatment to repel industrial pollutants, bird droppings and tree sap.

Rot and Mildew Resistant - fabric is treated to resist rot or mildew growth.

Lightweight - soft and pliable in all weather, Ultralon folds easily for compact storage.

P/N	Description	Sugg. List
02 48 468	Car Cover, 9000 4-Dr	\$148.40
02 48 450	Car Cover, 9000 5-Dr	\$148.40
02 48 567	Car Cover, '94 900 5-Dr	\$148.40
02 48 443	Car Cover, 900 Convertible (1993 and earlier)	\$148.40
02 48 435	Car Cover, 1993 900 (1993 and earlier)	\$148.40
02 48 427	Convertible Interior Cover (1993 and earlier)	\$60.30

Service Tips

New Oil Filter

Saab has introduced a new spin-on oil filter for most Saab models with the four cylinder engine. The new oil filter is slightly smaller in size which should make it easier to replace on cars where reaching the filter is difficult.

The former oil filter, P/N 93 09 576, supersedes to the new part number, 91 44 445. It may be used on all V4s, 99s (except early 99s with cartridge type filters), 900s and 9000s. The old filter, also sold as the Mann W920/26, may continue to be used until dealer stocks are depleted.

It should be pointed out that the new oil filter for the four cylinder models looks like and is the same physical size as the oil filter for the optional V6 that is available in 1994 900 models (P/N 45 02 696). The filters are not interchangeable, however. The thread pitch is slightly different and the filter will not seat, which would cause a loss of oil and potential damage to the engine. Owners are advised to check the part number when purchasing a new oil filter to verify the application.

EDU Speed Warning Setting

On vehicles equipped with Saab Cruise Control (SCC) it is possible that complaints can be registered by a customer regarding an inaccurate speed warning function. Please note that:

- The speed read on the speedometer can be up to 2-3 mph higher than the real

speed.

The speed warning sounds exactly at the preset speed (real speed), under light acceleration.

There is a time delay of 1 second after you exceed the preset speed and when the speed warning sounds.

Under hard acceleration, there can be a deviation of 6-7 mph at a preset speed of 75 mph, depending upon reasons 1 and 3 above.

Alpine Alarm ROM Chip Replacement - 900

When replacing the ROM chip in an Alpine alarm, please make sure you unplug the module from the alarm harness first. If you do not do this, the module will only remember the old chip's operating parameters and you might think the new chip is malfunctioning.

Cleaning Tan Convertible Top

PSI 10/92-0263 (sec.8, p.46) details proper procedures and a cleanser, CLAX 200-S recommended for cleaning convertible tops. This cleanser, available under P/N 30 04 512, is particularly recommended for Tan tops but can also be used successfully on

both Blue and Black tops.

New Door Switch - 9000

As of VIN Serial No. P1003140 an improved front door switch with a protective sleeve was introduced in 9000 production.

New part numbers are as follows:

- Door Switch P/N 40 86 492
- Protective Sleeve P/N 95 12 229

Please make certain when replacing an old door switch with a new one, that a protective sleeve is added to ensure proper protection from corrosion.

Fan Speed Complaints - 1990 and later 9000 Models

If you have a complaint of fan speed that cannot be controlled by the ACC panel, or if the fan does not run at all, it is possible that an overheated fan control unit is the cause.

The only remedy available at this time is to replace both the fan motor and the fan speed control unit. Part numbers are as follows:

- Fan Unit: 96 28 857
- Fan Speed Control Unit,
 - 1990-91: 96 29 106
 - 1992-: 40 71 775

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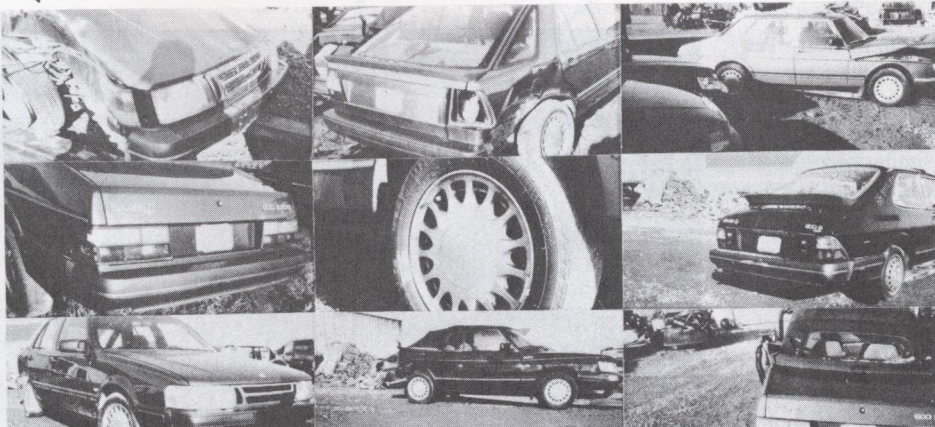
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The Aspen Police Department recently took delivery of new Saab 9000 CS's.

Colorado Police Must Be Ready for Any Weather

When winter comes to the Colorado Rocky Mountains, so do the skiers, thanks to plenty of annual snowfall. That same snow presents difficulty for drivers, especially for those who *must* be on the roads, such as the local police. That's why the law enforcement officers in both Vail and Aspen rely on Saab.

These two Colorado cities began using Saab 99s as patrol cars in the early 1970s as the Saabs were about the only effective front-wheel drive cars on the market at the time. Since both towns are in the Rocky Mountains, the annual snowfall - as much as 30 feet - caused problems for mobility and front-wheel drive was the best way to get around during wintery weather.

Vail has 17 Saab 9000s in its fleet. Ten are used as patrol cars and the others are administrative vehicles, driven by the police chief and other city officials. The city of Aspen leases 8 Saabs for similar purposes. The cars are replaced once they get 15,000 to 20,000 miles on them. That's about once a year for the Saabs used as patrol cars in Vail; the administrative cars don't see quite the use of the patrol cars and are replaced about every two years. Since both Vail and Aspen jurisdictions are urban, the cars seldom are needed in chases. Consequently, only non-turbo 9000s are chosen for patrol use, though there are a couple of Turbo models for administrative use in Aspen.

While most of us are familiar with specially modified police specials by Chevrolet and Ford, the modifications to the Saab 9000s are minimal. The suspension and tires are as the cars came from the factory.

The changes are pretty much limited to installation of electrical equipment - a light bar, siren, several radios, and a special switch referred to as the wig-wag to make the headlights flash alternating left and right. Rifles are locked to a special arms rack in the trunk operated by an electronic switch. As a result, the biggest problems with the police cars have been electrical. The electrical systems can get overwhelmed if the patrol car is left idling at an accident scene with the light bar and hazard flashers engaged. Though larger output alternators have been tried, they haven't been enough to overcome

the electrical demands and the cars now use the stock alternators.

Patrol Officer Steve Wright of the Vail Police Department likes the 9000s as patrol cars: "The cars are overall extremely good. Well built. They don't take a lot of abuse here but they do take a lot of wear.

"We do a yearly driving class where we run exactly the same cars that we use on the street. They handle extremely well, but they are a little bit underpowered especially coming from a lower speed. There seems to be a lot of lag before you come back up to speed within that gear.

"I personally like the hatchbacks. They are a little bigger, a little roomier and I think they handle better."

One area that Officer Wright mentioned as a problem was the interior lights in the door panels. "We seem to go through a lot of those and that's just from getting in and out of the car all of the time. We may be in and out of a car thirty or forty times a day, whereas someone in a family situation it might be three or four times a day."

The editors of *Police* magazine recently selected the 9000 CS as an "Alternate Law Enforcement Vehicle." The magazine's editors gave the following reasons for their choice: "This rare combination of roomy interior, vault-like construction, laudable performance and superior four-wheel traction, lends credence to Saab's claim that the 9000 CS is one of the world's most capable police vehicles."

Tim Winker



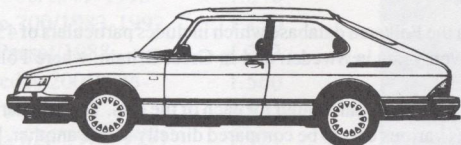
Vail Police Officer A. C. Stutson poses in front of his black 9000 patrol car.

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SAAB NEWS

Kelly resigns as Pres/CEO, Crumlish takes over

Rossi moves to Chevy, Martin new director of PR

James Crumlish, recently named Regional Director of the Americas, has taken over as head of Saab Cars USA, Inc., following the resignation of Bill Kelly as president and chief executive officer. Crumlish, 49, first came to Saab in 1990 with the formation of Saab Automobile AB, the 50:50 joint venture of Saab-Scania AB and General Motors Europe, in the position of chief financial officer.

In his position as regional director, Crumlish's job was to oversee Saab sales operations in Canada, South America and the United States. He had spent three years each in Canada and South America for GM and felt that his presence would improve Saab sales in Canada and develop the market in South America.

Kelly has accepted the position of Director of Operations for Mercedes Benz American operations, and will be in charge of Mercedes' field force. Crumlish will assume the title of CEO; the position of president will not be filled.

Stephen Rossi, Saab's director of public relations, has taken a similar job with Chevrolet, officially, Director, Product Communications. Replacing Rossi at Saab Cars USA is Elke Martin, who has been Saab's Media Information and Publications Manager. Martin has been with Saab for two years.

There have been several other personnel changes at Saab Cars USA recently. Lawrence W. Nay has been named national sales manager. Nay will direct Saab's U.S. sales operations. Barry S. Buxbaum has been named eastern region manager, the position formerly held by Nay.

900 5-door named Import Car of the Year by Japanese

The all-new 900 has added another accolade to its growing list of industry and consumer awards. The 1994 Saab 900 5-door has been named Import Car of the Year by the Automotive Researchers and Journalists Conference of Japan (FJC).

The 75-member RJC is a voluntary, nonprofit organization of automotive researchers and journalists. Its prestigious Import Car of the Year Award is the only such prize in Japan for imported cars. The all-new Saab 900 outscored such top ten contenders as the Mercedes-Benz C-Class and the Volvo 850 SportWagon.

Saab 9000 one of *Consumer Reports*' "Most Reliable Cars"

1994 Saab 9000s offer owners "better than average" reliability, according to *Consumer Reports*' annual April auto issue. The magazine included the popular 9000 model line in its reliability index, where it scored 40 percent higher than the benchmark, or the average score of all vehicles in the survey. Saab's 9000 also carries a "recommended" designation in the magazine's 1994 car profile section.

9000 Aero: Best Import Performance Car in Taiwan

Car News, the second largest motoring magazine in Taiwan has selected the Saab 9000 Aero for the "1994 Ten Best Car Award". The Saab 9000 Aero tops the category, "Best Import Performance Cars".

New Folksam study: Saab 900 reduces risk of neck injuries

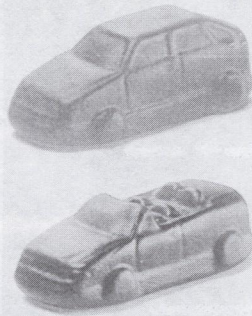
Safety researchers at the Swedish insurance company Folksam, in cooperation with Sweden's biggest daily 'Dagens Nyheter', have completed a study aimed at determining the cars in which the occupants are least likely to sustain neck injuries in a rear-end collision. The study revealed that the 1979-1993 models of the Saab 900 (the first generation) are the least likely of all cars studied to give rise to neck injuries caused by whiplash.

The study was based on information in the Folksam database which includes particulars of 450,000 road accidents that have occurred in the past seven years in Sweden and in Great Britain, where Folksam has a cooperation partner.

The study resulted in 'comparison factors' being calculated for each of the cars. The comparison factor, which ought to be as low as possible, enables various cars to be compared directly to one another. If the factor of 1.040 of the Saab 900 is compared, for instance, with the 2.080 for the Audi 100 in seventh place, it will emerge that the risk of a serious, incapacitating neck injury is twice as high in an Audi 100 as it is in a Saab 900. The study produced no comparison factor for the Saab 9000 because of insufficient statistical material (the reported injuries were too few).

The study reveals that there is a relationship between the size of the car and the risk of the occupants suffering whiplash injuries. The frequency of such injuries in small cars is up to five times higher than it is in a medium-sized or large car.

"It's interesting to note that all cars at the bottom (of the table) are small city cars. And it's in city traffic that most accidents of this type occur. In other words, these cars are not particularly suitable for their task,"



Buyers sweet on tiny Saabs

A new line of Saabs has hit the Swedish market, and buyers are eating them up. Fransson's SAAB candy has proven to be popular in the home of Saab, and is now available in the United States.

The idea for SAAB candy came out of a meeting between Trygve Svärd of Minneapolis and a representative of the Fransson's Polkagristillverkning in Gränna. After getting permission from Saab to use their name and the distinctive Saab shape, Fransson's introduced the new candy at the Stockholm Auto Show in February. King Carl XVI Gustav was given a bag of the candy to try and later returned to the Saab booth to get a few more bags for his children.

The gummy Saab candy has been an instant hit in Sweden. It has been written up in the newspapers there, and was the subject of a comparison test in "Motor" magazine against Ahlgrens "Bilar" candy cars.

Unique to the SAAB candy is the two-flavors-in-one feature. The green 900s start as a pear flavor which is lemon inside, and the red Saabs go from strawberry to apple. The 900 convertible style is black cherry flavored only.

Fransson's SAAB candy is now being imported to the U.S. by Svärd's company, Nord Mark, Inc., and will be available at Scandinavian gift shops around the country.

Saabs to be on display at Detroit Classics show

Automobiles from Sweden will be honored in one of the 16 categories of the 1994 Eyes On The Classics car show, June 19th at the Edsel & Eleanor Ford house in Grosse Pointe Park, Michigan. Saab Cars USA has promised to provide four cars from its collection: A 1950 Saab 92, a 1956 Sonett I, a 1967 Sonett II two-stroke, and the 1986 9000 Turbo that proved Saab reliability in Long Run at Talladega. Several Saab Club members' cars will also be on display, including the very low mileage 1967 Saab 96 V4 Deluxe belonging to Joe Caparosa that was the Best of Show at the 1993 Saab Owners National Convention.

Honored Designer for the Eyes on the Classics show will be Nuccio Bertone, who will be making an appearance and will provide several vehicles from his personal collection for the show. Bertone is famous for designs he has done for Fiat and Volvo, among other famous makes. Perhaps his most renowned design is the BAT cars penned for Alfa-Romeo.

Proceeds from the annual Eyes On The Classics display benefit the Detroit Institute of Ophthalmology, a non-profit organization assisting the visually impaired through education, research and support groups.

testing, including use during the Winter Olympics in Lillehammer, Norway. Testing is carried out by Swix employees and representatives of the Tiedemanns Group, of which Swix is a member.

The features that aroused the interest of Swix in Saab cars include their low operating costs, high safety, variable load-carrying capacity, high standard of equipment and good behaviour on winter roads.

The original intention was that, after the road-testing period, Swix would evaluate the cars with a view to possibly buying them. However, the cars have already given such good service that Swix has decided to buy most of the test fleet.

says Professor Claes Tingvall, the leader of the study, in a comment to 'Dagens Nyheter'. According to Folksam, the occupants of a car involved in a rear-end collision always run a greater risk than the occupants of a car which has crashed into it.

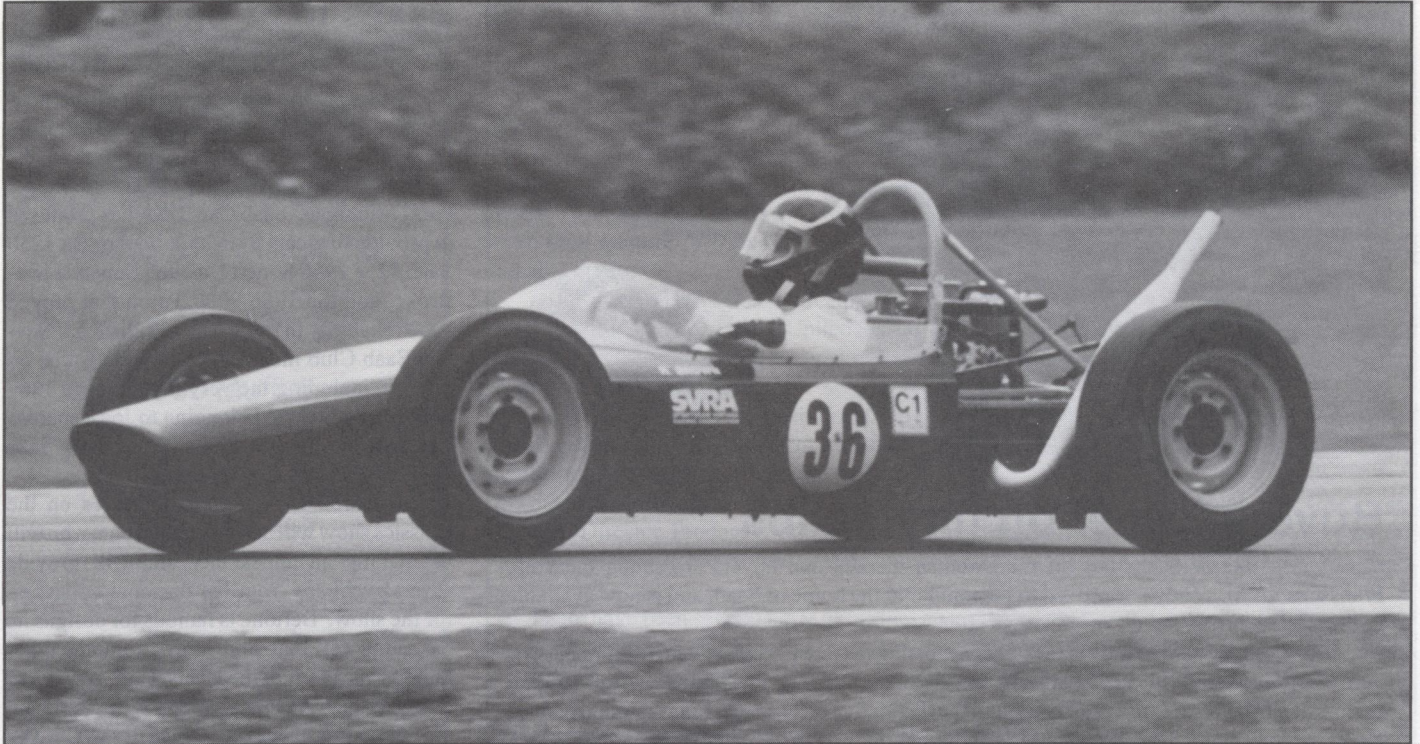
The list published in 'Dagens Nyheter' of the 30 December 1993 is as follows:

Make/model year	Comparison factor
1. Saab 900/1979-1993	1.040
2. Volvo 700/1983-1992	1.170
3. VW Passat/1988-	1.243
4. Mercedes 200/1985-	1.560
5. Audi 80.1987-	1.921
6. Mazda 626/1987-1991	1.921
7. Audi 100/1987-	2.080
9. Mercedes 190/1983-1993	2.560
11. Volvo 200/1975-1993	2.470
15. Honda Civic/1988-1991	2.600
16. Mazda 626/1983-1986	2.712
20. Toyota Corolla/1988-	3.000
26. VW Golf II/1983-1991	3.500

Swix tests Saab cars in Norway

Swix Sport, the well-known Norwegian company whose products include ski wax, has been testing 15 Saab cars - five new 900s and ten 9000s - in preparation for updating its fleet of company cars. The cars have been subjected to comprehensive road





Richard Brown drives his Quantum Formula "S" the way it was meant to be.

