



NINES

\$4.95

no. 224

The SAAB Club Magazine



Sam Bryan and Rob Walden take their Scandia Autosports 900 through a corner at the Ojibwe Forest PRO Rally.
Photo by Rick Corwine, RC Imagery

An Interview with Saab Cars CEO page 17

The '95s: Specs & Prices page 15

Saab's 3.0 liter V6 with VIM page 16

Technical Talk beginning on page 30

Adding a CD Changer to Late Model Saabs, Sunken Seat Syndrome, Cold Driveability Problems in Early 16-valves, High Mileage Saabs, Sources of Parts for Older Saabs.

Rally & Race Reports pages 43-44

*Saab 99 wins SCCA Group 2 PRO Rally Title
Saabs at the Chicago Historic Races*



Saab Club Meets
Holland, Vermont, Wisconsin
beginning on page 20

Regional Club News

Carolina Saab Club

Saab club now forming in North and South Carolina area.

Steven Frelke
28H Sicily Drive
Fort Bragg, NC 29307-5000
910/960-1930.

San Diego area Saab Club

Contact Brett Martin, 619/265-8840

Delaware Valley Saab Club

Nov. 5 - Grösvag Rally, 10am, Harry's Savoy Grill in Wilmington, DE.

North Central Saab Club

Oct. 21-23 - SCCA Lake Superior PRO Rally, Houghton, Michigan.

Rocky Mountain Saab Club (Colorado)

Dec 13 - Meeting, 7pm. Deane Automotive Center, 1080 S. Colorado Blvd., Denver.

Saab Club National Capital Area

Nov. 6 - Annual Championship Autocross. NSA Colonial parking lot.

Saab Club of Central Ohio

Oct. 29 - Open House and service clinic at Mid-Ohio Imported Cars, I-270 & Morse Rd., Columbus. Dan Orzano, 614/231-3892.

Rally of the Lost Patrol

Feb. 11-19, 1995 - The Longest, Coldest, Toughest Winter Rally in the World. Seattle to Inuvik, NWT, and back.
Satch Carlson
11919 N. Jantzen Ave. Suite 172
Portland OR 97217

International Saab Clubs Meet

June 16-19, 1995 - City of Bad Neuenahr/Ahrweiler, Germany. Details on pg. 22.

See Scandinavia with Saab

June 29 to July 7, 1995 - Stockholm, Trollhattan, Oslo. May switch dates to include Int'l Saab Clubs Meet, June 16-19.
Susan Wikler
152 Buch Ave.
Lancaster PA 17601
717/569-5267

SAAB Club of North America

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

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

NINES Editor & Publisher:

Tim Winker

Editorial Ass't / Membership

Clare Dodge

NINES is published bimonthly (or thereabouts) as a service of the SAAB Club of North America. The SAAB Club is not affiliated with Saab Cars USA, Inc. or Saab Automobile AB.

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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

George Basehore
477 E. Main St.
Middletown PA 17057
717/ 944-2915.

Delaware Valley SAAB Club

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

(Vermont, New Hampshire)
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 Neckleous
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

Value is not just price

My wife and I really enjoyed the 1994 National Saab Owners Convention. We hope it is fairly close again next year, because it was perfect for us the last two years. It was only a four hour drive!

The North Central Saab Club did an excellent job with the convention. The Cultural Sessions added this year were GREAT!! These included topics such as the early rallies and Saab dealerships in the U.S.

We were very excited to see Erik Carlsson, Jon Davis and Pelle Rudh. They were very interesting and informative. The rally stories they told were excellent, bringing back memories of the 1950s and '60s. Many of the stories I have read about were discussed, but they were much more interesting coming directly from those who experienced the events.

Ralph Millet and some of the early Saab dealers were also at the convention. The stories about the early dealerships were amusing. The way things were seems so simple compared to present day dealerships.

The Round Table on Sunday was interesting. One thing that stands out though, is the complaint about Saabs costing too much. What most people don't think about is how long Saabs last. I personally have seen my Saabs last at least 10 years longer than most U.S. built cars. Value like this has to be paid for. If you want a Saab bad enough you can afford it. Priorities usually dictate where people spend their money and in most cases people do not want to wait and save for a down payment, even on a less expensive car. Everyone wants it now. I waited the last five years so I could buy a 9000. Even though my salary is below the average 9000 owner's level (even less than an average 900 owners!!). I saved to buy a used 9000 and ended up buying a new 9000 because of the 0% interest offer. (40% down!!) At first glance this looks like a lot of money, but if you spread it out over 20 years (and take care of the car) the shock of paying almost \$30,000 for a new car is not that bad. You can buy an inexpensive car and have it last approximately 10 years or pay a little more and have it last approx. 20 years.

The problem is most people don't look at the "Long Run", i.e. Talladega, (Ha Ha!)

when they make a purchase, nor do they seem to plan too far ahead. (I see this with a lot of people I work with.) It took me over three years before I found the 9000 I really wanted, but I was willing to wait. It will probably be the last Saab I have to buy, unless it is totaled in an accident. It was worth the wait because this car is exactly what I wanted and is a dream come true.

I just hope other people will eventually realize this and stop wanting instant gratification as if the world were going to end tomorrow. A little time spent waiting for what you want and some willpower, not spending your income on everything, i.e. sacrifice, will eventually allow you to get what you want.

The moral of all this: "You can't get something for nothing," or really, "You get what you pay for!!!" So all of you complaining about Saabs costing too much, probably don't want one anyway. I've seen some great buys on used Sprints and Festivas. They might last you a couple more years.

Jim Lamkin
Peoria IL

Travels in a new 900S

I recently returned to Costa Rica with my wife from a 14 week auto holiday around the USA and Canada. The vacation started on March 8 when we picked up a new Saab in Winter Park, Florida, at Bill Bryan Saab. For the Saab it ended in storage on St. Simon's Island, Georgia, on June 17.

The Saab is a 900S 5-door. It is powered by Saab's 2.3-liter 4, coupled to an automatic transmission. By the end of our holiday the vehicle had accumulated a bit under 15,000 miles on its odometer.

I purchased the Saab on short notice. I did not want leather seating, which significantly limited my options in buying the new 900. Very few 900SE models were available in Florida when I was ready to make my purchase. As I recall, those few were all equipped with the V6. My new Saab is in color Citron. Its only extras above the bare bones model 900S are the automatic transmission, sun roof and trunk mounted CD player, which was dealer installed. I would have preferred the automatic climate control, but that option was not available on any vehicle at the dealer, with the other extras I wanted, when I took delivery. I had no interest in the V6, finding it only slightly more peppy off the line than the 4-cylinder.

The new Saab is my third. My last one was a 1986 9000 Turbo that I purchased used (with 8,200 miles on its odometer) in

November, 1987, and sold 10 months and some 10,500 absolutely trouble-free miles later when we moved from New Jersey to Costa Rica. It was the most trouble-free vehicle of more than 30 I have owned in 60 years. But Saabs are neither sold nor serviced in Costa Rica. I have seen one Saab here - a quite old 900 - in the six years we have been Costa Rica residents.

Our trip took us from Orlando to San Antonio, Carlsbad, Boulder, Flagstaff, Los Angeles, Seattle, Victoria, Chicago, Dayton, Cleveland, Ottawa, Montreal, New York, Washington, Charleston, and finally to coastal Georgia. There were many other stops along this route and at least a dozen side excursions of 200 to 400 miles off this general routing. We traveled through 40 states and three Canadian provinces. We stayed at least one night with 26 different friends or relatives and broke bread with 25 others. It was some trip. The majesty of the USA and Canada will not soon be forgotten.

And what about our new Saab? It is a great automobile and in a number of ways superior to my last Saab, the 9000 Turbo. First, it handles better. More than a few of my vehicles over the years have been out and out sports cars. The new 900 may offer as close to sports car handling as you can find for anywhere near \$25,000 in a sedan today. The non-turbocharged 2.3 liter 4 moves it more quickly to speed than the equivalent 4 in the current year 9000. I believe the new 900 to be a very handsome design and a good bit better looking than the current 9000 hatchback. And finally, it is screwed together with more precision than the 9000 and than most new automobiles for that matter. But, it was not entirely trouble free.

What were the troubles? Two, principally. The first I believe to be a design flaw. The metal strap from the 4 cylinder engine to the catalytic converter broke and was replaced three times in the first 10,000 miles. When broken, a loud and quite irritating rattle was continuous and very intrusive when the vehicle was at idle. It nearly disappeared underway, particularly at higher RPMs. Finding a Saab dealer in many states of the USA is not easy. We put up with the noise for much of the first half of the trip until the third dealer to make repairs confirmed that the factory was aware of the problem and had developed at least a temporary solution. The next new strap installed was connected to the converter with a spacer to reduce the stress on the strap.

The second problem was with the Cruise Control. I would say that 20 percent of the

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time it did not operate properly. It would, without warning and for some unknown reasons, change downward by 3 to 5 mph the speed at which it was set. Occasionally, after accelerating to pass another vehicle, it would not return to the speed at which it was set. Instead, it would pick a new speed 3 to 5 mph higher than the old speed. Most irritating of all, every few days it would speed up by 3-5 mph without warning. As I drive at speeds at the margin of highway patrol tolerance, that act alone was tension producing. Finally, in the mountains, it usually was wandering up and down 3 to 7 mph around the speed at which it was set.

Every time I took the Saab in for replacement of the engine-to-catalytic converter strap, the cruise control was dealer tested. But the problems could never be duplicated, so no dealer was willing to replace the cruise control under warranty. I have had cruise controls on most of the vehicles I have owned during the past 15 years. Few have operated as poorly.

I wish we had purchased a Saab with the Automatic Climate Control. The manual system in our Saab works as it was designed to, but many of the days with 6 to 8 hours of driving, we must have adjusted the climate controls 30 times or more in an attempt to

keep the cabin at a comfortable temperature.