The SAAB powered Quantum Formula "S"

The Quantum Formula "S" race car was designed for low cost racing using Saab 850cc two-stroke engines, four-speed transmissions and suspension components, similar to the Formula Vee class. The class was the brainchild of Henry "Hank" Rudkin, who had raced a rear-wheel drive, Saab-powered Bandini in H-modified. He met and became familiar with Walter Kern and the others involved in the Quantum Corporation in the early 1960s after their first sports car prototype, the front-wheel drive Quantum II, kept beating his Bandini on the racetrack. Rudkin bought out Kern and the new firm was named the Quantum Motorcar Corporation, and they continued to work with Saab toward production of the Quantum sports car. An heir to the Pepperidge Farm fortune, Rudkin put up much of the money to develop the original sports car, reportedly in the neighborhood of \$75,000.

Once the Quantum III sports car prototype was sent to Sweden for evaluation by Saab, Rudkin turned his attention to the concept of a Saab-powered formula racing car. It was designed and built by Rudkin and William Kerrigan, with chassis guidance from Kern. The fiberglass body was designed by an artist friend of Rudkin's and executed by a company owned by Chet Wiley, whose firm, Atkins and Merrill, also did the fiberglass bodies for the Quantum sports cars. In order to qualify as a manufacturer under SCCA rules, Quantum Motorcar had to build fifty vehicles. Kern believes they built 52 at their facility in Seymour, Conn., all but the first few of them in kit form.

Like Formula Vee, the drivetrain on the Quantum Formula "S" was in the rear, but some modifications were permitted to the engine

to allow for more performance. There had been a move to put the Saab-powered cars in the same racing class as the Vees, but the Saabs were consistently faster, so the separate Formula "S" class was devised. The marketing plan was to sell the kits through Saab dealers, who would also be able to provide the Saab components needed to make the cars race legal. Using all new parts, a Quantum Formula S could be made race ready for about \$3,000. But Formula Vee, based on the more common Volkswagen Beetle suspension, gearbox and the 1200cc air-cooled engine proved to be the more popular category and Formula S never really got off the ground. The Quantums were forced to race in Formula C, where they were not terribly competitive, and most were abandoned after a few seasons of racing.

With the popularity of vintage racing, where history is more important than winning, the Quantum Formula "S" has found a new home. There are 24 Quantum Formula cars in this listing, plus one reportedly in Sweden. Murphy's law dictates that as soon as this is published, the car in Sweden will be found and several more Quantums will turn up here in the states!

A note on chassis serial numbers. Those found have been on the top of the cross brace behind the seat connecting the bottoms of the roll bar. Is the addition of the "4" in the sequence significant? It could reflect the 1964 production year. I have not found a number on mine, but it could be covered by layers of paint. If anyone discovers a chassis number, let me know where it fits in the puzzle.

[Editor's note: *Since the Quantum Formula S was designated the Quantum IV by the builders, the "4" in the chassis number may signify the model number.*

Quantum I was the steel chassis built by Walter Kern, Jack Suomala and Al Conrod to test the feasibility of a Saab based sports car. When aluminum bodywork was fitted to the chassis, it was christened Quantum II. The Quantum II was raced in the H-Modified class in 1960 and was never beaten, often finishing ahead of much more powerful cars in faster classes. It is now owned by John and Fred Abel of Mendham, New Jersey (the vintage racing organization lists the Quantum's serial number as WK2, for Walter Kern #2).

The Quantum III was the completed prototype sports car with Saab components and running gear of which three were built and two still exist. The first Quantum III had a tubular aluminum frame and a white fiberglass body hand built by Chet Wiley at Atkins and Merrill in Marlborough, Mass., under contract to Quantum, Inc. The body on the first Quantum was destroyed to make the molds for the later prototypes. Both of the other Quantum IIIs have steel tubular frames. One is owned by Bud Clark of J&B Imports in Orange, California, the other by Bud's former business partner Jay Arruda. (see NINES #182, June '89)]

The register is initially arranged by serial number. For those cars where the serial number was not listed or cannot be located on the car, the listing is by owner from east to west.

Saab Formula "S" Quantum Register

Prototype - Bill Weiss
West Haven, CT

Several years ago, I think it was 1985, I accompanied Randy Cook to Connecticut when he purchased his Quantum from Bill Weiss. At the time Bill had two additional Quantums. One is the original prototype, which he got from Bill Rutan, and the second was a Quantum chassis with a VW engine and trans axle, which has since been sold to Dick O'Dea. With the chassis he also got a new unpainted body. He said that he had considered vintage racing some years ago, but he had been unable to find a vintage sanctioning organization that would recognize the Quantum.

#102 - Wendell Francis
Dandridge, TN

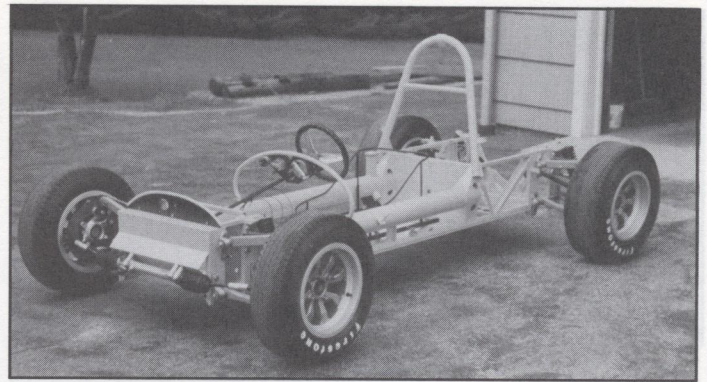
Wendell found his Quantum in Kansas City, Kansas in 1990 and has finished a complete frame up restoration of the car which has chassis number 102. Wendell traced the Quantum to its original owner Jack Eiteljorg who bought it assembled from SAAB Denver Inc., Denver, Colorado, in early 1965. The only place Jack raced the Quantum was at the Continental Divide Raceway in SCCA group "C" for half a season before selling the car to Ed Roloff in Chicago, Illinois. From Roloff the Quantum went to Vern Molburg in Naperville, Illinois, then to Jim O'Dell in Kansas City who sold it to Wendell.

The Quantum was original and complete when Wendell got it. The clutch was still the SAAB cable system with a standard transmission, rubber drivers, and drum brakes. The engine is fully modified 850 cc with a twin Solex carburetor. The wheels are steel with 155/15 tires. With his art teacher precision Wendell has restored the car to better than original. The Quantum has not been vintage raced, but Wendell's driver, Mike Woods, has taken it around Road Atlanta during Sports Challenge timed sessions.

#4103 - Nick Julian/John Parker
#4109 - Nick Julian/Bob Williams
Wildwood Garage
Central Square, NY

Nick and his partners are building two Quantums. Building is the correct term as both cars were obtained as unassembled kits.

The first kit, chassis number 4103, was purchased from Homer Trotter's estate. It was in original factory condition! He purchased it in 1965 and had never assembled it. Before his passing, Trotter told me the transmission was a



Bare Quantum Formula "S" chassis, restored by Scott Olson.

close-ratio four speed made from a three speed by Rolf Melde at the Saab Competition Department in Trollhatten. Homer did not describe his engine, but indicated he had factory drawings and instructions for Group II and 85/97 hp modification of SAAB Sport 65 and Monte Carlo 66 engines. (Note: This car may be for sale. See ad in this issue.)

The second kit, chassis number 4109, was purchased from Joseph Forbes in Epping, New Hampshire. Forbes had, like Homer Trotter, purchased the Quantum kit twenty years ago and never assembled the car.

Nick advised that plans are to equip one car with drum brakes and the other with GT 850 disks. One will have a single carburetor 850 cc engine and the other one of Trotter's race engines. Nick said they hope to have the Quantums ready to race at Shannon on the Fourth of July 1994.

#4115 - Keven Pampuch
Wilmington, DE

Keven got his Quantum from Charley Gibson in Fairfield, Connecticut, who had purchased it from Lesley Langlors in Windsor, Vermont. It is undergoing a complete frame up restoration at Jake Jacobson's (Keven's father-in-law) shop in Newark, Delaware. George Vapaa's Quantum is also there, as is mine. Keven plans on standard drum brakes with steel wheels. Hopefully Keven & George will have their cars finished in Spring 1994.

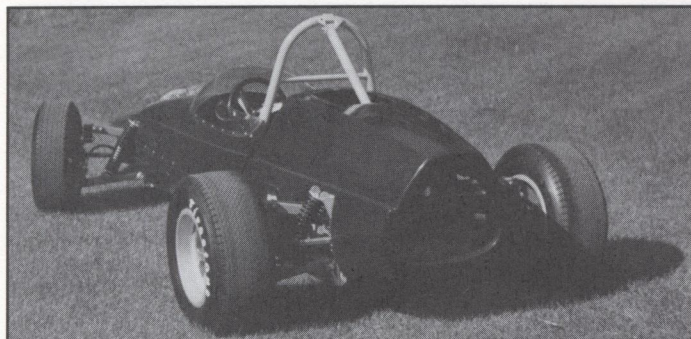
#4129 - Richard A. Brown
East Hampton, CT

Dick reported that his Quantum, chassis number 4129, originally belonged to the Essex Racing team, but he does not have its complete racing history. The car is mostly stock with a '65 three carburetor engine coupled to a SAAB transmission. The brakes are drums all around with steel wheels wearing Goodyear Blue Streaks, 4.50 x 15" front & 5.50 x 15" rear. The car was British racing green with a yellow stripe but has been repainted red. Dick has been vintage racing his Quantum for the last couple of years at Lime Rock Park, Watkins Glen and Mid-Ohio.

Bill Rutan
Centerbrook, CT

Bill once again owns his original Quantum, but in the Formula "C" configuration as it was raced after the two-stroke engine was removed. Bill said the chassis did not have a serial number that he was aware of. The current engine is a '63 1.1 liter Cosworth putting out approximately 120 to 136 hp. The transmission is a Hewland front shift MK7. With the original SAAB engine the transmission was a Colloti (VW bases). With the Cosworth engine the car used 5 1/2" x 13" Minilite wheels on the front and 7" x 13" American Racer mags on the rear. The Quantum is currently painted orange with blue striping.

This car was first raced in 1966 and at the SCCA runoffs in Riverside, California with the standard suspension and the SAAB three carburetor 93 HP engine from Sweden. For Formula "C" more power was needed so the chassis from the firewall back was rebuilt to accept the Cosworth engine. The rebuilt was completed by July 1967 after which the car won five national races going



The rear fiberglass bodywork has a distinctive shape.

on to the runoffs in Daytona Beach and winning Formula "C". After Daytona the car was sold to H. "Wick" Williams in Chattonooga, Tennessee, who qualified the car for the California runoffs, but did not attend. The car was damaged in October 1968 at Thompson, Connecticut, and after repair, the engine sold to the midwest and the rolling chassis to Ray Davis in Rhode Island. Ray installed the Hewland transmission and 1100 cc Cosworth, raced the car maybe one time and parked it. The Quantum was repurchased in 1981 to be restored for limited historic racing but those efforts have been supplanted by work on a 41 year old VW Hill Climb special.

**Dick O'Dea
Cheshire, CT**

Dick obtained his Quantum from Bill Weiss in West Haven, Connecticut. He described it as a good chassis with a VW engine & transaxle, 14" racing wheels, disk front and drum rear brakes. He indicated that he was restoring the car, but had no plans for vintage racing.

**Bud Grocki
Worcester, MA**

Bud reported that he has two Quantums, one a kit and the other a complete car that was raced in the '60s, although he does not know its racing history. He said he has had the kit for about seventeen years and acquired the second Quantum about three years ago. Both cars have the original red bodies and a spare rear body section that came with the kit. Although no engine came with the kit, he said he had several engines retained from when he was ice racing. He thought the engine in the second was a 850 or 940 cc, but he had not opened it up to check. The assembled car was acquired by someone in Worcester about ten years ago from New Hampshire. Bud said he hoped that with the help of an old Quantum racer, John Caley, they might be able to identify the car's history. He said that Caley "blew away" all the other northeast Quantum drivers including Dr. Dick Thompson who raced for SAAB. Once when Caley had a "legal" Formual "S", Thompson lapped him at Bryar Motorsports Park, but Caley returned with his own 940 cc to lap Thompson. He said that Caley also built a 10,000 rpm 3-cylinder, two-stroke that dynoed at 140 hp.

**Robert Terriault
Finchburg, MA**

Robert advised that he bought his Quantum in 1979. It has an 850cc engine with a dual throat carburetor. He said that when he bought the car he also received a spare, but cracked, nose section and a set of 15" rims to replace the wide racing rims which were mounted for autocrossing. He did note one curious alteration; the car does not have a normal radiator, but has two small radiators mounted adjacent to the rear wheels.

**Robert S. Coy
Richmond, NH**

Bob reported that his Quantum, with the exception of a Hewland gearbox, was original.

**Tim Hunt
Richmond, VT**

Tim advised that his Quantum was 90% restored as of January 1988. He had no racing history for this red with a gold stripe car. The engine is a red block 850cc, non oil injected, with a single carburetor. The wheels are 13" x 7.5" with 4.25/9.50 13 tires on the front and 13" x 10.5" with 12/24 13 tires on the rear.

**Clyde W. Billing
Augusta, ME**

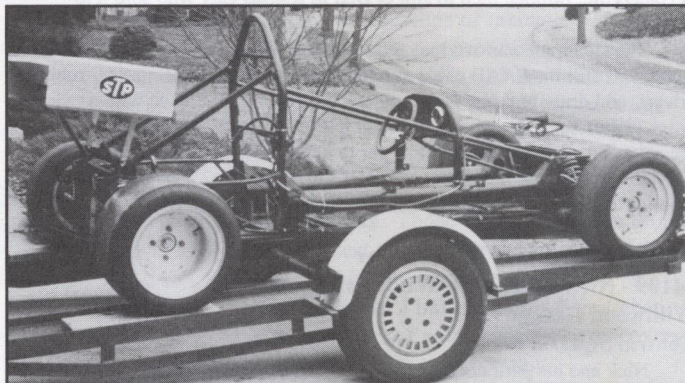
Clyde is another original owner who purchased and assembled his Quantum in 1964 when he was a SAAB dealer in Washington, Maine. The Quantum was campaigned from Clyde's dealership, The Washington Garage, during the mid '60s in the SCCA Northeast Region. Clyde's driver was his brother-in-law, Mat Hunter from Farmingdale, Maine. Clyde said that due to that lack of other Quantums, the Formula "S" had to compete in the open wheel "C" modified class. This Quantum is retired to display at Clyde's SAAB dealership with a stock 850cc engine replacing the modified engine used during the '60s. Clyde says the Quantum has no dreams of new vintage races echoing through its 3 cylinders and tuned exhaust.

**George Vapaa
Wilmington, DE**

George is a two Quantum owner. He found the first one in Manassas, Virginia. It had extensive modifications to make it into a VW powered sprint racer. They included a wing, nose job (shortening of the nose to about even with the front of the tires to eliminate the radiator), and a roll cage. Fortunately, the basic frame and running gear were not altered very much. The wheels are 13" and there are disk brakes all around. George purchased the chassis without engine and transmission to facilitate his restoration to SAAB specifications.

The second car was a basket case that he purchased from me. He had thought the first car had too much alteration to the frame and wanted the second for restoration. I obtained this car in Chattanooga, Tennessee in 1987. The owner prior to the individual I purchased it from had attempted to lengthen the chassis to install a V6 engine. From the firewall forward the Quantum is okay, but the engine area is a disaster. It has disk brakes all around and 13" wheels with racing slicks. The front end is not a stock Quantum assembly. The A arms are Saab, but the rest appears to be MG. The engine is an 850cc with a two carburetor manifold. The transmission is the Saab four speed mounted in the normal Quantum manner.

Fortunately George has been able to restore the first frame and it is almost ready for installation of the drivetrain. This Quantum will have four wheel GT disk brakes with four lug SAAB 99 steel wheels. I believe George plans on painting this Quantum yellow to match his 1969 Sonett V4 roadster. The frame is dark blue. After this Quantum is finished, the second one awaits attention.



George Vapaa's first Quantum sans VW engine/gearbox, shortly after purchase.

Thomas K. Cox Jr.
Woodstock, MD

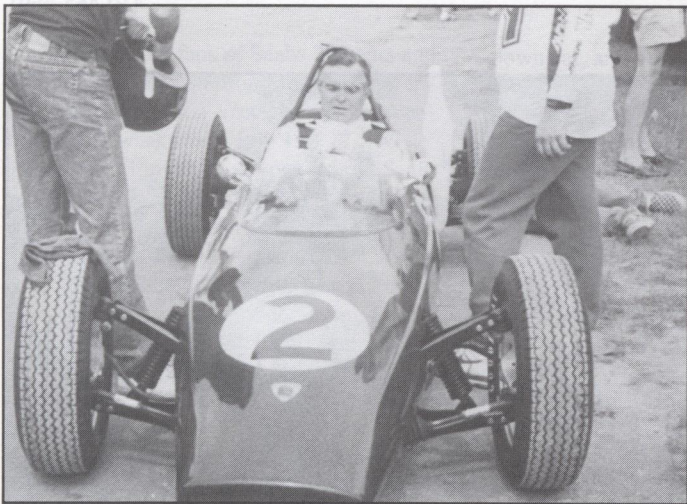
Your chronicler was reintroduced to this Saab insanity by Randy Cook in about 1981. During the '70s I had owned a 96 and a 99. Since obtaining a Sonett III in 1981 my Saabing has evolved into another 96, Sonett parts sales, Sonett exports to Europe and two Quantums, one of which I sold to George Vapaa.

My current Quantum was acquired here in Maryland in 1987, and is slowly being brought back to Vintage Racing condition. Hopefully it will join the Vintage Saab Racing Group's 93 sedans, two-stroke Sonett, Sonett III, and Saab two-stroke Bandini sports racer. When purchased this Quantum had a poorly fabricated engine cover due to roll bar modifications. A new cover is being made using a original cover as a mold. The engine is an oil injected three carburetor 850cc. The brakes are drum with early Sonett mag wheels.

As I noted in Keven Pampuch's listing, my Quantum is also at Jacobson's, but not for a complete frame up restoration at this time. It needed the top half of the rear body section and that repair is well under way. The roll bar braces that were added and caused someone to cut off the top of the rear body section have been removed and a proper center brace will be installed behind the seat and a new red paint job for the body will suffice for the present.

John Stainkamp/Daniel Webster
ABCO Automation Inc.
Browns Summit, NC

This Quantum has an Alfa Romeo four cylinder, twin-cam engine. The remainder of the car appears to be stock with the exception of 13-inch wheels and the lack of an engine cover. Previous owners include Mort Stern of Charlotte and Terry Brewington of Wilmington, North Carolina.

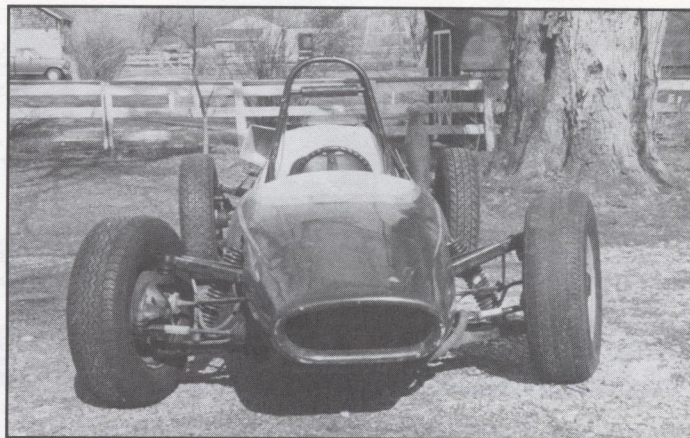


Former Saab president Bob Sinclair prepares to drive the company's Quantum at Lime Rock in 1989.

Saab Cars USA, Inc.
Norcross, GA

SAAB acquired this Quantum from Randy Cook during 1988. Randy has been active in Vintage Racing for several years in the southeast, and had entered the Quantum in the Walter Mitty Challenge and Sportscar Vintage Racing Association (SVRA) events at Road Atlanta, a SVRA race at Summit Point, West Virginia, and the SVRA Vintage/Historic Division of the 1985 St. Petersburg Grand Prix. It had a stock 850 cc triple carburetor engine, drum brakes, and early style Sonett mag wheels with 195SR15 Michelin tires.

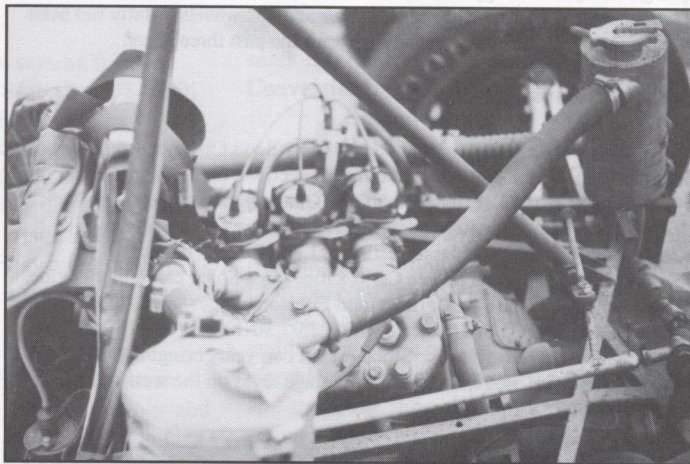
Saab gave the car a full restoration before it was put on display at the SAAB Headquarters in Orange, Connecticut, and it is now in the new



This car is undergoing restoration. Owned by Tom Cox.

headquarters in Norcross, Georgia. The only major difference from the previous specs was the substitution of 5.00x15 Goodyear G12A vintage racing tires on unmodified 96 steel wheels.

It did make one foray into the world of vintage racing during the Paine Webber Vintage Invitational at Lime Rock Park, Memorial Day, 1989. Bob Sinclair, then SAAB president, drove the Quantum in the vintage recreation of the Formula Libre race held at Lime Rock Park on July 25, 1959. Mr. Sinclair also made a lap with a Barber SAAB Pro Series car before that race. The Quantum could appropriately be called the predecessor of the Barber SAAB.

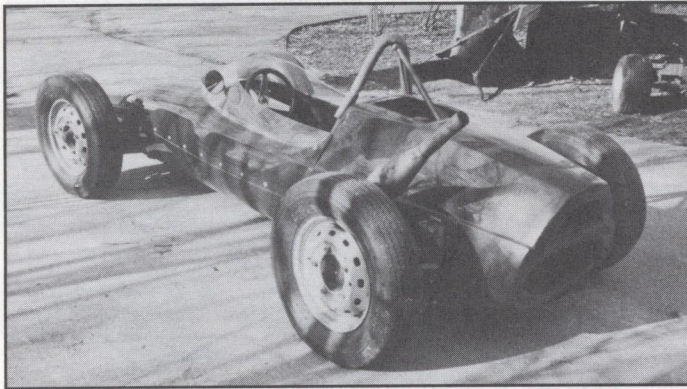


Boye's Quantum sports a three carb setup from a motorcycle

Bill Boye
Vero Beach, FL

Bill is a former SAAB dealer who now operates Chez Boyè, imported car parts, accessories, and repair in Vero Beach. When he was a dealer in the '60s Bill assembled and raced a Quantum. Bill said his original Quantum might have been sold to Puerto Rico. It might also be the car that was listed as being in Clearwater, Florida in the first register and now owned by Mike Nickels.

Bill's present Quantum is one he found in Florida and had been an autocross car. The car is stock except for three motorcycle carburetors and the stock 96 oil tank mounted just behind the roll bar on the left side and the missing rear body section. The drum brakes and 15" steel wheels are normal. Restoration of this Quantum is progressing.



Verlyn Strellner recently found this Quantum in Chicago

**Verlyn Strellner
Highland Park, IL**

Verlyn found this Quantum in a garage in south Chicago in 1991. It appeared as if whoever built it never raced the car after finishing it. It is completely stock. He said that he might vintage race it or use it to trade up to a larger car.

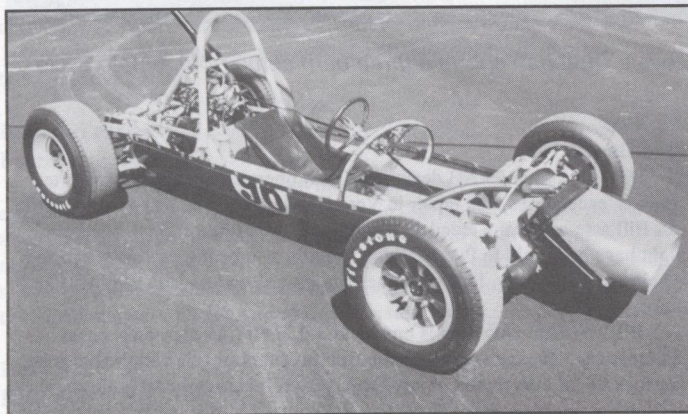
**Marty Stein
San Carlos, CA**

Marty's is another well traveled Quantum. It was purchased from Garland Gentry in Earlysville, Virginia, in 1989. With the exception of a BMC "A" series engine coupled to the SAAB transmission and heavier coil springs, the Quantum appears to be normal. From a photograph, I recall that it was equipped with four wheel disk brakes and 13" wheels. Marty has been vintage racing the Quantum in California for the past three years.

**Edmond Stoops
Orange, CA**

Completely restored to mint condition by Scott Olson, an employee of the Skip Barber Racing organization in Connecticut, before being purchased by Mr. Stoops in 1988. Prior to Scott, the Quantum had two owners, Nick Cristiano and Paul Gulmette. Scott reported that the car had no racing history, only two days of chassis testing at Lime Rock, Connecticut.

This Quantum has a Monte Carlo 850cc three Solex carburetor engine, four wheel Monte Carlo disk brakes, and Firestone Super Sport Indy tires on alloy wheels, 13" x 6" front wheels with 5.25/7.30-13 tires and 13" x 8" rear wheels with 5.25/7.30-13 tires. Stoops spent two years bringing the car up to concours condition, and has raced it in vintage races on the west coast for three seasons.



Edmund Stoops' Quantum without the bodywork.

Last August Stoops Quantum was the first ever invited to participate in the Monterey Historic Races at Laguna Seca in California, and was the only SAAB-powered car to finish.

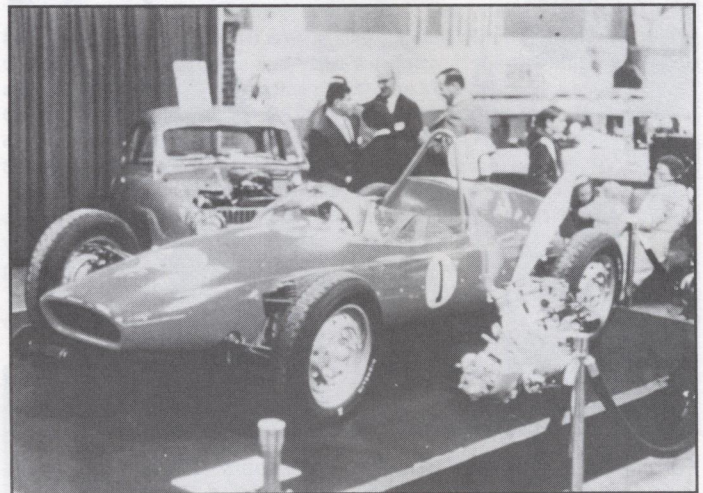
**Mike Nickels
Redondo, WA**

Mike's Quantum has journeyed quite a bit in the past few years. In the first register it was listed as for sale by Stuart Barnett in Clearwater, Florida, and was basically stock with front disk and rear drum brakes. It was bought by Gene Leasure and moved to his place in Sun Valley, California. Gene fully intended to restore and vintage race the Quantum, but he was seduced by a SAAB powered sports racer called the Tanner Special; his second. Gene removed the Saab engine and transmission from the Quantum to use in his Tanner and sold the Quantum to Mike, who had it transported north to Washington. Mike reported that he has enough SAAB two-stroke parts to restore the Quantum. Everything else on the car was as it should be.

Quantum allegedly in Sweden

Anders Tunberg in his book on Saab in motorsports, From Two-Stroke To Turbo, (Motor Racing Publications Ltd., London, 1980) mentioned the Quantum in chapter 11, Formula Cars without Success. The chapter contains two photographs of a Quantum. Tunberg noted that the Quantum was produced by some American enthusiasts in the 1960s and was a Formula car similar to the Formula Vee with the engine behind the driver. He also wrote that "Saab Sweden showed some interest in the project, and one car reached Sweden before funds ran out and the project was stopped." So there might be at least one Quantum hidden away in some barn or garage in Sweden.

Thomas K. Cox Jr.
3609 Hernwood Road
Woodstock, MD 21163
410-465-6691



A Formula "S" on display at the Harrisburg Auto Show in March, 1965. The Quantum on display was put together by Gingrich Saab.

*More on the Formula "S" Quantum
beginning on page 26.*



Out of the Woods

A Vintage Saab Convention

Owners and fans of Saabs 20 years and older will meet at Stratton Mountain Inn in Vermont for the first Vintage Saab Convention on the weekend of July 15 - 17, 1994. Those who enjoy driving your elderly Saab will find out why Saab was so successful in New England. Roads are well maintained, under traveled, and fun to drive on.

Several Saab dignitaries (historic in their own right) will be on hand including Len Lonnegren, Walter Kern, Clyde Billings, and Steve Rossi. Ralph Millet, first president of Saab Motors in the U.S. has offered to bring his home movies.

John Moss will conduct a tech session on the Sax-O-Matic clutch, a semi-automatic transmission offered in Saabs of the early 1960s. Bruce Turk of the New England Sonett Club will discuss how to safely remove the fiberglass body from a Sonett. Bill Jacobson of Sports Car Service will talk on rust repair. A session on transmission rebuilding will be put on by John Van Landingham with the assistance of the Saab Club of Greater New York.

Among the more interesting vehicles which are expected are several Quantum "Formula S" race cars, a Sonett I, several 93s and maybe even a 92. Rick Comes is planning on bringing "Sweet-pea", a Saab 96

clown car, and Tom Cox says he'll be bringing the Saab 006. Saab Cars USA will provide some new cars for test drives.

One of the more interesting events will be the flea market, which promises to offer considerable used and New Old Stock (NOS) parts and literature for vintage Saabs. The flea market will open Friday afternoon and continue Saturday, with an auction of parts on Sunday.

The resort is located in southern Vermont at the base of Stratton Mountain. All lodging, convention facilities, lounge and dining room are located in the same complex. The parking area is spacious and private.

The format will be similar to a national convention, starting Friday afternoon and wrapping up on Sunday afternoon. The lodging rate is 130 dollars inclusive per person, double occupancy. The price includes two nights lodging, Saturday breakfast, lunch, a New England Clambake banquet, and Sunday breakfast. All taxes and gratuities are included in the rate. For hotel reservations, call the Stratton Mountain Inn at 1-800-777-1700. Cut off date for reservations is June 15th.

The convention fee is \$10 per person. A table at the flea market is \$10. There is no additional charge for the concours or tech

sessions. For details on the Vintage Saab Convention, contact:

Bruce Welch
Rte 1, Box 1896
Williamstown VT 05679
802/276-3356.

For those who want to tour the area, Manchester, Vermont, is a 20 minute drive from the convention site. Hildene, Robert Todd Lincoln's summer estate is located there and is open to the public. Manchester is also a good area for non-automotive antiques and shopping. For more information on summer activities, please contact:

Manchester and the Mountains
Chamber of Commerce
Adams Park Green
Rte. 7A, P.O. Box 928
Manchester Center, VT 05255
802/362-2100
or
Vermont Chamber of Commerce
P.O. Box 37
Montpelier VT 05601
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Another summer, another great Saab convention

Summer is approaching and so is the time for the **12th annual National Saab Owners Convention**. This year the convention is being hosted by the North Central Saab Club and will be held in Oconomowoc, Wisconsin, on August 12, 13 and 14.

The theme of this year's event is "The Culture of Saab." We will explore the various aspects of ownership of the quirky car from the small airplane company from Sweden; take a look at the history of Saab cars and the company; Saab in motorsports; Saab collectibles such as literature, posters and models; and Saab's U.S. history; from the early days when Saabs had virtual cult status to the more mainstream image of today.

Activities will begin **Friday afternoon** with the first clinic scheduled for 2:00pm. We will also try to maintain a more relaxed atmosphere with fewer conflicting activities. Clinics will be balanced "cultural" and technical clinics. "Cultural" clinics include Saab Airplanes, Saab Rally History, Early Saab Dealers, Collecting Saab Memorabilia and Developing Local Saab Clubs.

Technical topics will include fresh ideas with no repeats from previous years. There will be a concours, an autocross and an exceptional



photo by David Klein

Lawrence repeats as NASPORT Champ

When you think of professional racing, you may think of NASCAR stockers, IndyCar or Formula 1 open-wheel cars, or the sports racers of IMSA. There are professional series for lesser racing classes, including NASPORT for small-bore SCCA GT cars. Saab Club member Jack Lawrence took his Motor Sport Service Saab Sonett III to the 1993 NASPORT-East GT-Lite title. Lawrence was also GT-Lite champ in 1992.

The season got off to a poor start when his motorhome burned to the pavement enroute to Memphis and he was unable to make it to the race. There were no injuries

and the race car was not damaged.

Lawrence went on to take seconds at Charlotte and Mid-Ohio, and wins at Grattan (track record), Watkins Glen, Nelson Ledges and Mosport Park (pole, track record and first overall!).

Despite sufficient points to participate, Lawrence did not compete in the SCCA Valvoline Runoffs at Road Atlanta in 1993.

He will concentrate on NASPORT again in 1994. This year's NASPORT-East schedule includes races at Memphis, Road America, Mid-Ohio, Road Atlanta, Mosport, and Nelson Ledges.

rally in which participants will also take one lap of the autocross course. A swap meet will be held throughout the event and of course we cannot forget the banquet with its guest speaker from Saab, the Saab roundtable discussion, test drives of new Saabs and all of the fascinating and diverse Saab owners you will meet. New CEO of Saab Cars USA, Jim Crumlsh has said he will be there. Popular Saab rally ace Erik Carlsson and Per Olof "Pelle" Rudh, former rally mechanic now curator of the Saab Car Museum in Trollhattan, are expected to put in an appearance.

Our site is the Olympia Resort in Oconomowoc, thirty minutes west of Milwaukee. Olympia is an excellent facility that includes two restaurants and two cocktail lounges, an 18 hole golf course, tennis and racquetball courts, indoor and outdoor pools, a health spa, cinema and gift shop. Convention goers must make their room reservations at Olympia Resort by **July 15** in order to be guaranteed a room. **Rooms are \$74 per night** for single or double occupancy and \$20 each for a third or fourth person. **Children 17 and under may lodge free.** This rate is also available two days before

and two days after the convention. You may call 1-800-558-9573 for reservations.

Registration fees for the convention are \$65 for adults and \$55 for children 4 through 12. This includes Friday night's welcoming reception; Saturday's breakfast, lunch and banquet (or child care service); Sunday's breakfast; all clinics and participation in the concours and rally. Participation in the autocross is an additional \$5 and swap meet spaces are also extra.

The North Central Saab Club (NCSC) is a new regional Saab club formed to increase contact between local clubs. NCSC chapters will also coordinate certain activities and share resources. NCSC would like to see more local clubs formed and will work toward that goal.

With an excellent location, an interesting and somewhat different schedule, plenty of popular convention activities and the camaraderie of fellow Saab enthusiasts, this year's event should be great fun and very informative. NCSC looks forward to seeing you at the convention.

Ann Buschhaus, Chair
414/332-2383

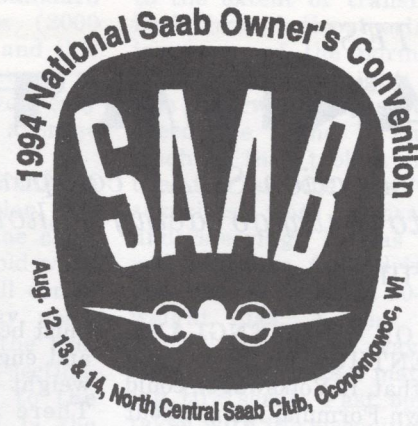
Internet: bats@convex.csd.uwm.edu

1994 NATIONAL SAAB OWNERS CONVENTION

REGISTRATION FORM

Registration Includes: All Clinics and Presentations; Friday Evening Reception; Saturday Breakfast, Lunch, and Banquet; Sunday Breakfast; and Rally and Concours Participation Option.