What else might I report? My overall trip gas mileage was just under 28 mpg. On Interstates I mostly drove at 8 to 10 mph over the posted speed. I never had to add any engine oil or even a drop of any other fluid to the vehicle. Dealer service (4 times) was generally excellent. However, although I appreciate the Des Moines dealer getting me back on the road so quickly (I hit a chuck hole in the dark on an Interstate, deflating a tire, wrecking a steel wheel and losing a wheel cover), I did not appreciate paying \$430 to replace those three parts.

Overall, I am well satisfied with my new 900S. I drove three other vehicles (Mercedes C230, Infinity G-20, and Toyota Camry) on the day I purchased the Saab. I am certainly not at all sorry that I made the decision to go again with a Saab.

Thomas L. Larson
Santa Ana, Costa Rica

No more Saabs

I thought I'd drop you a line to tell you why I am not renewing. My '81 900T suffered a cracked head. I'm told by my mechanic that this is a common problem on turbo models of this vintage. After deciding against an expensive repair, I sold the car to someone who was looking for this exact car and was willing to undertake repairs.

I began to look for a replacement. I seldom buy new for myself as I can't stand the first few years' depreciation. I looked at Honda, Acura, Volvo, Toyota, Mazda, Ford, Infiniti, Lexus and Chrysler. You'll notice I didn't mention Saab. My last Saab was my third one. I have owned about 15 other cars in addition. On two of my cars the headliner dropped. On three, the turn signal switch failed. I've gone through 7 heater valves, nearly a dozen slave cylinders, a catalytic converter, four starters, and too much more to remember. If this list seems familiar, nearly all of this was Saab related. One heater valve and two wheel cylinders were Volkos.

I have had at least one Swede or another for the last 25 years, sometimes two at the same time. I have been a subscriber to this newsletter since 1976 when I bought my first Saab, a '72 99EM. I was captivated by then editor Dick Grossman's column "5 Minutes of Hate" wherein he was more than willing to discuss our Saabs' failings and what he felt were the company's customer relations weaknesses.

I've never owned another make of car that needed so many little things repaired. I've suffered through some major design

failures also. My service people have maintained my car better than "by the book" through the years and have always seemed to do good-to-excellent work. "So what?" you say. "It's been this way all 17 years you've owned a Saab."

Well, I wasn't going to buy another Saab. I drove lots of other cars. I talked to John at Saab Specialists, my mechanic. He reminded me of all the things I liked about my Turbo's performance and safety. Finally I cracked. I went to the local dealer, Camp Saab, Volvo, BMW, etc., and looked in the paper for a 2-3 year old 900T. Not a one to be had, good or otherwise. Feeling desperate as I had a buyer for my car with the cracked head, I decided to buy new. Guess what... they didn't have one.

In talking to one of the business managers, he stated that there was friction between Saab and the dealership over the size of their sign (it's already huge!) and about showroom floor space. He further stated that it was unknown whether this would be resolved soon but until it was they would only have two cars available, a 900 convertible and a '92 9000 demo.

To make a long story short, I stayed Swedish; I bought a Volvo 850 Turbo. It's no Saab. It is very long on power, braking, and comfort, but could use less body roll and has less visible corners when parking. It's too soon to tell how this will turn out but at least I have a car and so far, I like it. In a way, I have returned to my roots as my first Swede was a Volvo. I have a high degree of confidence that my headliner won't drop, etc., etc....

We pay a lot of money for the cars in this market segment and we deserve to be treated better. Saab has shown a real lack of resolve to stand by its long term owners. Maybe we're into better times; maybe GM's money will help. Somehow I don't think so, so I voted with my feet and my wallet. Maybe next time I won't even buy Swedish.

Bob Shaw
Spokane WA

Re: Ratings

Concering the commentary, Rating the Ratings in issue #223:

Both of my 1993 9000 CSEs are included in the annual Consumer Reports ratings. I've down ticked electrical problems as shorts and switches replaced. Otherwise the cars have been flawless in some of the worst weather in this area.

Kenneth C. Johnson
New Providence NJ

Doktor Nio's Saab Klinik

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

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

I own an '88 9000T with 56K miles. My complaints are after being driven or at idle, the car develops a raw gas smell seemingly coming from the rear. Checked for leaks.....nothing. Also at times, sporadically, the car is either very quick, peppy and responsive or sluggish and dragging. I feel like the park brake is on! I always use top gas etc..

Also after being driven, left alone for a few minutes and then restarted, I can hear a moaning noise towards the front.

Philippe J. Maman
Chevy Chase MD

All these symptoms may be indicative of a malfunctioning fuel evaporation control system. The fuel tank fittings should be closely inspected for leakage. There are a couple of fittings that push into rubber grommets that tend to leak but these can be difficult to find with the fuel tank in position. It helps to lower the tank slightly to gain access to these push-in fittings.

The moaning could be the vacuum control valve on the fuel evaporation canister within the right front fender. Be sure it is connected properly. The sluggishness could be something as simple as a partially clogged fuel filter. It's possible the moaning is coming from the fuel lines because of restricted flow through the filter.