Additional Charge for Autocross Participation and Swap Meet Space



NCSC

North Central SAAB Club

1. Name _____
 Address _____
 City _____ State/Prvnc _____ Zip/P.Code _____

Other Adults in Party _____ Address (if different) _____
 2. _____
 3. _____
 4. _____

Children in Party (12 & under)	Age	Guardian
5. _____	_____	_____
6. _____	_____	_____

Events Participation *	
Event	Number
Rally	___ Car(s)
Concours	___ Car(s)
Autocross	___ Car(s) \$5 each
Swap Meet	___ Space(s) ♦

* You may sign up at Check-In but this will guarantee your place
 ♦ \$20 1st space \$15 each additional (same vendor)

What SAAB will you be bringing? _____

FEES	
#Adult _____	X \$65 = _____
#Child _____	X \$55 = _____
#Autocrs _____	X \$5 = _____
Swap Meet _____	= _____
TOTAL	= _____

**Mail to NCSC, PO Box 11701
 Shorewood, WI, 53211
 Make checks payable to:
 North Central Saab Club**

Give us your SAAB Stories!! Write your favorite SAAB anecdote or experience on a separate sheet of paper for use at the "Culture of SAAB" convention. ☆

Room reservation cut off date: **July 15** Call 800-558-9573 for reservations and mention the Saab Convention. One registration packet (preliminary info., maps, etc.) will be sent per registration form submitted. Additional addresses (Adults #2-#4) are requested for communication in the event of any registration problems. For more than 4 adults please submit a second completed form (photocopies fine).
 ☆"SAAB Stories" become the property of the North Central SAAB Club.

TRACK TEST:

QUANTUM 'FORMULA S'

Using production SAAB components, Formula S makes it possible to really go racing without really being a millionaire!



BY JERRY TITUS

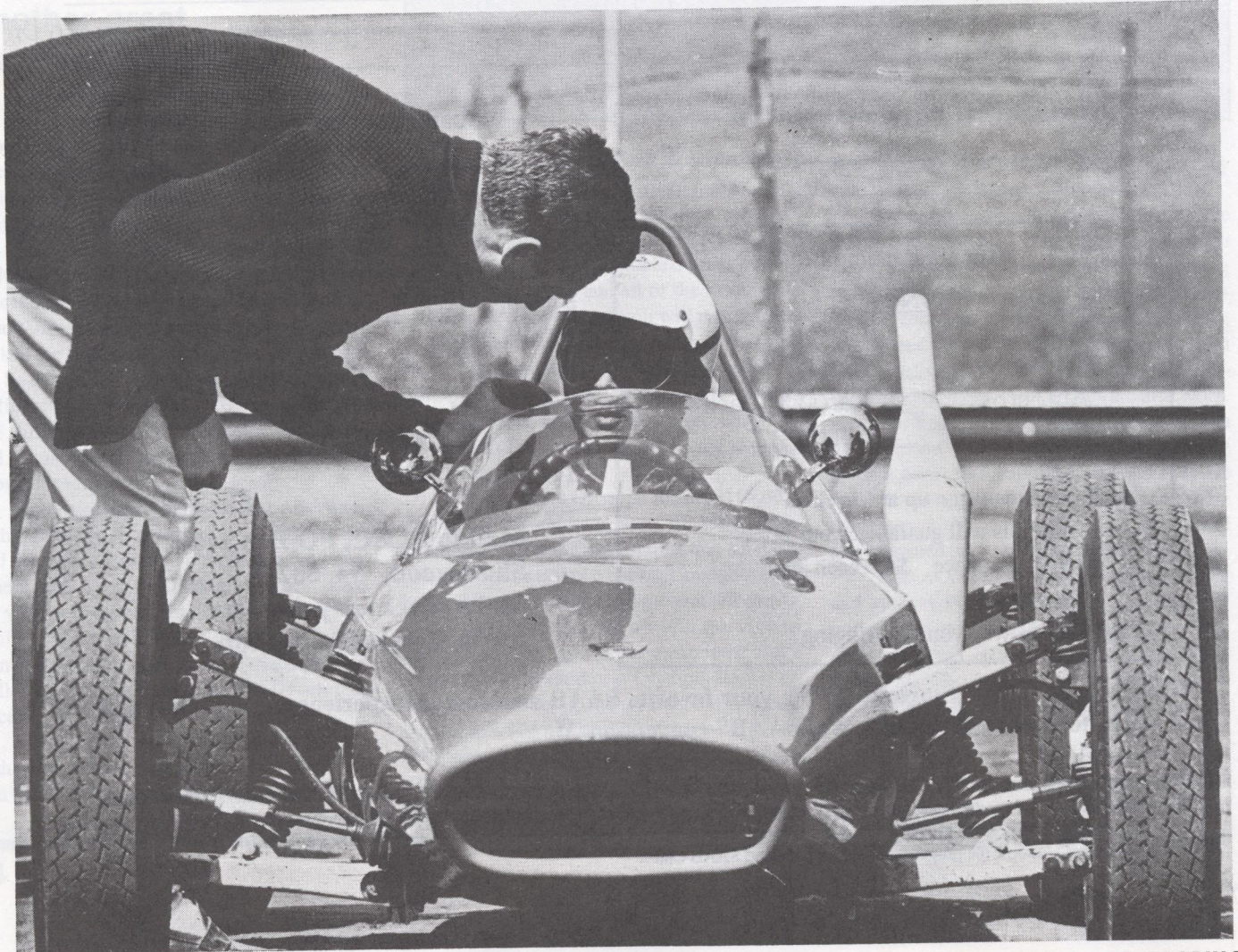
A GROUP OF NEW ENGLAND SAAB ENTHUSIASTS recently decided that, if Volkswagen could have their own Formula, it was about time SAAB had one, too. They took a long look at Formula Vee rules and the resultant vehicles, then borrowed the better stipulations and dropped a few of the questionable ones. The major differences — except that SAAB components must be used instead of Volkswagen — are rules that allow the removal of any metal from the engine, the replacement of any engine accessories (with a maximum carburetor venturi size of 34 mm), the front spindle supports are “free” items, and there are no limitations on body configuration (except that it

must be open-wheeled, and the frame and engine fully enclosed. Minimum weight — less fuel — is 830 pounds. There are other, less significant changes allowed, but these rules permit more freedom and hence more performance than is possible with Vee. The cost will ultimately be a bit more, too, but not enough to make the Formula restrictive.

Henry “Hank” Rudkin (Maggie’s boy of Pepperidge Farms fame) has been aboard SAAB-powered equipment for many a moon and was one of the originators of the “S” Formula. His Quantum “S” moves the engine and transaxle to the rear and places it in a semi-monocoque chassis (the undertray and some of the

sheetmetal bulkheads are stressed) that depends mainly on two four-inch-diameter tubes for strength. These run longitudinally from the firewall to the front suspension bay and also serve as 3½-gallon gas tanks in the process. The chassis is an impressive combination of simplicity and strength; an excellent platform to which to affix the full-independent suspension. The stamped suspension arms used on all four corners are from the front of a production SAAB. Rudkin takes the front-wheel-drive hub carriers, moves them to the rear, locks the steering arm to the chassis via a short “tie rod” that becomes a third suspension arm. The inner pivot points are

Another summer.



altered from production to provide the most ideal geometry for the application. Coil/shocks are used all-around. The front arms are ball-jointed to a husky, cast-alloy spindle support with a built-in steering arm. Steel spindles are pressed into this component and then locked with a roll-pin. Standard SAAB rack-&-pinion is used.

The SAAB engine has been Rudkin-tweaked to produce 65 horsepower; an option he offers for \$595.00 on an exchange basis. It includes the GT crankshaft and racing pistons, cylinder head, and distributor. The port timing has been altered and extra cylinder clearance provided. Heavy-duty clutch and fly wheel are installed and a modified Solex 40A1 carburetor bolted on. To pull 65 reliable bhp from 850 cubic centimeters is impressive enough at this price to make it a bargain. The peak power is at 5600 rpm, the red-line at 6500, and nothing much over a gasp below 5000 rpm. Within this band, however, there is excellent two-cycle torque, so it is not as critical as you might think. Our test

car was equipped with a standard set of gear ratios, however (2000 rpm drop on the 3-4 shift), and this really hurt the potential—even at Lime Rock, where it's relatively easy to maintain a fairly high average velocity.

You can purchase the handsome fibreglass body in any color you want as long as it's red—the cloth is color-impregnated. The mold work is *very* impressive. The shell comes in three pieces; the undertray, nose-section (extending back to the fire-wall), and engine-cover/tail-section. These are Dzus-fastened to the chassis. Equally impressive is the wrap-around wind-screen of heavy Plexiglass. The cockpit is more than roomy. It's almost ridiculously big. Rudkin is 6'4" and fits with complete ease. The gearshift is left-hand and, by Junior standards, fairly positive, with wide gates. It's frightening, however, to trace the linkage back and see how it connects to the trans-axle. It works, though.

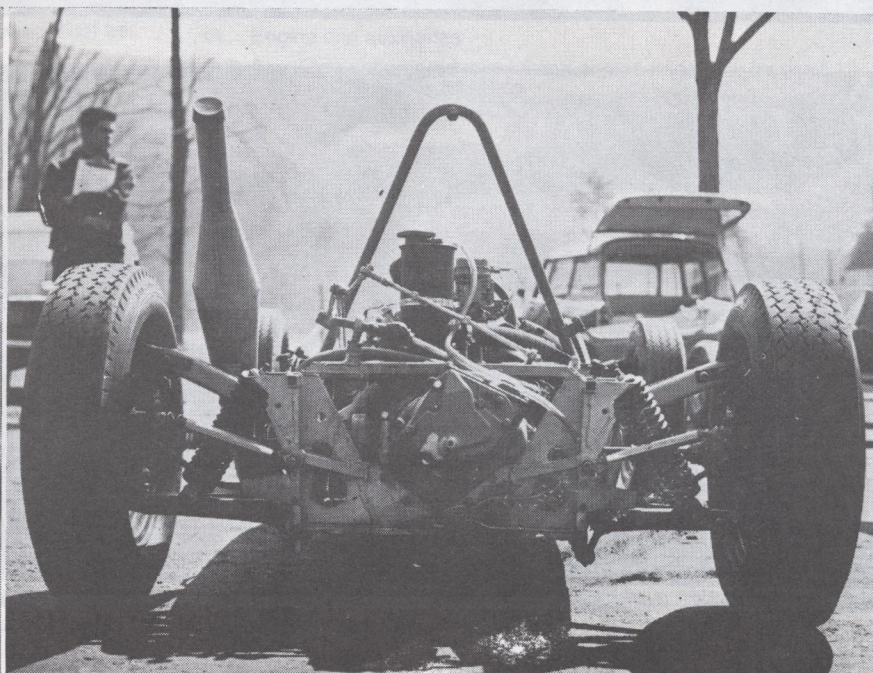
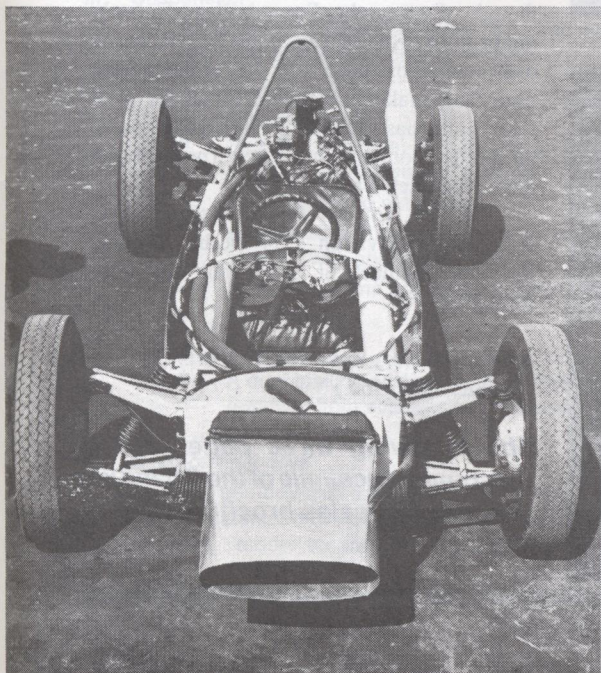
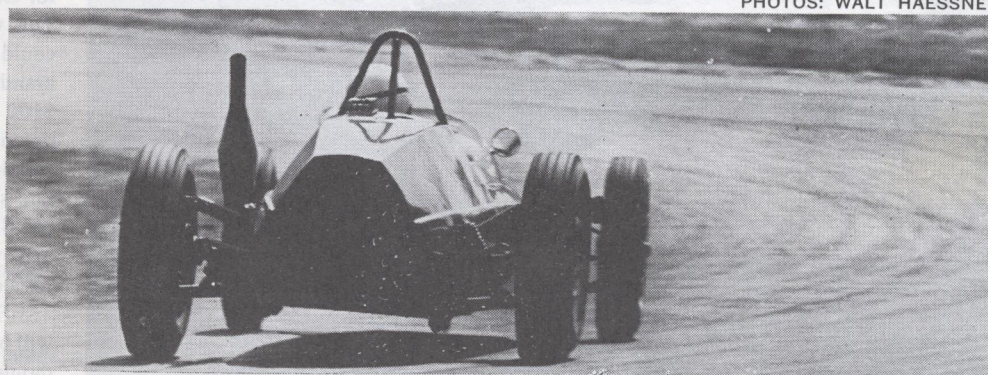
We fired up the healthy corn-popper and got it humming around Lime Rock. It was sensitive to bumps

to the extent of transferring shock back through the steering and showing some of the normal effects of high unsprung weight, but the ride was otherwise very soft. Once up to speed, we found it an unorthodox machine that took a little getting-used-to, but the vast majority of surprises were pleasant. Slightly understeering, it was very stable, and could be force-drifted through the corners despite a 60-percent rear weight bias. A very slight drift proved the fastest way around the slower corners, as a matter of reducing tire scrub. Fast bends could be taken with the sweeping Junior-style line. Braking, both in rate and stability, was excellent, but the typical lack of engine-drag in a two-cycle was disconcerting when you reached your shut-off point. It required concentration to delay braking once the "free-wheeling" set in. The huge rpm drop in the 3-4 upshift was just plain frustrating. At 4500 rpm, the engine was barely above a chug-chug in high gear.

After a half-dozen laps we were

Left, Rudkin's sole instructions were, "Don't go over 6500 rpm." SAAB-powered machine was both docile and fast. Views below show how the front-drive powertrain is adapted to the rear and A-arms are used up front with aluminum upright and steering arms. Weight is 830 pounds.

PHOTOS: WALT HAESSNER

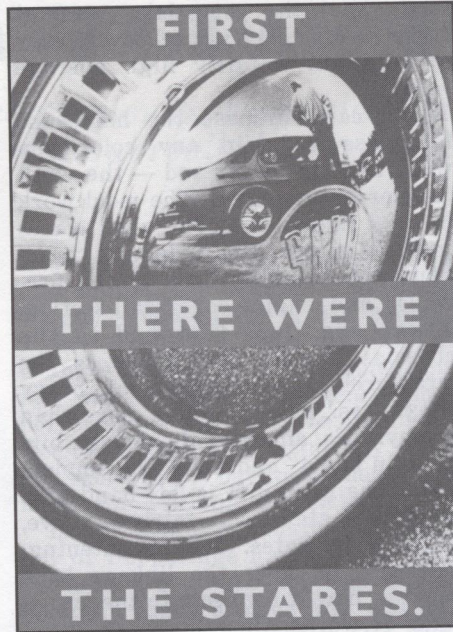


First there were the photos

You may have seen this ad announcing the new Saab 900 in any of several major magazines. Many of the photos were taken at the 1993 Saab Owners National Convention in Kenosha, Wisconsin. Representatives of Saab's advertising agency were on hand shooting lots of black and white film of Saab owners interacting with their cars.

The photo on this page shows Tom Remedios' 1980 900 5-door (which has been updated to include a 16-valve engine, something which can't be seen in the photo), reflected in the hubcap of the 236-mile 1967 Saab 96 Deluxe (NINES #218) purchased last summer and trailed to the convention on its way to its new home in Pennsylvania by Saab Club member Joe Caparosa.

Ian Simpson of the Milwaukee Saab Club captured photographer Lizzie Himmel lining up the shot in her twin lens reflex camera.



FORMULA S (continued)

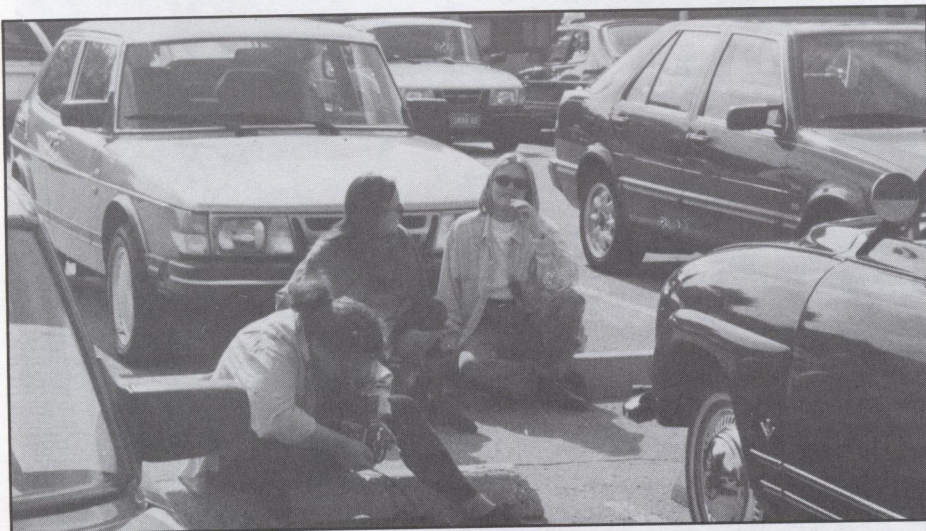
down to within a second of fast time for the class; 1:08. A few years back, this was an excellent Junior time for Lime Rock. So the Formula "S" has some practical application as a driver-training car. You can get going fast enough to break it loose, thus taxing both judgement and reflexes...something rather difficult to accomplish in a Vee. Steering pressure was high and movement very quick, which detracted somewhat from the pleasure of driving the car and, like the Vee we tested, made it a bit difficult to hold a razor-edge line. When you use a large-diameter wheel and a standard-profile tire, however, this is a rough problem to overcome. In all, the Formula makes a lot of sense and, even though it's new, there already is a lot of interest. Rudkin had firm orders for 12 cars at the time of the test. The SAAB folks in this country are naturally very interested in the development of such a Formula, and have helped to the extent of setting up a special kit that packages all the SAAB components needed, including the GT gearbox. Rudkin gets \$1347 for his kit, they get \$1095 for theirs. Add \$595 for engine mods (but you have to have one first for exchange) and a hundred bucks for tires. This would be the most expensive route you could go and, even so, you'd wind up with a brand new race car for under \$3000, including \$100 for an exchangeable engine. The more practical route, of course, is to purchase a "totaled" SAAB, preferably a GT. The going rate should be somewhere under \$500, more like \$300. So that would put you in business for just over \$2500, including the hot engine. This, for a competitive machine is a REAL bargain.

There seems little doubt that the Formula will be recognized by SCCA next season, even though they are shaking their heads at the thought of yet another Formula class. The only minor chink in the package is that SAAB doesn't distribute across the entire U.S. at the present time. This makes it a little difficult for West Coast enthusiasts to pick up used SAAB parts, but an ad in Competition Press will probably get them what they want post haste.

Oh, yes...you can contact Maggie's boy c/o Quantum Division, 754 Derby Avenue, Seymour, Connecticut, if you want further information.

(The above story appeared in Sports Car Graphic, July 1965.)

The following three pages are a reasonable facsimile of the Quantum Formula "S" sales brochure.



FORMULA "S"

a versatile* quality kit for \$1,347. By Quantum

"By far the best one design Formula car. Chassis and body design is truly professional. Quantum's Formula "S" handles as well as my 1963 National Class-winning Junior."Jim Haynes, Nat'l Scca F. Jr. Champion 1963

1. Real performance from **Quantum's** Formula "S" Kit: Top speed 112 MPH: Lime Rock lap time 1:07!
2. Suspension and frame based on Formula 1 thinking.
3. Handsomely styled, ultra low fiberglass body.
4. Based on SAAB components. Everything needed to complete Formula "S" Kit (except engine and tires) available new as package deal SAAB part #500-700 from **Quantum** or any SAAB dealer - or cannibalize a used SAAB 96!
5. Engines available tuned to Formula "S" regulations (841 cc; 65 BHP at 5600 RPM) from **Quantum** or any SAAB dealer.
- *6. A reliable contender in new SCCA Formula "C" with our 85 BHP 6200 RPM H modified SAAB engine available soon from **Quantum** on special order.

SPECIFICATIONS: Rear engine; 4 speed gearbox; wheelbase 86"; track 49"; weight 829 lbs.; Coil spring-shock combo; 4 wheel independent suspension

PRICES FOB Seymour, Conn.:

Formula "S" Kit \$1,347.

F "S" 65 BHP engine \$595.

H Mod. 85 BHP engine (sp. order)

SAAB part #500-700 \$1095.

FORMULA "S" SPECIFICATIONS

- I. General
 - A. A formula for open-wheel, single-seat racing cars based on SAAB components.
- II. Frame
 - A. Frame may be of any suitable material and design.
- III. Suspension
 - A. All suspension, steering, brake parts, and wheels must be standard SAAB components except:
 1. Springs
 2. Shock absorbers
 3. Spindle (stub axle) carriers and steering arms may be of any suitable design and material.
 4. Steering tie-rod extensions
 5. Additional locating member to control rear-wheel steering with appropriate ball joints
 6. Steering column and steering wheel
 7. Brake linings
 8. Tires
 9. A dual braking system must be used. Metal may be removed from suspension components for clearance purposes only.
- IV. Gearbox-final drive
 - A. The gearbox-final drive unit must be standard SAAB. Any standard SAAB gearbox parts may be interchanged from one model to another. Gearbox-final drive parts may be machined for clearance purposes.
- B. Reverse gear must be operable
- C. Overdrive may be locked in or out
- D. Any type of shift linkage may be used
- V. Ballasting
 - A. No ballasting of any type is allowed
- VI. Engine and auxiliaries
 - A. Only series-production Saab engine parts may be used:
 1. Any amount of metal may be removed from any engine part;
 2. No material may be added to the interior of the engine.
 - B. Engine auxiliaries (generator, water pump, carburetor, starter, ignition, etc.) of any type of manufacture are allowed; except that only one carburetor throat is allowed with a maximum venturi size of 34 mm.
- VII. Body
 - A. The frame and engine must be fully enclosed by the body. Wheels will be fully exposed.
 - B. Safety equipment, firewall and floor must conform to the General Competition Rules of the SCCA.
- VIII. Weights and Dimensions
 - A. Minimum weight less fuel-830 lbs.
 - B. Wheelbase, minimum-80 inches
 - C. Wheelbase, maximum-90 inches
 - D. Track, driving wheels, maximum-49 inches

WHY FORMULA "S"?

We at **Quantum** heartily endorse the idea of relatively low cost one design, single seater racing based on standard components.

However, we strongly feel that handling characteristics, performance or appearance need not be sacrificed to a reasonable price.

Therefore, it is with this conviction that the Formula "S" racing association is promoting Formula "S" racing and that **Quantum** is offering for sale their Formula "S" race car.

Within the design rules of the Formula, in no area has performance been subordinated to price, cost being

controlled by design and the use of quantity produced components wherever applicable. The choice of SAAB components has resulted in a most satisfactory compromise of low price, performance, reliability and availability. The SAAB suspension components in particular lend themselves admirably to the latest in suspension geometry while the SAAB engine, with roller and needle bearings throughout forms an excellent basis for a high performance power unit.

We feel the performance and appearance per dollar invested in Formula "S" exceeds what is offered by anyone in road racing today.

THE FORMULA "S" KIT

Designed with latest Formula 1 thinking in mind, the Formula "S" chassis design provides for rear engine, 4 wheel independent suspension with double A frames all around, giving the latest in suspension geometry, coil spring shock units and a "semi monocoque" frame with integral fuel tanks. As a result, the Formula "S" handles as well as the late rear engine Formula Juniors and laps Lime Rock in 1:07, only 3 1/2 seconds off excellent Formula Junior time.

The Formula "S" Kit is complete in every respect with all parts fully finished needing no welding or drilling—only minor fitting. All that is needed to assemble the Formula "S" race car are SAAB parts, tires rear view mirror and simple hand tools.

The Kit is available direct from **Quantum** or from SAAB dealers.

The Formula "S" Kit consists of the following items:

- Directions: for assembly of kit and tuning of engine and chassis
- Frame: exceptionally stiff, light and strong "semi-monocoque" incorporation 7 gallon fuel tank. Designed for 4 wheel independent suspension by double A frame
- Body: Color impregnated (red only) fiberglass cloth laminated mounted to frame
- Windscreen: Heat formed aerodynamic plexiglass mounted to body
- Shocks: Coil spring shock units

- Shift Linkage: Four speed, complete with reverse lock out
- Steering: Hub, column and steering wheel
- Front spindle carriers: Light alloy combination carrier and steering arm complete with stub axle
- Brake lines: Steel, flared with all fittings and special front hoses
- Exhaust system: Dynamometer developed tuned exhaust system
- Cooling System: Special header tank and all tubes and hoses supplied
- Electrical System: Complete wiring harness, generator warning light and key start switch
- Brake, Clutch Throttle Control Assembly: Complete with actuating cables and clutch adjustment
- Seat: Upholstery and seat back
- Tachometer and water temperature gauge
- Instrument panel
- Seat belt and shoulder harness mounting points
- Roll bar conforming to 1965 SCCA specifications
- Suspension locating members for rear wheels
- All brackets and adapters
- All necessary nuts, bolts, lock washers, etc.
- Price: \$1,347. FOB., Seymour, Connecticut**

SAAB PART #500-700

The Formula "S" kit may be economically completed by using parts from a used SAAB 96.

However, for those who do not wish to take this route, the SAAB company is generously cooperating with purchasers of Formula "S" kits and is supplying either through SAAB dealers or direct from **Quantum** SAAB part #500-700 which consists of all SAAB parts necessary (except engine, tires and rear view mirrors) to complete the Formula "S" kit.

SAAB part 500-700 consists of the following items:

4 speed close ratio G.T. Gear box incorporating differential (trans axle)

Exhaust manifold

Radiator

Front A frames complete with pivots and ball joints

Rear A frames and hub carriers complete with pivots and ball joints

Rear half shafts complete with universal joints and stub axles

Wheels

Brakes complete with shoes, backing plates, wheel cylinders and dual master cylinder

Steering rack complete

Generator-water pump

Starter

Battery

Foam rubber cushion seat and back

Fuel pump (Bendix)

Assorted nuts, bolts and washers

Price: \$1,095

FOB: New Haven, Connecticut
Seymour, Connecticut

SAAB ENGINES TUNED BY QUANTUM

The 65 BHP "S" Engine

A Formula "S" engine may be prepared from a used SAAB 96 engine tuned to Formula "S" specifications (tuning information supplied with every "S" kit).

For those customers not wishing to tune their own engine, **Quantum** offers for sale an engine tuned to Formula "S" specifications ready to run (less exhaust manifold, starter and generator supplied in SAAB part #500-700 and exhaust system supplied with Formula "S" kit), giving 65 BHP at 5600 RPM with remarkable mid range torque and long life.

Our exhaust system included in the Formula "S" kit is specifically designed for this engine and fits the Formula "S" machine.

This engine is available direct from **Quantum** or from any SAAB dealer. The 65 BHP "S" engine includes the following items:

1. A 850 cc Standard block with modified port timing and bore honed to increase piston clearance
2. G. T. Crankshaft
3. Solex 40A1 carburetor with 32 MM Venturi and modified fuel delivery with inlet manifold
4. Modified G. T. Cylinder head
5. Heavy duty clutch and flywheel
6. Latest vibration damper
7. Latest generator mount with rubber mounts. Drive belt supplied to suit
8. G. T. distributor with plug leads and drive gears
9. High output coil
10. G. T. 850 Pistons
11. Racing Plugs

Price: \$595 less starter, generator and exhaust system

FOB: Seymour, Connecticut

The 85 BHP Modified Engine

This engine is an excellent choice for successful, reliable, relatively economical SCCA H modified sports car racing. It is the result of four years dynamometer work and H modified racing with the SAAB engine.

In addition to the modifications and parts supplied in the 65 BHP (at 6000 RPM) engine includes the following additional items:

Dual choke Solex with modified fuel deliver and GT manifold

Highly modified port timing with polished ports including a 25% increase in gas flow area in hitherto

inaccessible ports

Port matched and relieved exhaust manifold

Dynamometer developed tuned exhaust system

GT head and block specially modified to give long head gasket life

Higher compression ratio

Additional piston clearance

Available on special order only. Please state use intended, type of chassis, front or rear engine

Price on request f.o.b. Seymour, Connecticut

Yes, There Will Be Formula S Racing!

Excerpt from the 1965 SCCA G.C.R. (art. 6.1): "Organizers of all events may schedule extra competitions for other classes of automobiles, provided the competitors are clearly informed of the descriptions and specifications of such classes in the supplementary regulations."

Technical Talk

900 Alternator Removal & Repair

I recently had to repair the 80-amp Bosch alternator of my 1986 900T and I thought my experience might be of help to others who might face the same problem.

My car had 122,000+ miles on it when the alternator light came on suddenly one evening. Taking it to the local dealer would have been a simple, but probably very expensive, solution and I find the only way I can afford to drive these cars is to do as much of the repair work myself as possible. So, before removing the alternator, I called around to see if there might be any used, rebuilt, or new ones available locally. No used ones, though a couple of yards said they could get one for \$50 (a bargain!-if it was the correct one and if it wouldn't have taken a week to get it) to \$125. The Saab dealer had a Bosch remanufactured unit in stock for about \$360!! Other places quoted reman units or other brand replacement units for \$150 to \$380. If you think these prices are high for reman units, be advised that a NEW Bosch 80-amp alternator lists for over \$1000!!! (kinda hard on the heart, isn't it!). That makes the reman unit a bargain, sorta. Doesn't it! The dealer did say he could get brushes and the voltage regulator/brush unit separately if needed, but he didn't have them in stock.

Well, I decided I'd better remove the alternator first to see what was wrong before actually getting a replacement (more on the removal in a minute) and I'm glad I did, as I found severely worn brushes to be the probable cause of the trouble. No one locally had replacement brushes on hand but I was able to obtain a new voltage regulator assembly from some friends who have a German car repair garage (they removed it from a reman unit they had in stock-thanks guys!). Cost-about \$65. Had I taken it to a

dealer or many repair places and just said 'fix it', I'm sure the cost could have been around \$500!!!! So, if your alternator goes out be sure and ask the mechanic to check the brushes first before he simply replaces the whole alternator. I believe, but I didn't actually try it, that the voltage regulator assembly can be removed from the back of the alternator while it's still in the car. You may have to remove the belts and pivot it out to get the needed room, however.

Now... a little about removing the alternator from the car. The service manual (both the Bentley and the actual factory one) say something like this:

1. Disconnect battery.
 2. Remove drive belts and wires.
 3. Unbolt alternator mounting plate.
 4. Lift out alternator.
- B.S.!! They must have been working on an engine on a stand with the only thing on it being an alternator. Here are the steps I found necessary (while working in a 'warmed' garage on a -5F night):
1. Disconnect battery.
 2. Drain water from radiator.
 3. Remove alternator belt adjustment bolt assembly and belts.
 4. Disconnect wires from alternator.
 5. Disconnect heater hoses from heater valve at firewall and fold them toward front of engine.
 6. Remove AC belt.
 7. Unbolt AC compressor mounting plate (3 bolts, 2 on head and 1 behind alternator) then lift assembly up and out of the way, being careful not to damage any wires, lines, etc.
 8. Unbolt alternator mounting plate from block (two 6mm socket head capscrews). These, plus the AC mounting plate bolt behind the alternator, require some dexterity and strength to remove.
 9. Now, the alternator can be lifted out!
- Installation is the reverse. Be sure the alternator belts get seated correctly in the crank pulley. Removing the AC idler pulley assembly (an easy, one bolt removal) will help in reinstalling these belts. Not to bad a job - once you know what to do!

Steve Parsons
Washington IL

Cleaner living through electricity

Or why Ford has a better idea than Bosch

While Bosch makes a very good alternator, things have gone downhill somewhat since they converted them to internal voltage regulators. On quite a few newer cars, there have been persistent problems with keeping the battery charged. If you have a voltmeter in your car, you may have noticed that the system voltage is up around 14 volts when there is no real electrical load, but it drops down around 13 when the headlights or air conditioning are turned on. You may have even come out to a dead battery some time, and yet once the battery was charged back up, everything tested fine. Congratulations, you have just experienced IRS; or internal regulator syndrome in this case.

My own car left me stranded once with a dead battery, so once I had it back on the road I checked entire charging system out. Surprisingly, everything tested good. I figured I accidentally left the map light on or something, and went about my business. Three months later it did it again. This time, even though everything checked good, I replaced the battery. Sure enough, everything was fine. For about 8 months. Then, once again my battery went dead for no apparent reason. I then rebuilt the alternator, even though testing showed it was all right. Six months later I'm back at it again. There has to be a better way!

In checking with a fellow who had been rebuilding alternators since the year they invented rope, I discovered that the internal Bosch regulators don't respond as quickly as the old external Bosch units. If the battery gets just a little bit discharged, they also tend to set the charging voltage too low, and can never quite catch up. That's why the battery goes dead for no apparent reason. Aha!, I thought. It's time to take a big technological step backwards. But Bosch alternators are expensive, and there was nothing wrong with the alternator itself. It's the regulator that causes the problems.

By digging around in the parts bin, I was able to come up with a brush holder that fits the new style alternators, but has the right connections for the external regulators. Since

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.

I really didn't want to regress, technology wise, I also checked out the performance of all the available external regulators. I found that the very best of them was a solid-state Motorcraft piece. Sure, it's a Ford part, but the bloody thing works really well, and it lasts forever. I whipped up a conversion for my car and have had no problems in the last three years. During that time, whenever I have come across a charging problem involving an internally regulated Bosch alternator, I have converted the voltage regulator to the external type, and the problems have disappeared in every case.

Satch Carlson recently sent his 1987 900 SPG, the Blackbird, down for a wave of the Wizard's wand. (More on the work we did in a future issue.) When the Blackbird came into the shop, Satch complained that it didn't have enough output to run both the driving lights and the 10,000 watt Blast-O-Tronic stereo. He had his priorities right, but didn't like driving in the dark. He asked if I could rebuild the alternator or replace it with a higher capacity unit.

When I drove the car from Reno to Tucson, I noticed that output with no load

was 13.9 volts. A little low, but enough to keep the battery charged. When you turned even the normal headlights on, however, the voltage fell to 12.9 or so. That means that the system was just breaking even.

There isn't any room on a 900 for a bigger alternator, so I'd better find a way of getting more out of the stock unit. I figured the alternator was just tired, so when we got to the shop I removed it. After 4 hours of cursing and screaming I removed it is what I meant to say. Up on the test bench, and surprise, the bloody thing works just fine. Now this all sounded suspiciously familiar, so I decided to convert it to external regulation anyway. I did, and now the alternator puts out 14.5 volts with no load, and 13.9 volts with everything in the car turned on. I do believe his electrical problems are solved. The Saab factory manual says that an output of 53 amps is satisfactory at full load. With the external conversion, the same alternator puts out almost 95 amps!

I'm sure that Satch and I aren't the only ones who have ever experienced charging problems, so I thought that I would make this magic kit available to everyone. I have built a

wiring harness just for the 900, and another for the 9000. I can supply you with the harness, a new Ford solid-state regulator and the correct new brush holder with new brushes. I will include a detailed instruction sheet with the kit. Installation is actually very easy, and can be done with the alternator still on the car. You only have to cut 1 wire, and I'll show you which one. The full job should take you about 30 minutes, or you can take it to your mechanic and have him install it. Your alternator will have a new set of brushes, which are the wear items, and your system will work like never before.

Don't wait until you're stranded or Saab hits you \$500 for a new alternator! Call me and I'll get a complete conversion kit to you for just \$119.95! This one is a slam dunk easy way to improve any car with a Bosch internally regulated alternator. Not sure which type you have, give me a call and we'll find out. Sign up for this program now!

Frank Freeman
from *Wizard Words*, Feb '94
Group 6 Performance
Tucson AZ

SUPER TRICK BRAKE ROTORS & PADS

We are proud to announce that we now have cross-drilled brake rotors for all SAABs, both front and rear. Only the fronts are really required, but back rotors are available if you wish. These rotors will cool better, so stopping distances will be reduced, brake pad life will be greatly extended and the brakes will resist fading by a much larger margin. We start with brand new rotors from the same factory that made the original SAAB units. Then the rotors have from 110 to 160 holes, depending on the application, drilled in them on a computer controlled mill. Then the holes are chamfered on both sides to a depth that shows the wear limit on the rotor. Then the rotor is balanced and zinc plated for appearance and corrosion protection. We recommend that you use the Repco Delux pads from the Australia factory with these rotors, and of course we can supply them to you. This process adds about \$75 to the cost of the rotor, but both the pads and rotors will last much longer because they run so much cooler. Call for exact prices on the rotors for your car. There is no down-side to using these drilled rotors, and your braking performance will be greatly enhanced. We will even guarantee the pads to last for life! Order this month and we will also pay all the shipping charges for you.