I've recently bought a hulk '72 V-4 wagon I'm restoring. My immediate problem is trying to get locked key out of the ignition. It's been in the car for ten years. I've soaked it in WD-40 for two weeks. There is no transmission so I don't know if it's in reverse or not. The shift column just swings up and down 180 degrees. I've made a pick lock to release the twist stop, but I believe this will only release the cylinder not the key. Of course, I cannot unlock the tail gate either.

I really don't want to drill out the locks or install a whole different steering column from a parts car. Can you help?

Tim Young
Pittsfield NH

Does the key turn in the lock? Does it wiggle a little bit? Try going up from the

bottom and loosen the two bolts that clamp the shift column lock yolk to the rod and slide it down out of the way and see if the key turns completely to the lock position and comes out. You can order a complete lock cylinder set with matching keys from SAAB as pt# 7873466 for \$170.00.

I have two problems with my 1985 Turbo SPG.

1) I start the auto in the morning and it will idle without cutting out. If I back it down my driveway - either immediately or after idling - the engine will cut out as if the key was turned off. If the momentum is sufficient, I pop the clutch and the car will restart and then run continuously after that.

2) The floor mat on the drivers side will become wet after rain. I can find no place where the water is entering.

C. M. Webster
Two Rivers WI

The stalling is probably associated with the automatic idle control, basic idle speed and related settings. Please consult the LH fuel system feature I published for the last NINES and continued in this issue.

The water leak, as long as it's only after rainfall, is likely to be coming from the windshield seal. Many '85 models had inadequate sealant between the rubber and the glass. Have an auto glass replacement company come out and reseal the entire windshield. Half hearted do-it-yourself attempts at spreading a little sealer along the bottom edge will not cure the leak. The seal should be pulled away from the glass, cleaned and shot with compressed air then injected with sealer around the entire perimeter.

My 1994 9000 CSE Turbo's stereo has had an annoying symptom since I picked it up. A good balance between front and rear speakers cannot be obtained without adjusting the fader to 95% rear speakers. My '90 9000T has perfect front/rear balance with the fader control in the center position.

In the '94, if I balance the speakers out, crank the volume to a desired level and then

adjust the fader to the center position, the front speakers are overwhelmingly loud while the rear speakers are barely audible.

I was digging through an old issue of NINES and saw a bad speaker wiring letter in Doktor Nio's Saab Klinik, NINES #210, and it spurned the thought that my car might have a similar situation. Where should I trouble-shoot?

Ted B. Carwile
Chesapeake VA

Although I am not aware of any service info on this particular problem, ask your dealer if there has been any service bulletins issued concerning the conditions you describe. Your dealer might even swap radio heads with another CSE to confirm the problem. It may just be the difference between the ratings of the front and rear speakers and this is the way it's gonna' be.

We are the happy owners of a 1987 9000 Turbo. The car has been great except for the climate control system. Last year I replaced the two servo motors that control temperature and conditioned air outlet location. I also replaced the electronic control with a used unit because a new one was over \$1,000. Now the temperature swings back and forth from hot to cold but maintains an average as indicated in the digital readout and the conditioned air location outlet buttons only work about 25% of the time. Could you please help me with this annoyance?

Bill Hamilton
Tracy CA

You did not mention having performed the ACC self-diagnostic test. By pressing AUTO and VENT simultaneously, "88" will be displayed as the system tests itself. The number of faults will then be displayed and pressing VENT will display the fault codes, one at a time. Fault codes are listed in the Factory shop manual.

In some cases, inaccurate temperature is a result of a buildup of lint and dust on the air sampling sensor. This is the insert in the push switch panel below the clock. Pull the square insert with the round grill out and

blow through it with compressed air to remove any dust and lint. When reinstalling it, make sure the hose running from the sensor to the little suction fan is properly connected and the motor is pulling air across the sensor when the system is running.

As for the buttons not working 25% of the time, I would think this is a fault of the head or control unit, not the system itself.

After a recent transplant of an '87 5-speed transmission into our old '83 900S beater, it shifts like a baseball bat in a barrel of coconuts, at best. It was done by an allegedly knowledgeable wrench (would have done it myself had I the time) and the old wrench sez it's the best he can do. But it seems as though the hand shifter pattern is a slightly different shape than the pattern in the case. Is it possible to whittle a bit at the hand shifter, or should I swap for another (later) shifter?

Robert Hiller

Your '83 900 had a 5-speed gearbox that depended on a spring loaded cam and roller setup just ahead of the shift console to center the shifter in neutral and the 3rd to 4th shift line. These were somewhat cantankerous to say the least. By '87 the gearbox became "self-centering" with an internal spring loaded lever and the elimination of the earlier external cam and roller on the shift rod.

Because of the transplant you may have both and they're fighting each other. Eliminate the older external one and then do some fine adjustment at the pinch clamp where the shift rods junction just above the steering rack.

As the owner of both a terminally rusted '74 Sonett III and one with very little rust, I am interested in finding a way to prevent the car's undersides from rotting away. Do you or any reader have experience with "Electronic Rust Control Systems" such as the one advertised by J. C. Whitney? Whitney's catalog claims that by providing an artificial source of electrons, these devices prevent positive ions of metal from forming, thereby preventing the metal in your car from combining with negative oxygen ions to produce rust.