As you may know, our monthly newsletter, *Wizard Words*, has been a great success and is now approaching the end of its second year. We have mailed it on the first day of every month, or a day early. It is now 12 pages long, with no filler material. 12 full pages of editorial content, tech and how-to articles and stories of interest to any automotive enthusiast. We even have columns by Mr. Satch Carlson, just like the big expensive magazines. A bargain at \$24 for

12 issues, it is guaranteed to provide lots of reading enjoyment. It also offers a special sale for subscribers each month. If you take advantage of only one of these specials, you will more than recover the cost of the subscription. We have also just released the first Annual Edition of the newsletter. Get the first years back issues, nicely bound to lay flat on the workbench with monthly divider tabs and a full index of all the tech articles. This annual edition is only \$15 including shipping. Don't miss this opportunity to join the inner circle and get lots of technical help directly from The Wizard.

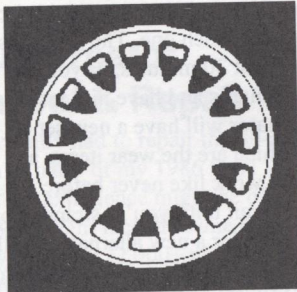
Finally, we are about to receive our first shipment of High Performance clutches for the 900 Turbo! We should be ready to ship by the end of April. These clutches include a pressure plate with more clamping force and a clutch disc with better friction materials. The net result will be better grip and much longer life. The clamping force of the clutch actually increases with RPM. We have these clutches exclusively at Group 6, and will have firm prices as soon as the first shipment has actually arrived. Call for more information. If you have a 9000 and would like a similar clutch, give us a call. We can produce the same unit to fit the 9000 if there is sufficient interest. Call us.

Group 6 Performance

1634 S. Research Loop #150 Tucson, AZ 85710
(602) 290-2450 (602) 290-2442

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Special

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while supplies last

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Ann Arbor, MI 48104
(313) 971-8100



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Resurrecting a 99EMS

It is neither possible nor cost effective to make a new car out of an old one. Technology, and our expectations have moved past whatever was good-enough years ago. However, if one can have a more realistic goal in mind, fixing up an old Saab can be fun and serve to remind one anew why that first or best (for its time) Saab was purchased in the first place.

I had long ago sold my 99 and had sworn the '85 was my last 900. The 9000's had won me over-no longer cutting edge technology, but at least not yet old enough to vote. Never say never. The confluence of my daughter just learning to drive, and my brother-in-law wanting to sell the '78 EMS which I had convinced him to buy 17 years and 165,000 hard Montana miles ago, put a 99 in my future.

The rough Montana roads had taken their toll on the suspension, but the low humidity meant minimal rust and good maintenance had kept the drive train in top shape. It did need a plethora of small things: The 195/60 tires (the local discount tire guy sold him, saying "Haven't made them little 165's in years.") and a bad right lower ball joint, coupled with the EMS quick ratio steering rack and small steering wheel made it impossible to turn at rest. Four new Nokia Rollsters, and might-as-well-get-four-Hakka NR09 snows mounted on four more EMS wheels while we are at it. (My only daughter, so I am not about to send her out in anything less than safe.) Suddenly the tires and wheels are worth more than the car. New gas shocks, a ball joint and new bushings in the upper rear axle control arms reduced some of the clanks.

Door pulls, seat covers, black turbo windshield and rear hatch trim, C-pillar headliner trim, '85 Turbo Clarion radio and a new under-dash mounting panel, speedometer, tachometer, rear seat headrests; it all adds up rather quickly.

How Midas stays in business is beyond me. They sold my brother-in-law a "Lifetime guaranteed Saab exhaust system" of crudely-bent uncoated pipe (which rusted immediately), tack-welded to a tinny universal muffler, hung with two different rubber mounts and sounding like an asthmatic goat. While back in Connecticut, I picked up "absolutely the last genuine Saab Rally Sport 99 headpipe and intermediate muffler in the US" from one of our club members, and a '76 two branch

exhaust manifold from another. On the return flight, United Airlines baggage handlers did look at me strangely. These combined with a nearly new early 900 Turbo muffler and tailpipe give great vibes (a bit much so at some speeds).

Yet to come: the right side door rattle, heater fan blower outboard bearing (thanks Cyril Hansen), windshield rock chip repairs, seat heater repair, seat bottom webbing, rear hatch glass defroster grid repair, new O₂ sensor and new warm-up regulator; all this on a basically sound one-owner car!

Still for the \$2,000 plus lots of work, the '78 99 EMS gives my daughter a reasonable, but not irreplaceable first car - something which will start and run, stop and go in the snow, and should anyone crash into my baby girl, protect her the way Saabs have always done, and that is worth a lot.

Tech Tip - When my son's '85 Turbo began to exhibit a random miss, he asked me to check it out. It ran fine at light loads, but missed under boost. I started up a steep hill, so as to be able to use boost and still stay at a legal speed. When held in boost, the engine stuttered, died and would not fire when I attempted a restart. Fortunately, we were within walking distance of home and were soon able to tow it back to the garage.

Remembering a similar symptom with the 99, I immediately checked the distributor rotor, but resistance was normal spec. Two days of troubleshooting still did not produce a spark, so I had it towed to Swedish Motors, where it stumped John Lipis for a while.

Replacing the distributor rotor (the first thing I checked) finally did the trick. While resistance was normal on the meter, the rotor had developed an internal ground path, and when the spark gap was under compression, it shorted the spark to ground through the distributor shaft.

My recommendation - keep an extra set of known quality ignition components on hand - new if you can afford it, good used otherwise - spark plugs, wires, rotor and cap (points and condenser). Too many times I have fought problems caused by ignition components which look fine and show correct readings on a VOM, but wouldn't do the job under load. Replace the ignition parts one at a time until you find the problem and then put a new spare back on the shelf - it will save lots of grief, time and money.

Jack Vines
Spokane WA

Update on Pirelli P700s

Received and read issue #221 only to find on page 29 my name in print with respect to Pirelli P700Z tires. Just for the record I am living in Belgium, the address given in my correspondence is a mailing address in sunny California so that one does not have to spend more than twenty nine cents (\$.29) to write to me, thus the local Saab importer mentioned in my letter is located in Brussels. Secondly, at approximately 24K miles the on my 1992 Saab, and 1991 Saab quoted in issue #221 belongs to my wife, the Pirelli P700 tires again showed signs of side wall cracking and again the local Saab importer replaced all four tires with the P700Z's at not cost.

Performance

I would like to share with all the "NINES" subscribers out there my experiences with respect to increasing the horsepower (HP) of our 1991/1992 2.3 Turbo's. First off, as most of you "NINES" readers know there is a lot of performance related advertisement in trade magazines like "Road and Track", "Car and Driver", as well as in "NINES". Since, I was very interested in increasing the HP of my cars but yet a skeptic, especially when ordering through the mail and with someone I've never met, as to advertised or claimed increases I took the time to write letters of inquiry to all of those that claimed they had a product that would increase the HP of the Saab 2.3 liter engine.

In my letters asked questions like: performance verses reliability, performance verses cost, ease of installations, etc., etc. Out of the ten letters that were written only two companies took time to personally write a return letter that specifically addressed my questions and they were "Group 6 Performance" and "Griffin MotorSport" (some companies responded with a Xerox copy of a specification sheet and some did not respond at all). Over a six month period there were several additional letter exchanges with these two and several phone calls before I decided to take the big STEP and explore the world of more HP.

How many times have you mashed the right foot to the floor only to have the engine "croak" at 6000 rpm's well no more - for around \$720 one is able to get a 30+ % HP kicker by purchasing a new chip set, free flow rear exhaust section and a K&N intake air filter. The overall performance is "stellar",

the mile per gallon is up by 8% and all of the modifications are truly "bolt-on" (takes less than three hours to install depending on how fast one works). With the above modifications these cars have been tested by a local emissions control station and I am proud to say that they pollute less than the established U.S. stringent emission standards. If you want more information call Frank, whom I have personally met, at Group 6 Performance as he is a fountain of knowledge and takes the time to discuss your questions, etc.

Looking' Good

Over the past three years I have been looking for a product that keeps the exterior vinyl trim looking like it did when I first took delivery of the car. I have purchased such products as: Zymol - "Vinyl", One Grand - "Exterior Rubber Protector", Meguiar's - "Vinyl & Rubber Cleaner/Conditioner", Turtle Wax - "Black Chrome" and countless other products that just don't give the desired long term results. I even tried making my own vinyl conditioner by mixing all of the products sitting on the shelf into what I thought would become a new magic elixir that would keep the exterior vinyl parts black for more than a couple of weeks - well I failed! Enter a product called "Bumper Brite" made by a company called "MALCO". This product is GREAT, GREAT, GREAT! To find a dealer near you call "MALCO" at 216/753-0361 or give Trevor Thomas a call, he is the person that sold me the product on a money back guarantee, at 800/275-6066. Price is \$15 + shipping for a 16 oz. bottle of pure magic and you will not regret the purchase as it easily applied and will keep the exterior vinyl black 4-6 weeks.

Paint blemishes & scratch removal

On my Scarabe Green Saab I recently noticed an area on the hood that had become lightly marred and scratched. I tried to clean the area with Zymol's HD Cleanse without much success. I showed the area to my local Saab dealer and he gave me a product made by 3M called "Finesse-it" (09639). It is a white cream, without gritty abrasives, etc., that is easily applied, by hand, and when removed so to were the paint imperfections. This stuff is a must along with Zymol's HD Cleanse and their Saab wax for keeping a great car always lookin' good.

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Vacuum Leaks in a V4

One can test the deceleration valve diaphragm by stopping up hole one the unit's bottom with a finger and hearing a change of tune, if the engine still runs. The Beck & Arnley part number is B/A 167-8002, although I've read that a Ford Motorcraft CM-2204 also fits, which cross references to a Napa "Echland" 2-4292.

Replacement necessitates removal of the carb. I inadvertently caused another vacuum leak by wiping the grease and dirt off the metal gasket between the carb and intake manifold, which grease had held the vacuum! (No I don't know where it came from. This was 3-4 years ago, and as I get my cars used, I sometimes find evidence of other people's activities). Ran when cold (rich mix) but stalled out and wouldn't idle when warm. I couldn't get a new gasket from the local dealer (near where I was living at the time) within weeks, so I finally removed the carb, cleaned the old gaskets, noting which way they'd fit originally, and applied a bit of non-hardening black silicone gasket compound (gasoline resistant type) to either side of each gasket. I wanted it fluid enough to squeeze down, but thin so it would not squeeze into vacuum vents on carb bottom, so diluted a bit of the compound with alcohol to thin this before applying. This home solution seemed to work fine for quite a while. Since then I've cut out extra gaskets from the right gauge aluminum. Though I can't manage embossing, the gasket compound trick, very thinly applied, seems to work for me.

Besides the two problems described, vacuum leaks can stem from loose or leaky decel. valve or vacuum hoses. One can test a vacuum advance diaphragm by sucking on each hose in turn, which should move the arm in the distributor, then put tongue to hose to see if the vacuum will hold. I've heard that at very high mileages the brake vacuum servo hose may crack but have not seen that. Keep brake fluid off of it, as well as off the big servo brake unit. Its diaphragm rarely breaks down, then usually by prolonged contact with brake fluid from a leaky master cylinder.

An apology for omissions in a past article about emissions may be in order here. It is a complex subject, technology not always mixing well with rules made by the state. In N.H., the rule is that if it doesn't pass, you'll have to spend a certain amount of money on original parts (whether or not any better). With a Ford carb originally put onto a Saab, I'm not sure what they would accept as original!

Maybe the best bet is to make absolutely sure it passes so they won't look under the hood. What substances and levels are actually tested for, and does this vary between states? Does anyone have advice on emissions and tests pertaining to V4 Saabs? Does anyone have emissions experience with the Weber 34-ICH carburetor?

Dana Morong
Madbury NH

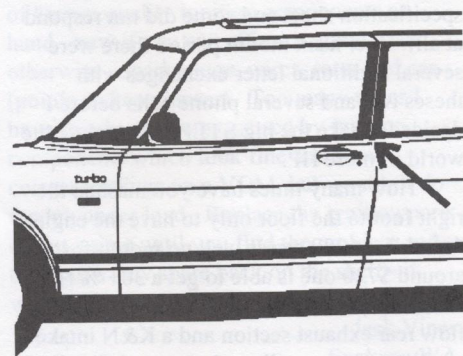
Cracks at door frame

Several months ago (NINES #128, pg. 26), I submitted an article about cracks at the door frame on three door 900's. I've since been inundated with calls from owners, who have found cracks, or need more information on location. I've now looked at thirty-two cars. Twenty-seven had cracks. The problem is common only to three door models. To find cracks: open door, while standing behind door looking forward, (at weld) using magnifying glass and strong light source, flex upper portion of window frame. See diagram below for the area.

On to other things. I've decided to install a 1991 16V engine in my 1985 8V 900S. At writing the engine is 80% 'prepped'. The injector adapters and holders are all completed. All that's left or needed is a four day weekend to complete the project. Hopefully at months end, I'll be able to inform you a little about the performance. The guys at Planet Saab (Jay and Dan) and Andrews of Princeton (Larry) have really been helpful.

Thanks for putting out such a great magazine. I realize it must take quite an effort to research all those articles.

Terry F. Rock
Bay Area Saab Club
San Leandro CA



Aero vs. Turbo 9000: A Quick Comparison

Less than a month after I took delivery of a '94 Aero, I couldn't help but start drawing comparisons between it and my '91 9000 Turbo. It's still too early to get emotional about the Aero (no it isn't, the car is awesome) but I had a few comparison points and I thought other readers would enjoy right away. I'll refer to the '94 (065) Aero as just "Aero", and the '91 (035) Turbo as just "Turbo".

First, let's review the few spots where Saab went backwards, for whatever reasons, with the Aero. Some of these are trivial, some are transient, all should be rectified. The Aero lacks memory on the passenger seat, the Turbo has memory. The Aero lacks a glove box, the Turbo has one. The Aero lacks an engine compartment light, the Turbo has one. The Aero's rear seats don't latch or even fold down much, the Turbo's fold and latch easily. OK, these are mostly petty, but you are paying top dollar and you get the impression some corners were cut.

The Aero is superior in many subtle ways to its older Turbo sibling. The 25 extra horsepower, larger windmill, and Trionic engine management don't jump out at you. But you know they are there. The low-end torque feel is very, very strong. The Aero's gearing and gearbox are different from the Turbo's. Shifting up or down between 1-2-3-4 is the best of any Saab I've driven: Smooth, short, and fast. But fifth is way out in right field and a chore to engage. No problem; with the factory torque and gearing, you could be well into triple digits before reaching for fifth.

What's the deal with the granny Michelin MXM Pilot 205/55VR-16's as the Aero's OEM tire? I loved P6's on my early 900's. I loved the P700's on my '91 Turbo until the sidewalls cracked. I only "like" Saab's OEM choice for the Aero. I get the impression that they tweaked the Aero's chassis rates up, tightened things down, then said "Too boy racer-ish, lets put MXM's on to damp things out". Again, just my qualitative impressions here. But per Eric Woo's article (#220), I too am putting a set of Dunlop SP 8000's, in the very boy racer-ish 225/45VR-16 size, on my Turbo when the Hakkas come off this spring. Look here for more MXM vs. SP 8000 insight later this summer.

The Aero's new Valeo headlamp system is excellent. I immediately replaced the factory 9005/9006 lamps with proper off-

road ones from Competition Limited. The quad lamp system is vastly superior to the Turbo's design. The Turbo with its single 9004 lamp design has had no problem with 100Q lamps and the factory wiring over the past three years. I don't expect the Aero will have any problem with the greater current either.

Here's a money saving CD changer upgrade idea: The Aero is prewired for a Clarion CD changer. I bought one from Crutchfield (Clarion 6201 CD), and the mounting kit from Saab (02-47-619), and saved a bundle over Saab's package price.

Overall, the Aero definitely has the "first class ride", some *Car and Driver* writer called it. But the Turbo is great too, and it has aged well. It passed 70K miles three years out, like other Saabs I've owned, with no unexpected services. I feel good maintenance is essential to long vehicle life. I have driven to Massachusetts for the past ten years just to have my Saabs serviced by Bob Thompson's techs at Central Saab in Lawrence. New Englander's take note.

In the late 80's BMW made a car called the M6. The M6 is a big coupe with BMW's wonderful straight six. I've driven the M6 a few times. The trunk pops open when driven real hard; but the engine is sweet. I like that engine so much, an M5 (similar engine, four doors), was my emotional alternate to the Aero. The M5 costs nearly twenty thousand dollars more than the Aero! What I'm getting at is that I feel Saab took good shot in that direction and then had second thoughts about following through. Here's my future plan for Saab: Bolt the rear seats in place (but leave room to fit two pairs of Alpine and a pair of Telemark skis), in fact, remove the rear doors and make it a "Aero 2+2 coupe". Then to settle the endless marketing noise about "no one will pay \$30K for a four cylinder car"; put in the V6 blown, and with the same specific output as the four. Few people are buying the V6 in the new 900 anyhow.

The Turbo is a fine car, but all said and done, the Aero is my "M".

And the trunk doesn't pop open!

Shep Siegel
West Shokan NH

Weak battery troubles

I purchased my '90 9000S in Nov. 1992, with 43,000 Km (25,000 mi.). From the start, on cold mornings, the anti-lock light would stay on. Restarting the car would, except on the coldest days, usually put out the light. When the light was on, the anti-lock feature

was non-functional. So the light was indicative of the status of the brakes. Things got worse, and the anti-lock light would almost never go off. Checking the system by an authorized dealer produced the verdict that everything was working properly. As well, the Check Engine light would come on with no rhyme nor reason, but gunning the engine would usually put it off. Changing the oxygen sensor, suggested by a dealer after hooking up to a diagnostic system, made no difference. A friendly garageman suggested changing the anti-lock computer as a cure for the anti-lock problems, and he loaned me one, which I later bought as it seemed to cure my problem. Then we had a cold snap.

This winter, we were blessed with extremely cold weather- as low as -32 degrees Celsius. The car would barely start, but since everyone else's would also start only with some difficulty, I did not suspect the battery. The anti-lock light was on again, and my check-engine light also came on at irregular intervals. The brake-fluid warning light would go out only after a long time, say 30 or more seconds after starting up on a cold morning, and anti-lock lights would go out only after driving for 15 minutes and restarting the car. The minus 32 degrees killed the battery, and I replaced it with a heavy-duty battery from a Volvo dealer. My car starts immediately. The anti-lock and brake fluid lights go off immediately. The check-engine light stays off. In short, a multitude of undiagnosable faults was due to a battery which could pass muster, but that something extra, provided by the new battery seemed to cue everything in one fell swoop.

My point is this; before paying a fortune for a brake computer, try another battery, perhaps borrowing one from a car which exhibits no unusual flaws. It solved my problems, and I hope someone else can be spared the headache of running around changing unneeded parts. This automobile seems unusually sensitive to low current, and all the diagnostic tests performed by authorized Saab dealers, and other "cognoscenti", did not pick up the cause of the problems. I was so put-off by the car that I had already made a deal to get rid of it in an exchange for an American car. The battery was put in as I could not bring the car in for an appraisal. At this point I am more than pleased with the car, as it finally runs like it should.

M. M. Jacobs
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Canada

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McPherson struts, various tires:

A correction to my last opus (NINES, #219, p. 29), McPherson Struts: For my 1990 9000 S, the "Monroe" struts purchased from PEP Boys for \$41 each turned out to be Gabriel Pro Ryder G67584. They are excellent! The harshness observed with the OE Sachs units is totally absent! (This harshness was erroneously blamed on Michelin MXL tire [NINES, #215, p. 31]). Damping is good, at least up to 95 mph. At 7000 miles no hardening or other change has been observed. True, this is not a great distance, but I am excited at finding an inexpensive alternative to the hard-riding Sachs units, especially since Koni and Bilstein do not make struts for the 9000. (Koni has Sport units for 1986-1988 9000's.)

Since my last letter I have observed strut hardening at 3,000 miles in a Dodge Spirit, 10,000 miles in a 1993 Toyota Corolla, and within 11,000 miles in a 1993 Mercury Sable. This is one of the true scandals of the industry. It is useless to make warranty claims for sticking or hardening.

Tires: Once freed from over-damping in jounce, the MXLs rode well, stuck to rain as well with 37,000 miles on them as when new, and would have lasted 50,000 miles by normal standards if I had kept them. They provided 60-0 mph stops in 125 feet and lateral acceleration of 0.83 g on dry road. I replaced them with new MXLs.

I noted that Michelin's replacement for the MXL, the MX4, is advertised as having much better wet cornering than the Goodyear Aquatread. Since wet traction is the usual failing of older tires, I took a good look at the Aquatred. They are unidirectional, so criss-cross rotation would be a no-no, and good wet stopping would not be accompanied by good wet acceleration. In fact, a recent test in *Consumer Reports* rated the Aquatreads superior only in wet stopping.

The Bridgestone Turanzas on our 1985 900S are too new to have done anything bad; at 10,000 miles they do everything well.

Not so the Bridgestone Turanzas on our 1990 Plymouth Voyager. For the first 10,000 miles all was well, nothing other than good performance in all respects, including ride. Another 10,000 miles made quite a difference. A great deal of wet traction on going, stopping or cornering was lost, even with plenty of tread remaining (6/32 inch at least and very even wear). While continuing to

handle on dry road much better than the original Goodyear Invicta GLs, the Turanzas lost wet traction in the same rather sudden manner.

Now not all tires deteriorate so rapidly. Pirelli P2000s, Michelin TRXs, Michelin MXLs, Avon Cr28s, and other tires in my experience retain good wet traction even with little tread remaining. One hypothesis is that the outer tread is different composition from the inner tread. This would allow the manufacturer to claim a Traction A rating (wet traction) and also make a long tread wear warranty, counting on the hard inner tread to last until wear bars showed. Considerable phone calling turned up a person with 30 years experience at a major tire company who said that my surmise was correct, and that Turanzas are made with 2 tread compositions. Tire makers refer to this as "cap and base" or "Tread 1 and Tread 2" or "dual-extrusion tread."

This dirty game can be played to the hilt. When a customer complains, the tire maker or dealer can say that nothing more can be expected with only 50% or more of the tread remaining.

I am forced now to buy tires as follows: Find a type I am interested in whose tread is at least half worn. This may be on my car, a friend's car, a rented car, or a used car. Go for a drive in the rain. If the tires are still crisp (no internal ply separation) and seem to stick well to wet pavement, including going, stopping, and cornering, then buy a new set.

Bridgestone Turanzas Hs and Invicta GLs are not alone in losing traction when plenty of tread is left. Michelin XZXs and Bridgestone SF 71s and SF 402s did the same.

Also, one must take even new tire testing skeptically. Goodyear Eagle GA VR 60s performed well when new in *Consumer Reports* tests. This does not mean that the Goodyear Eagle GA S- or H-rated version would do as well. More grippy tread compositions are used for the high-speed tires. It has nothing to do with the speed rating, but with the expected driver's demands. This means that it might make sense to buy V-rated (150 mph) tires for use at much lower speeds to get the additional traction. It may mean that buying S-rated (110 mph) tires with 70-80,000 mile tread warranties may get you poor traction when the outer tread layer is worn away.

Older, but wiser, I hope.

Joel M. Kauffman
Wayne PA

Curing wind noise and radio rattles

I recently purchased another Saab - an '89 900 SPG. Traded in my wife's '86 BMW 325e, I guess that makes the '89 hers - drat! Luckily I have retained my '86 SPG for myself. The '89 has 175 hp verses the 160 for the '86. The '89 is quicker off the line and has better turbo response. Ride is firmer (Saab lowered the 89 about an inch, I believe) but it seems less harsh. The '89 is definitely quieter, at least as far as engine and road noise go. It's also feels more solid (of course the '86 has 106K miles while the '89 has only 30). It's a super car! It is however a bit too low for "real world" conditions. I've already knocked the fog lite out once!

It did come with a couple minor problems that club members may be interested in, as I'm sure others out there have the same maladies.

One was wind noise - significantly more than in the '86. There were 3 sources. The first was the weather stripping, or seal, around both rear windows. They appeared to be too small, as they were pulling away from the body opening at the corners, allowing wind noise - and water - in. To cure it, I bought one new seal (about \$40 and installed it in place of the old left seal. The new one fit fine (are you listening, Service Dept, Saab Cars, USA!). I then pulled the right side seal away from the body along the front edge of the window and cut the seal crossways at the point it was originally flued together (you can see the seam). I then put the seal back in place, pushing it snugly into all the corners. This left about an inch gap in the seal. I then filled this gap with a piece of seal cut from the old left side seal. I glued it in place using silicone rubber sealant. When doing this repair it helps to unbolt the window latch from the body so the window can be swung out away from the opening. Also, the metallic/nylon part of the seal that slips over the body seam may need to be squeezed together at the corners for a proper fit and good sealing.

Another source of wind noise was the seal around one door - it also was pulling away from the body at the corners. Here, however, I was able to loosen the skuff plate at the bottom of the door opening, which allowed shifting the seal around so that it fit properly in the corners.

The third source of wind noise came from between the 'B' pillar and the rear edge of the front door. There is a long narrow plate

there that is pop-riveted to the body. This plate covers the hinges for the rear window. If the plate does not fit flat against the body an air-gap is formed, resulting in some wind noise. A strip of plastic tape sealed it off, curing the noise.

The other problem was a radio that 'clunked' around in the dash (I did say they were minor problems!). The radio is actually held in a 'tin' box. This box is held in the dash by some tabs and by a "U" shaped bracket on its left. The bracket has a couple strips of felt that hold the box and cushion it. After a while the felt apparently gets squished away and no longer holds the box snugly. The fix is to squeeze the bracket together a bit so the box is held snugly again. To get to the bracket, first remove the radio using those 'U' shaped tools that Saab includes with the anti-theft radios (and you do know your code # don't you, so you can get the radio going again when you put it back?!). Then remove the tin box. This requires bending some tabs away or bending the sides of the box a bit so that it slides out of the dash (along with the siring harness). You'll see the bracket on the left. Squeeze it together till it fits the box snugly (a small, strong hand helps here!) Then put things

back, remembering to bend back the tabs or box sides so that it sorta snaps back in the dash. Its much nicer not seeing, or hearing, the radio flopping around in the dash.

Steve Parsons
Washington IL

Decayed wiring on 900

I found the insulation on several wires under the hood of my '85 SPG crumbling! I consider myself lucky not to have been stranded, or worse burned up. Specifically the small bundle of wires to the alternator and oil idiot light sensor area as well as those to the brown and white flutter valve (vacuum control) by the coil. Of course that included the large gauge power output of alternator. I carefully cut away the black tube and wrapped the cleaned bare copper with electricians tape following crumbled insulation all the way up past fuel injectors on some wires.

The cause of this is unknown; there was no sign of overheating or shorts. One suggestion was brake fluid or degreaser (i.e. Gunk) residues.

Rob Allen
Hamden CT

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If the windshield washer on your 9000 doesn't work, the problem might be the wiper switch. First check to make sure the water lines/nozzles are clear of debris. Hot wire the washer connections to the battery. If it squirts then the problem is most likely in the switch even if you are reading 12v at the connections to the pump. If you connect the pump to the plug and have no volt reading, there is a short in the switch.

To replace the switch, remove the Torx screws (two T-20 and two T-25) underneath

the clamshell housing (if you don't have an airbag, slide the steering wheel outward). Gently tug the lower piece free. Push down the turn signal and wiper stalk and tug the top piece clear. Remove the two 8mm bolts from the switch. Use a small screwdriver to pry the side-clips from the back of the switch. The switch will drop out the bottom.

Reinstall the new switch. Using a screw driver, glide the top piece back in place along the center of the top bracket. Realign foam collar. Turn the steering wheel so that the top is on the bottom. Guide the bottom piece in carefully. This will take some patience ('89-on are slightly harder), but it will fit without removing the wheel.

Cost: Approximately \$40 and some interesting language.

A great tool for work like this looks somewhat like a dentist pick. It's about 6-8" long with a straight point on one end, and a 90 degree pointed hook on the other. Check a local tool shop for one.

Does your Saab Alarm go off every time a sparrow farts? Well, there is a fix.

Pull fuse 19 (radio). This resets the

alarm. Replace the fuse.

Turn the driver's door key to the unlock position twice. The alarm will chirp twice. Wait ten seconds or until alarm light flashes rapidly. Turn key to lock position for 2 seconds. Back to center for 2 seconds.

Repeat above step anywhere from 10 to 40 times to lower sensitivity. The times varies depending on year of 9000. Newer ones take fewer turns.

Unlock the door 3 times. Wait 5 seconds or until the light stops flashing. Lock the door again.

Pull back on side-mirror slightly and let it snap back. The alarm should not go off. If it does, repeat all above steps to further lower the sensitivity setting.

Re-enter the radio code.

If the battery is ever disconnected, you will have to start all over! When power is removed, the alarm returns to its factory setting.

[Alarm tip provided by Ed Iwanicki, Saab Specialist at Orange Coast SAAB in Costa Mesa (714) 549-3764.]

Paul Florance
Seal Beach (or maybe Big Bear) CA

NICHOLAS PELLEGRINO

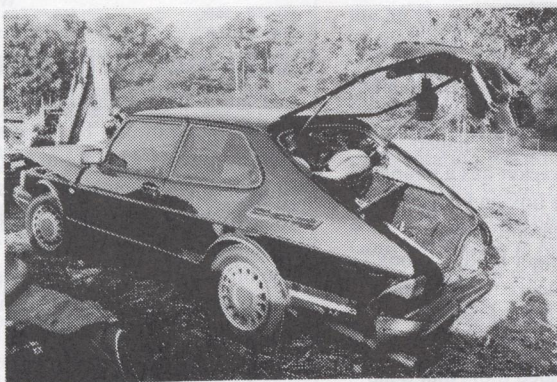
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Heater valves	90.56	72.00	-77	121.00	91.00
Oil Filters 12 Pack	93.00	60.00	V4 Fan Blades	50.40	38.00
Clutch Kits - Turbo	231.58	175.00	Water pumps	68.00	51.00
- I B202	210.00	157.00	Bal. Shaft Bearing	38.95	29.00
Mufler Hanger	4.80	3.60	Pressure Plate	87.50	70.00
Locking Gas caps	18.02	14.05	Disc	83.50	65.00
All Belts 20% Off!!			Steel Wheels	76.70	59.20
Wiper blades 20% Off!!			All Hoses 20% Off!!		
Hoses 20% Off!!			All Belts 20% Off!!		
900	Retail	Sale	Ask about take off Wheels!		
Water pumps	80.00	60.00	900, 9000S		
Heater valves	90.56	72.00	Soft H/L Covers	49.95	39.95
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Locking Gas cap	18.02	14.05			
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Turbo -	188.71	145.00			
-I-	202.86	150.00			
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- midline	406.00	175.00			
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Viggen the Rally Dog has adopted the 5-door 99 as her latest Vaggon

Rude Awakenings

Remember the movie from a couple of years ago called *Awakenings*? Robert DeNiro played a patient in a mental hospital who had been forgotten because he was pretty much non-functional. But with drug treatment administered by Doctor Robin Williams, the patient and others with the same condition were able to become productive members of society.

This story is sort of like that. Let's just hope that it doesn't follow the plot of another movie called "Charley", where the patient blossoms for awhile but later relapses into his former condition.

It began sometime late in 1992 when Paul Florance let me know there was a 99 5-door at J&B Imports in California that was going to go to the crusher soon and wasn't it too bad since the body was in nice shape but it had been left for engine work and the owner never showed up to pay the bill so J&B had removed the engine since they wouldn't be able to sell the car for what they had into the engine. (Looking for a good rebuilt 99 engine? It's still available.) I requested more details from Paul since I had thought about getting a 99 5-door and installing later 900 doors and hatch and interior to make a more contemporary 99. This car was a nothing special 99GL but

there was no rust on the body and the price was right, only \$200, haul it away.

So I made arrangements to buy this cubic zirconium in the rough. Paul had some friends who would be driving from Los Angeles to Minneapolis for Christmas and could, for a fee, tow the 99 behind their truck. I looked into buying a towing dolly but opted instead for a rental unit.

When I drove to Minneapolis to collect the 99 a week or so later, another U-Haul tow dolly wagging behind the 900 Turbo, there was a snowstorm brewing. By the time I reached the Twin Cities several inches of new snow was already making driving difficult and I was going to tow a car 150 miles behind my 900 Turbo?

The first problem was the tires. The front tires on the 99 had no air, were completely loose from the rims and the steel belts were peeling off the carcasses. Ever try pushing a car with two flat tires through several inches of snow? The rear tires had been worse, said Paul, and he had kindly bought two new Pirelli P6s for the rear to make the journey from L.A. (Aren't there any used 15 inch tires in Southern California?) We muscled the car onto the dolly and I cruised cautiously and without incident toward Duluth.

At this point, with transport costs, tires and all added in, the investment was just over \$1000. I wasn't sure whether the rude awakening was how this "little" project was rapidly draining the cash reserve, or whether it was taking a car that had spent the first 15 years of its life basking in the warm climate of California and forcing it to perform in the snow and cold of Northern Minnesota.

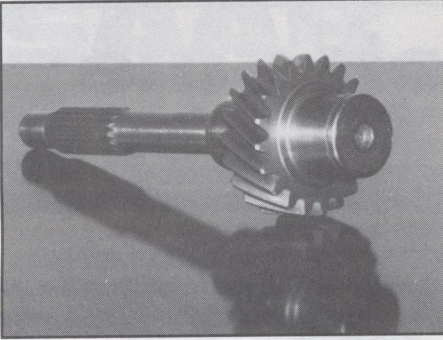
Since there was no drivetrain, there were a couple of possibilities for future motivation. The first thought was to electrify the car, as it would likely be used primarily in town. Since there was no engine in the car, an electric motor might possibly be installed and here was a chance to build and drive a minimal emissions vehicle under adverse conditions. Unfortunately the costs of an electric motor and batteries plus fabrication of special pieces looked many times beyond the budget.

There was an engine and 4-speed tranny in the garage that had been salvaged from the original Official Saab Club Winter Beater Project Car, a 1975 99LE Wagonback (NINES #174, Oct '88). The engine had only about 5,000 miles since it had been rebuilt, but the transmission was suspect. I had another partially rebuilt gearbox that had had the primary gear welded to the input shaft to eliminate the possibility of the shaft losing all of its splines and spinning useless inside the gear. The cost of replacing the shaft and gear is around \$300. Motor Sport Service of Jamestown, New York (1-716-665-4200) has devised a special jig to properly align the old parts, and will make them serviceable for only about \$100 (see photo).

The 5-door originally had an automatic transmission, but the Borg-Warner 35 automatic didn't have the best reliability record so I elected to go for the transplant. Besides I had several 4-speed boxes from 99s but no automatics. Like any good owner of an older (more than 10 years) car, I have recycled several for the sake of the few. Minnesota's humidity is rough on cars and bodies rust away long before mechanicals fail, except in the case of Yugos which break down and rust away after only a few years.

(In the past year alone I have taken three 99 chassis to the crusher after removing anything that might be useful. Total investment in those three cars was \$260. But 99 salvage is a story in itself.)

Once I had a chance to look more carefully, I realized this car was going to take more work than Mr. Florance had guessed. A lot more work. "Neglect 99" must have



Motor Sport Service can properly weld the input shaft to the primary gear on gear-driven 99 transmissions

been high on the previous owner's list of things to do. The interior was pretty much trashed; the carpet had been soaked with brake fluid or motor oil, the driver's seat sling had failed and resembled a bucket, the back seat was faded and torn, the dash pad had shrunk due to radiant heat and was peeled back, there was no radio nor speakers (not a surprise) so there were holes in the door panels, and the headliner was beginning to sag around the edges.

The exterior was only marginally better. The paint was all one color - Metallic Red - but it looked like an Earl Scheib job. The moldings around the wheel wells hadn't been removed prior to painting but had been masked off allowing the original Antelope Brown color to show, there was overspray on weatherstripping and under the hood, and the paint surface was rougher than 200 grit sandpaper and a bit faded besides. It did look pretty good from a short distance, though, especially with some wax (by the way, don't bother with those color match waxes, they're not worth the money). The rear door windows, C-pillar windows and hatch glass had all been tinted, and the windshield was cracked.

But the body itself was solid with no apparent accident repairs. It might be just what I wanted for this project. After all if I was going to replace doors and hatch the whole car would have to be painted, and who cares about the interior if it's all going to be replaced anyway. If I could find a wrecked 900 Turbo 4-door, I could get my four doors with electric windows and electric mirrors plus a complete interior. And maybe I could drop a 16-valve Turbo engine into this 99 and have a real sleeper! Dream on, Tim. But dreams have been known to come true.