Bruce L. Bakke
St. Paul MN

I cannot report on such products as I don't have any first hand experience with these devices. On paper, the theory makes

sense but I know of no one who has used anything like this.

I believe that good protection of the metal with products like POR-15 (available through HEMMING'S) and routine inspections for touch-up will control corrosion. Many shops restoring old SAABs do not recommend undercoating because it may retain moisture and actually cause rust.

My '85 900S recently started to make a sound which I feel may be drivetrain related. It becomes noticeable as the car builds speed, a muted, gyroscopic sound, like a wood-chipping machine, coming from the front end. Is this the sound of a CV joint needing replacement? If so, how soon does this need to be replaced? The car has 110K miles, and has been running in usual dependable manner.

Robert G. Thomas
Ho-Ho-Kus NJ

This is the sound (I'm 90% sure) of worn pinion shaft bearings in the transmission. The only cure is to remove and dismantle the box and replace the bearings and pinion housing. Do not put this off as severe damage can result from the shaft and gear train shifting out of place and ruining the pinion and other gear sets.

I wanted to know if there is a way to get the automatic climate control on my '89 9000 to remember where it was set before the car was turned off. Every time we go somewhere, we start the car, and the fan goes on HI, the compressor turns on, and we get into the habit of pressing economy and the fan setting to low before anything else so as not to get blown away every time.

Also, I have noticed that as the car warms up, the temperature gauge reads 3/4 (nearly in the red) before the fan kicks in to cool the car. Is there a known modification or part I could change to get the fan to come on at a lower temperature?

Todd Van Heirseel
Libertyville IL

I may stand corrected but I don't think the '89 version of ACC is programmable. The later ACC can be set in this manner, but with the earlier version, you're stuck with it having a mind of its own.

In regard to your cooling fan, be sure the engine thermostat is the proper 82 C degree one. There are lower temp thermo switches available which will trip the fan a little earlier. Your original one may just be showing age and not closing early enough.

I have a 1972 95 in which the free wheeling device jammed. Rather than fix the free wheeling I replaced the whole transmission with a fine transmission I had from a 1970 96.

My problem is that the clutch will not release when I depress the pedal. The shifter works well and I can use neutral to run the motor and hand push the car. I am a good home mechanic and feel that the clutch disk is simply frozen in place. Is the 1970 tranny compatible with a 1972 motor?

Jim Barr
Peekskill NY

The transmissions are compatible and should not have affected the clutch unless the release bearing on the new trans is worn or the release arm holes are enlarged where the bearing mounts. If the clutch components are the same pieces that worked fine with the old trans then the disc may have rusted to the flywheel, depending upon how long the car sat without being used.

Another possibility (assuming you've tried adjusting all the free-play out) is the disc is too thick in which case you can space the pressure plate off the flywheel with thin spacer washers without taking the trans out again. Access the six bolts holding the plate to the flywheel after removing the sheet metal vent on top of the bellhousing. Rotate the flywheel loosening each bolt and then insert a very thin washer between the plate and the flywheel, removing one bolt at a time and sliding the washer in place then screwing the bolt back in. Once all six are done, rotate the flywheel tightening all the bolts. Recheck free play adjustment and see if you get full disengagement. As the disc wears, you may have to remove the spacers due to slippage.

The chrome plating on the reflectors for the H4 Euro headlights for the 900 wears away after some time which makes the light much less effective. Do you have any experience with having the reflectors replated?

Alan Snelson
Mountaintop, PA

The reflectors can be purchased individually - pt#s 8550857 and 8550865 - for around \$78.00 each. I think this would be cheaper than trying to have them replated. Make certain the housing is sealed from moisture where the wires are booted and the bulb cover is screwed on.

Professional Perspective

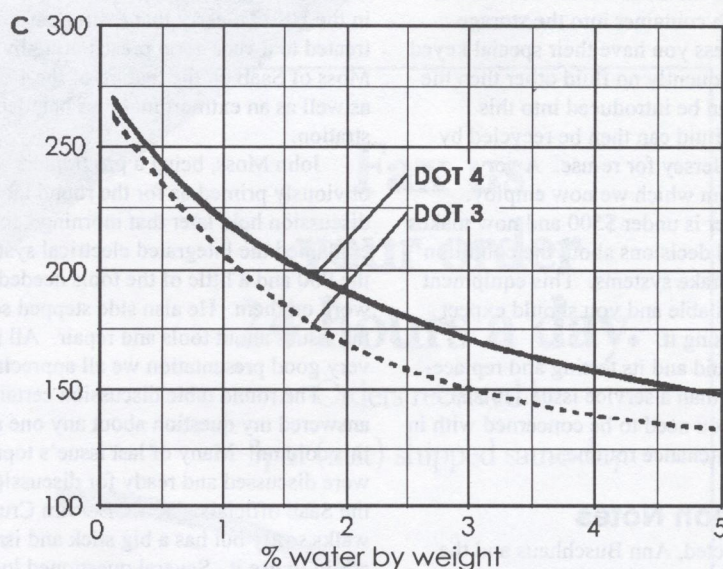
Brake Fluid Testing and Recycling

Saab has recommended brake fluid changes for a very long time. Because American companies didn't recommend it, we all viewed the practice as eccentric, but possibly helpful. We eventually recognized the saving that could be gained in the longevity of the master cylinder and calipers (clutch master and slave cylinders also) by changing fluid at recommended intervals. The reason was easy to understand because we could see the rust in the cylinders that failed. Brake fluid, being hygroscopic, attracts moisture which, once in the brake system, sets to work on the internal steel parts. As the rust forms, it creates a rough surface in the cylinders. The seals inside the cylinders are sliding over the rough surface and eventually are damaged and consequently leak. Typically you would then hone the cylinder to remove rough surfaces and install a repair kit. If the rust is too far advanced, replacement of the component is necessary.

But how about the rest of the fluid in the system? Most times the whole system wasn't flushed but the air bled from the system and the hydraulic system was pronounced well, even if there was contaminated fluid left in parts of the system. For example: the clutch master fails. It is badly corroded internally. The new clutch master is installed and air bled from the system. The reservoir for the clutch and brake master are shared. Did the brake system get flushed? Most likely not. How do we know how bad the fluid was? How could we justify the added expense of flushing the brake system when the clutch was the indicated trouble area?

We had been looking for a way to test brake fluid quickly and economically until last spring. As we were preparing for our annual open house we wanted to demonstrate routine maintenance and what a professional shop looks for. If owners understood how complete the check-ups should be, then they should be able to better understand their own capabilities of performing their own check-ups. When we got to the brake fluid change, we talked again to one of the tool suppliers and to our delight, he was able to provide us with a new, just introduced brake fluid tester that sold for just under \$80. This was great!

Brake fluid boiling points



Before we demonstrated it in front of our group, we decided to run some tests with this tool. We started down a row of our Saabs. The first tested bad, and the second, and so on down the whole row of cars. This was extraordinary! We then decided to test a container of brand new DOT 4 fluid. What do you know?! It failed also! Back to changing fluid at time intervals whether it needs it or not. NOT!

Don Andrews, who had used the first tester, was now intrigued. He found a company in New Jersey called Schroeder/Nielson. A phone call to them and some exchange of information netted the information we had been seeking. Manfred Dickersbach of SNR (Schroeder Nielson Recovery) not only sent us information, but also Edmund L. Petray from Chicago came out to demonstrate the test and explain recycling of brake fluid. The tester is quick and easy to use, and testing the boiling point seems to be a very accurate way to determine the fluid's condition. The fluid's condition as indicated by the boiling point will then give an indication of the brake system's effective stopping power. See the accompanying chart.

According to SNR literature:

"Government tests in Europe have highlighted a failure rate of 47%.

"Because of the heat produced by friction when brakes are operated, brake fluid is designed to have a high boiling point, typically about 265 C. A moisture absorption of five percent by volume over two years is not uncommon, with a consequent drop in the boiling point from 265 C (509 F) down to

as low as 130 C (266 F). At this level, any period of sustained braking could produce enough heat to cause the fluid to boil. If this occurs, braking efficiency can be drastically reduced and stopping distance increased."

The Brake Fluid Test Meter provides a cost effective method of measuring brake fluid contamination as part of routine service. A probe is inserted into the master cylinder reservoir and the tester is started. After about 45 seconds, the digital display shows the fluid's dry boiling point temperature. SNR claims an accuracy of 3% for their Brake Fluid Test Meter.

While Mr. Petray was present, I went down the row of Saabs waiting to be serviced that particular day. Many passed, some were marginal and the new can of brake fluid tested 260 C. It's a test I believe we can depend on. Because fluid quality is particularly critical in ABS brake systems, we believe this is vital information for the '90s!

Also of interest is the disposal of the used brake fluid flushed from the cars. In the past, we and other shops have dumped brake fluid into the used oil for recycling. This technically contaminates the oil (petroleum based) because brake fluid is glycol based (related to antifreeze). The contaminated oil and brake fluid is then used as a fuel, instead of being recycled. If the brake fluid is kept separate from other contaminants it can be recycled and used again. SNR has a system that's been in place in Europe for many years. They make containers that attach, via hoses, to the bleeders on the car, and as the fluid is caught in the container, it is then held until being dumped into a storage tank.

These containers are all keyed in the inlets and outlets, so the fluid cannot be removed from the catch container into the storage container unless you have their special keyed spout. Consequently no fluid other than the brake fluid can be introduced into this system. The fluid can then be recycled by SNR in New Jersey for re-use. A very sensible system which we now employ.

The tester is under \$500 and now makes possible good decisions about the condition of fluid and brake systems. This equipment is readily available and you should expect shops to be using it.

Brake fluid and its testing and replacement is more than a service issue. It is a safety issue you need to be concerned with in your car maintenance routine.