There was no fuel pump or any other fuel system component except the gas tank

and sending unit. According to the mechanics at J&B Imports, the reason the engine had failed was due to fuel system contamination. Many of the offending components had been replaced with new, and they weren't about to let expensive new parts go with a \$200 car. Can't say as I blame 'em.

Also missing were the air conditioning compressor and the power steering pump, and the keys. Since the shifter was to be replaced with one for a manual transmission we merely used the ignition lock and key from the replacement shifter mechanism. A new key had to be made for the doors by removing one of the locks; the replacement key was made from the code number stamped on the lock cylinder.

As long as there was no drivetrain in the car, the power steering rack was removed and shipped away to be rebuilt. J&B sent a care package with the missing A/C pieces and a power steering pump.

Before the beast was running again, I took the paperwork that had come with the car to the Minnesota Department of Transportation to get it registered. No, no, no, this will never do, you need a clear California title before you can apply for a Minnesota title. No problem, just let the California Department of Motor Vehicles know that this car hadn't been on the road for a couple of years and they'd be glad to be rid of it. No, no, no, that's not the way it works! If you're taking a car off the road in California you have to inform the DMV *immediately* (and pay a fee!) otherwise penalties are added, and all back registration fees and penalties must be paid before the title can be transferred. With the help of Lynn at J&B (who made lots of trips to the DMV), and a few hundred dollars paid to California to bring the registration up to date, the paperwork was finally straightened out. This was getting expensive and the car wasn't even running yet!

Since I didn't have the shop space nor the necessary spare time to bring the 99 back to life, much of that work was done by Foreign Affairs of Duluth. I left the car there over the winter and they worked on the major systems during slack times in the schedule. Fortunately they were willing to install my serviceable used parts to help keep expenses down.

By the time the transplant was completed, Spring had arrived and another 99 — the NINE-T9, my '79 99 2-door (NINES #162, Aug 87 and #184, Sep 89) — was brought out of winter storage, so the 5-door was hidden away until foul weather might once again descend on Northern Minnesota.

Came October and the NINE-T9 returned to its den for hibernation and the 5-door 99 was licensed and insured for the coming winter. The '85 900 Turbo was advertised for sale, and if someone wanted that one badly enough, the 5-door would be elevated to the primary daily transport. There was some work to be done to make the 99 reliable.

Worn out bits have been replaced with pieces salvaged from 99s that have gone to Valhalla. Lenses, carpeting, seats, visors, windshield wipers, relays, fuses, switches, battery, mirrors, window cranks, hatch shocks, wheels and tires (EMS wheels painted white with Nokia snow tires), etc., were removed from the garage shelves and returned to service (I told you it had been neglected). Though the power steering rack had been rebuilt, the steering made a noise like the howl of a Wookiee, so a replacement pump was obtained through a trade. There was a wobble under acceleration that was diagnosed as a failing inner CV joint. Several parts have been provided by other Saab Club members as the result of a Wanted ad in the Classified Report. A set of Cibie headlamps that have outlived several cars replaced burned out headlights, and a pair of Bosch fog lights (bought at an auction for \$8.00) replaced some non-working K-Mart cheapies. Any number of minor electrical maladies were traced to corrosion, disconnected wires and poor grounds.

It has now been a year since the 5-door was first parked behind my garage, and the total investment has passed \$3,000. A good percentage of that figure went for licensing: Calif registration, \$239; Minnesota registration, \$53. Only about \$800 has been parts cost, and half of that was for rebuilding the power steering rack. Actually, \$3,000 probably isn't all that bad for a good used Saab, and certainly it's a safer car than a newer Toyota or Honda.

With lots of help (and more money than I had intended to spend), it is now running, though not quite perfectly. Instead of being melted down to make new Nissans and Subarus, the fine Swedish steel in this 99 is back on the road.

Unfortunately, too many cars and too little time have caused a recent re-evaluation of priorities. (See this issue's Rear View for details.) Is there someone interested in taking on this project and making regular reports to the readers of NINES? Contact me at Saab Club Headquarters, 218-724-1336, and let's work out a deal!

Tim Winker

Inventory Reduction Sale

Sale prices good through June 30, 1994.

The Federal government wants us to collect sales tax from all states, cities and other taxing jurisdictions. It will put us completely out of the mail order business. Consequently, we're clearing the shelves. Save now!

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Official Saab Service Manual by Robert Bentley

#108 - 900 8-valve (1981-88), List \$49.50 now \$39.00

#131 - 95, 96, MC 850, 1961-64, was \$25.00 now \$20.00

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was \$30.00 now \$24.00

#105 - Bosch Electronic Fuel Injection Systems (1970-79),
(only 2 left) was \$15.00 now \$12.00

#106 - How To Tune and Modify Bosch Fuel Injection,
was \$20.00 now \$16.00

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#301, regularly \$3.00 now \$2.00 each

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SAAB CLUB Golf Shirts

#261 - 100% Cotton, white, new logo on left breast, specify size, M, L, XL, was \$19.00

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#174	October 1988	\$2.50	\$1.25
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#183	July/August 1989	\$2.50	\$1.25
#186	November 1989	\$2.50	\$1.25
#187	December 1989	\$2.50	\$1.25
#189	February 1990	\$2.50	\$1.25
#190	March 1990	\$2.50	\$1.25
#192	May 1990	\$2.50	\$1.25
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#195	September 1990	\$2.50	\$1.25
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#197	November 1990	\$2.50	\$1.25
#198	December 1990	\$2.50	\$1.25
#199	January 1991	\$3.00	\$1.50
#200/201	Feb/Mar 1991	\$5.00	\$2.50
#202	April 1991	\$3.00	\$1.50
#203	May 1991	\$3.00	\$1.50
#204	June 1991	\$3.00	\$1.50
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#206	September 1991	\$3.00	\$1.50
#208	November 1991	\$3.00	\$1.50
#209	December 1991	\$3.00	\$1.50
#210	January 1992	\$3.00	\$1.50
#211/212	Feb/Mar 1992	\$5.00	\$2.50
#213	April 1992	\$3.00	\$1.50
#214	June 1992	\$5.00	\$2.50
#215	Sept. 1992	\$5.00	\$2.50
#216	Oct. 1992	\$5.00	\$2.50
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SAAB SWAP

Sonetts For Sale

'74 Sonett III, White Imron, 80+K miles, stored 8yrs. Good body, drive train, & glass. Needs rocker panels. Some spares. Asking \$1,500. Arthur W. Anderson, 254 S Ln, Granville MA 01034. 413/357-6681.

'71 Sonett III, 130K mi, partially restored, totally rblt engine, new exhaust, tires, engine electronics, original carpeting, perfect body, many extra parts, very little to finish. \$2,500. K. R. Turner, 21 Ensigne Spence, Williamsburg VA 23185. 804/229-8574.

MOVING SALE: '69 Sonett V4, several 96s and 95s, 2-stroke & V4 parts, factory manuals for 92 thru 99 models. Too much to list, see ads in previous issues for details. Rob Allen, Hamden CT. 203/248-9798.

'68 Sonett V4, red, 52K mil, Ser # 999, rebuilt eng, ready to drive. \$5,500 obo. Don Seely, 800 Chili Ave Ext, Churchville NY 14428. 716/889-3562.

93s, 95s, & 96s For Sale

'67 96, 87K mi, oil injected, disc brakes, Monte Carlo wooden steering wheel, Probably the best 3 cyl left. Exc. body, mechanical, interior. Drive it home and feel like you're in a new one! \$8,500. Dan McMahan, 9695 Ross Ave, Montgomery OH 45242. 513/791-5428.

'65 96 Specials, two 2-Stroke and one '67 V4, stored 25 years, from the estate of Shell 4000 and Canadian Winter Rally winner Homer Trotter. Also Formula S Quantum #003. John Parker, 527 Buckingham Ave, Syracuse NY 13210. 315/478-1229.

'65 Monte Carlo 850, 70K mi, original inside & out, no rust, engine out of car, bent fender, stored under shed 15 yrs. \$1,450. Other 95s & 96s, too. Frank Townsend, 327 Callison Rd, Ninety Six SC 29666. 803/227-2004.

3 96s 3cy 850, 1 Monte Carlo 850, 3 96 V4s runners, 1 95 850 3cy, spare engine, trans & truck load of parts, shop manuals with buy out, lets deal. Stan Dye, PO Box 33 1273 Main, Latah WA 99018. 509/286-3001 eves.

4 model 96's. All in varying states of disrepair. Lots of good parts. Probably enough to keep you going for life. Brian Davitt, Algoma, WI. 414/487-2991.

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. 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.

2-Stroke & V4 Parts For Sale

Race prepared V4 engine from '67 Monte Carlo. Complete with 2BBL carburetor and manifold. Was running when removed, needs complete rebuild. Best offer. Kaj Bjorklof, 2104 Blind Pond Ave, Lutz FL 33549. 813/948-8300 eves.

Specially made Dual-Point distributor for all V4s, \$150.00. Centrifugal advance curve is adjustable (set to model 1970 specs). All components are new. Points Cap and Rotor are better than stock and readily available. A long awaited improvement over the stock distributor and a must for performance engines. John L. Johnston Machine, 77 Laxalt Dr, Carson City NV 89706. 702/246-7226.

Extensive collection of engines and parts, 2-stroke and V4, some in original unused condition, racing parts and road racing, ice racing and rallying memorabilia from the estate of Homer Trotter, the premier U.S. Saab racer of the '50's and '60's. John Parker, 527 Buckingham Ave, Syracuse NY 13210. 315/478-1229.

96 4 spd trans, good cond, \$125 +shpg. Starter alternator, suspension parts and miscellaneous parts for Sonett, best offer. Sonett chassis, free - you haul. Harry Argetsinger, 1199 Co Rd 6 NE, Stanchfield MN 55808. 612/689-3425.

Parting out '68 Sonett, must go, cheap! Call with needs. Also, '69 Sonett V4, restored and perfect, not cheap. Ken Burson, Omaha, NE. 402/551-9665.

99s & 900s For Sale

'80 900T, 5dr, 130K, new paint. \$2,900. '85 900S, 3dr, black, 130K. \$4,000. Both excellent in & out. Jim Grayson, 500 W Gravel Ln D-121, Carson City NV 89706. 702/883-0569.

The Winter Beater Mk. II: '85 900 Turbo, 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, Husco armrest, CL-II trailer hitch, SR deflector, IPF driving lights, new P6s, rblt trans. \$4,900. Tim Winker, Duluth, MN. 218-724-1336.

'80 900T, 3 dr, dk gray faded, int red, 106K mi. Needs upper shifter, upper clutch pedal, seals. Excell body, new P6's front. \$1,700. Paul Paar, 4232 W 1000 N, Rexburg ID 83440. 208/356-6632.

'79 99GL, 4 spd, 2nd owner, high mileage, solid body/chassis, sweet engine, European headlamps. Needs trans work, headliner. Best offer. Bryan Knowles, 600 Cleveland Ave SW #6, New Brighton MN 55112. 612/639-9043.

'78 99 Turbo, black, recent pinion bearing & cyl head, no rust, very good condition, driven daily, 4 spd, A/C. \$2,500. John Plankey, 8996 130 Ave N, Largo FL 34643. Wk 813/584-7147 or home 813/393-3816.

9000s For Sale

'86 9000T, gray w/gray cloth, 160K mi, 5 spd, clean in/out, vry gd condition, all records, bra, mounted Gislaved snows, cover, extra parts. \$4,400. Mark Searle, RD#3, 27 Siebrecht Rd, Pleasant Valley NY 12569. 914/635-1352.

99, 900, & 9000 Parts & Accessories

Parting: fifty-three 99's ('73 - '80) and sixty 900's ('79 - '88). Also one '86 9000T (no front pieces) and one '93 CSE (front damage). 9000 sun roof deflectors, \$38. VISA/MC. Rod Beckner, 484 E Cemetery Rd, Jefferson OR 97352. Phone 503/327-1133 Pacific time. Mes/Fax 503/928-6351.

'83 900S 3 door, '82 4 door, all body interior glass to doors, also 8 valve motor. Kippy's Auto Sales, 338 Harding St, Worcester MA 01610. 800/698-8705 or 508/791-5132.

900 hatchback rear spoiler, on '87 two months before storage, \$100. '82 headlight assemblies complete with halogen headlights, stored 8 years, \$25 pair.
Darwin Falk, 1904 S. Morgan Ln, Anaheim CA 92802. 714/740-0101.

Saab Clarion equalizer/Spectrum analyzer from '89 900 Turbo, \$150. Saab 900 hatchback factory car cover, barely used, \$70. Bently Saab 900 16V Manual, new, \$40. 900 cassette holder, \$15. Norman Yung, #104, 3742 Hughes Ave, Los Angeles CA 90034. 310/837-5833.

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.

4 - 24 spoke wheels with caps and lugs and Yokohama 352 205/60x15 tires with 50%+ tread, \$300 OBO +shpg. 4-TRX rims w/tires - Best offer. Harry Argetsinger, 1199 Co Rd 6 NE, Stanchfield MN 55080. 612/689-3425.

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

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

Snow Tires: 4 Gislaved Frost 185/65 on Saab steel wheels (from '89 9000), \$265. Also Saab/Thule custom roof rack for 9000, \$70 (local only). Ben Martorana, 15 Kime Ave, Wayne NJ 07470. 201/694-1485.

MSS lowering springs for 900 front, stock rear springs, both excellent w/only 5,000 mi, also spacers for front springs, \$100 set obo. 1 Shelby Goldvane 15 x 5.5, new in box, \$175. Carl Lomele, 93 Lincoln St, Elmont NY 11003. 516/326-2804.

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

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.

Wanted - All Models

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.

Speedometer for any Sonett III.
B. Alexander, PO Box 3635, Duluth MN 55803. 218/525-2884.

Misc. For Sale

Cassette describes new pollution reducing MPG-boosting fuel catalyst "POWERTECH 2000". Registered under CARB E.O. D-307. \$2.00 deposit refunded if cassette is returned or unit purchased. POLARIZED FUELS DIVISION, 93 Legend Hill, Madison CT 06443. 203/421-4604.

Lancia Rally 1/10 scale R/C in good condition, w/extra battery charger, \$100.
B. Alexander, PO Box 3635, Duluth MN 55803. 218/525-2884.

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Rear View

We all have cars that we admire and would like to own. One of my personal favorites is the Cord 810/812, the Gordon Beuhrig design from the 1930s that was far ahead of its time and remained so for decades. I saw my first Cord at an antique car show at Parade Stadium in Minneapolis in the early 1960s. Besides the simple beauty of its design, I was fascinated that it had front-wheel drive. I didn't know any car could be driven by the front wheels and the engineering of this marvel truly fascinated me. Not too many years later, Oldsmobile came out with the Toronado, followed by Cadillac's El Dorado. But the Cord is a very rare and precious work of art and the chances that I might ever own one were not worth dreaming about.

For my 18th birthday, I bought a used 1960 SAAB 93F with an 850cc engine in place of the original 750. I took \$250 out of my college fund and quickly found out that wasn't going to be enough. The brakes failed and had to be rebuilt within the first week.

As I made regular trips to Morrie's Imports to buy parts, I often stopped in the showroom to look at the newer Saabs. My new friends in the sports car club showed off their MGs, Fiat 850s and 124s, Opel GTs and Porsche 914s, but Saab's fiberglass-bodied Sonett was my dream. While riding with an acquaintance in his Corvette, the driver proudly asked, "Wouldn't you like to own one of these?"

"No," I replied. "I'd much rather have a Saab Sonett!"

"What's that?" he asked incredulously, and his stature as a potential friend dropped.

Instead of buying a Sonett, or any other Saab, economic reality pointed me instead toward the poor man's BMW, the Datsun

510. It was cheaper to own and more reliable than Saabs of that era, and was a proven race winner in the Trans Am Under 2.5 liter category. The 510 was also a popular rally car of the 1970s, and I built one to compete in PRO rallies and ran the Press On Regardless a couple of times. That 510 also saw action as an ice racer.

I later moved to rotary-engined Mazdas, an RX-3, a Rotary Pickup and an RX-2, and my only new car, a 1982 Mazda GLC. That last one took me to all four corners of the United States, was used in performance rallies, and did some ice racing before Saabs lured me back.

As editor of the Saab Club publication, I have looked at many Sonetts with the possibility of finally realizing my dream. I wasn't too excited about the Sonett III, preferring the older body style. A Sonett II would be the ideal, since I prefer the Saab-built three-cylinder engine to the Ford V4, but Saab only built 258 Sonetts with the two-stroke. I let a couple of nice Sonett V4s go by for the usual reasons - lack of funds, lack of garage space, too much work needed.

My dream of owning a Sonett has now come true. Resting in the garage is a 1967 Saab Sonett II, serial number 000069. It came to me by way of John Popp, a Saab Club member in Jacksonville, Florida. This particular Sonett had been in his family since new, owned by an uncle, Andrew McDermott, then handed down to John's cousin, Ed McDermott, and finally to John. It has been in nearly continuous use since it was first registered on March 9, 1967. John's father, Gerald Popp, had a Saab dealership, Saab-Citroen of Essex in Montclair, New Jersey, and sold the car to his brother-in-law, John's uncle. The lack of easy parts availability had caused the Sonett to be parked undriven for over a year, so John decided it was time for this car to pass to someone who could and would maintain it.

For several months I tried to make arrangements to pick up the car. It finally came together via the Archer Brothers race team which was returning from the first Trans Am race of the 1994 season in Miami with an empty bay in their transporter. I first saw the Sonett in the flesh on March 6th, nearly 27 years after it first hit the road.

My first effort at driving the car got only as far as the parking lot before it stalled. I spent a couple of afternoons diagnosing and repairing fuel system clogs at the race shop before I could drive it. After chasing down several minor problems - several coolant leaks including the water pump (caused primarily by the use of straight water in the cooling system and not anti-freeze), ignition wires arcing to the engine, cracked distributor cap, more fuel line blockages - the Sonett was driveable. At this writing it is not what I would consider to be reliable, however. It needs a good tuneup, adjustment of the triple sidedraft Solex carbs, and a little brake work.

But every now and then, I go out to the garage and look at it. Sometimes I start the engine just to inhale the perfume of two-stroke exhaust. And sometimes I have to take it for a drive....

Look for James Crumlish, new CEO of Saab Cars USA, at both the Vintage SAAB meet and the National Saab Owners Convention this summer. He is a very personable guy and seems genuinely interested in the Saab mystique. He has called officers of several regional Saab clubs and me just to introduce himself.

His original position with Saab Automobile AB was chief financial officer and has some concerned about a "bean counter" approach which might dilute the Saab soul, but Crumlish seems to believe in sales by way of good service. It appears Saab is in good hands.

Tim Winker

NINES

The SAAB Club Magazine

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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.

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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!

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