Convention Notes

As expected, Ann Buschhaus and the Milwaukee/North Central Saab Club did the job. A good convention at a good location. The Saturday tech sessions were very informative. I didn't get to all the sessions, but did take in the History session on Rallying with Erik Carlsson and Jon Davis, who did a superb job of enlightening us about the glory days of rallying and showed the strength of character that Saab as a car company has had for many years. As Erik related stories about racing, there always seemed to be a name of someone who

allowed more latitude to their effort. Even a dealer giving a special deal for a car to race in the US. To carry that feeling on we were treated to a very good presentation by John Moss of Saab on the feature of the 1994 900 as well as an extraordinary air bag demonstration.

John Moss, being a pro trainer, obviously primed us for the round table discussion held later that morning. John explained the integrated electrical system of the 900 and a little of the tools needed to work on them. He also side stepped some of the issues about tools and repair. All in all a very good presentation we all appreciated.

The round table discussion certainly answered my question about any one reading this column! Many of last issue's topics were discussed and ready for discussion by the Saab officials. New CEO Jim Crumlish walks softly but has a big stick and isn't afraid to use it. Several questioned local dealer practices. Jim wrote down the dealer names for further investigation. He asked questions about service and is very knowledgeable about the whole service and training situation. He is going to entice the dealer groups to improve. (That's to everyone's benefit - a good dealer group helps us all.) He laid down the gauntlet. If the dealer doesn't do the job, they want to know about it. I hope you'll all take him at his word.

He stated also that Saab is considering

licensing independents to service Saabs. The rest of the story is that the independents basically would meet the same qualifications as any other new car dealer. I for one can't buy into that one. If I have to do that, why wouldn't I at that point want or require the profit potential of new car sales? To this point no training for aliens. Has or will anything change? I'm not really sure yet. The man Jim Crumlish is listening, and he's going to do whatever he thinks is best for new car sales and viability of the company. You surely can't fault him for that, and I hope he's extremely successful. I also hope he recognizes who is servicing the bulk of the Saabs in the USA and who doesn't have the training to repair the '94s with all the new high tech components. All the promises and warranties in the world aren't going to soothe the patience of a new car owner who can't get it fixed. Jim knows that there are two - count them - two locations in the whole state of Minnesota authorized to repair that new car. Check your state out. Jim Crumlish is going to prove he cares. We'll see.

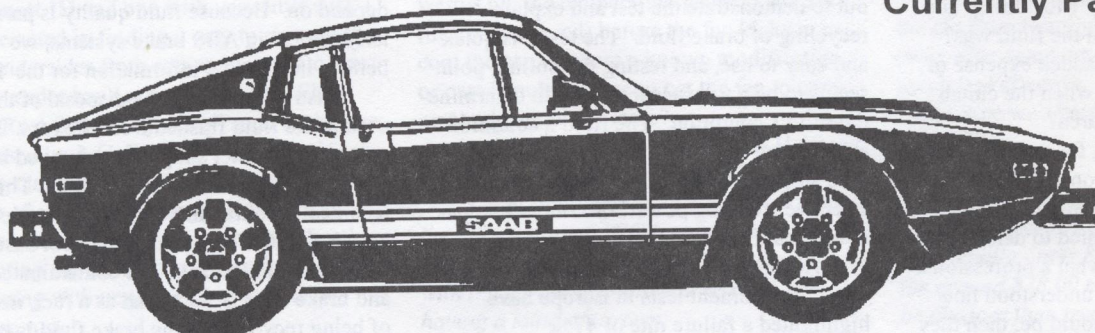
I really appreciate Saab's participation at the convention. The Saab personnel are very accessible, friendly and co-operative. Even if I don't agree on all issues, they continue to prove they care about owners.

Chuck Andrews
Andrews Inc.
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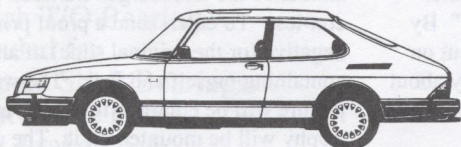
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Notes in the Margin

Chapter 25 of Douglas Adams' *The Hitchhiker's Guide to the Galaxy* begins: "...Why are people born? Why do they die? Why do they want to spend so much of the intervening time wearing digital watches?" I have no answer for the first two questions, but the reason for wearing a digital watch is clear. You just might be called upon to be Erik Carlsson's co-driver in a TSD rally, and it pays to have a digital watch with you, one with a stop-watch function. Its better still if it is a calculator-watch.

One highlight of the 1994 Saab Club annual convention was the TSD Rally, with Erik Carlsson driving and one lucky conventioneer, chosen by lottery, as his co-driver. The "first runner up" in the drawing, Tad Gilliam, was relegated to the back seat with a fish-eye lensed camera and Pelle Rudh, Erik's long-time mechanic and occasional co-driver. In my entire life, I had won only one lottery: in late 1968, my birthday was the "winner" in the first military draft lottery since WW-II. I was shocked, amazed, and thrilled when my name was chosen. My wife asked the Editor if he had rigged the lottery so that I could write this story for the newsletter. He assured her that if he had rigged the lottery, Tim Winker would have been the name chosen.

Ten minutes prior to the scheduled reading of the rally rules, I was about the sixteenth person to enter the room (with about 47 teams of one driver and at least one navigator, each), and Erik boomed out from the second row, "You are already late!" Celebrity status had not dulled Erik's competitive drive. We were given the driving instructions for the warm-up, odometer calibration, and practice stage, along with a speed to time/mile conversion chart and a solution timing log for the practice stage.

In the few minutes before the instructions were read, I was madly flogging away at my digital calculator watch to verify the printed solution and my own comprehension of arithmetic. After the instructions were read, the questions answered, the watches synchronized (building in at least one point of error right there) and the rally instructions distributed, I began flogging the calculator watch on the rally itself. Drivers and the first runner up schmoozed while I kept on with the calculations. This watch is full scientific,

with exponential, trigono-metric, metric-to-English conversions, and arithmetic functions, but it is user hostile. Especially when the user is wound up like a clock spring.

I kept calculating through the warm-up and through the odometer calibration (Pelle and Tad handled those navigations), pausing only when Erik's exuberant right foot combined with the back country roads made keeping my head down hazardous to the carpet of Elke Martin's borrowed 9000.

At the end of the practice stage was a built-in 17.05 minute "rest". While the rest of the crew rested, and the first runner up snapped away at impossible angles, I finished the navigation chart. By this time, Erik and Pelle were referring to me as "the office man." Fortunately, Erik had provided me with more than a few extra "rest" minutes. It became obvious to me that running first gives you the least amount of time to prepare.

My strategy was to first calculate the time to each "CAST" (change average speed to:), and then in steadily decreasing intervals as we approached the checkpoints. (Checkpoint locations were marked on the instructions.) At each "Action" Erik would ask: "Are we close to the check point?" No. "Are we behind?" No, we are a bit early. Erik would frown just a bit, and slowly head off in the chosen direction. Next "Action": "Are we behind?" Yes, we lost a half minute. "Don't worry, I will make it up." We were a bit early to the first checkpoint.

Midway through the second stage we took a scenic detour, getting back on course about 6 minutes late with 20 minutes to go. We hustled through a couple of short stages, making up a little time, and then came upon "Emerald Drive," 3 1/2 miles, marked at 30 mph. This is a very narrow two lane road marked "Scenic Byway," with lots of tight bends marked 15 or 20. The 9000's speedometer reads 70 when the needle is straight up, and the needle spent a lot of time pointing my way. Erik said to Pelle, "If we knew there was nobody coming the other way, then we could really make time." By the end of the stage, we were just about on time. Pelle said that we needn't worry about the smell from the brakes. We hit the second checkpoint almost exactly on time.

After the second stage excitement, the rest of the rally was more like the organizers had intended: a calm drive in the country. We logged in at the final checkpoint and went on to the autocross. For some reason Dave Parps didn't insist that Erik wear a helmet. By the way, Erik's first run through the autocross course would have qualified

him "first in class." His later runs were, of course, much much faster. Dave's mom, who helped out all afternoon in the autocross timing booth, was persuaded to take a run through autocross with Erik. A half hour later she was still pale and shaking.

A few words about our rally car, a black 9000 Aero automatic: I drive a '91 9000 Turbo, so the rally car was not unfamiliar to me. Owing to the somnolent pace of suburban Ohio driving and the ferocity of the local constabulary in enriching the government coffers, my own car rarely sees the high side of 3000 rpm. I had forgotten how smooth and sweet sounding the engine is in its upper range. Spirited driving puts the often maligned ZF slushbox into its element. The revs stay up and shifts are fast and smooth. The engine is detuned for the automatic, but Erik had his choice of cars and he chose the automatic. It was fast enough for him, so who are the rest of us?

The "trip computer" should have been a help to us, but no one knew how to work it, and the navigator didn't have time to read the manual. At least, we were able to make it read in English units, not metric. That was probably because it came to us that way. The 9000, like all Saabs, has very comfortable seats. The "Sport Seat" used in the Aero version, however, is beyond comfort-able. You do not sit on the seat; you go through the door and the seat envelopes you.

The team of Carlsson, Goldberger, Gilliam and Rudh, compiled a total of 70 points (42 seconds), "all early", to place first in class and second overall, a respectful 15 points (9 seconds) behind the Editor and his laptop rally computer. [Sorry, it was a \$3.95 calculator purchased at K-Mart. That and 25 years of rally navigation experience. - TW] Ever the gentleman, Erik Carlsson attributed the results to the navigation team, and awarded the driver's trophy to the first runner-up navigator.

As for the navigator's trophy, I hereby announce the Goldberger-Carlsson photo con-test. To enter, send a proof print and the negative (or the original slide) of any picture containing myself and Erik. The winning picture will be enlarged to 16x20, and the trophy will be mounted on it. The photographer's prize will be an 8X10 of any picture of the photographer's choice, not necessarily one containing my likeness. All entries will be returned. My address:

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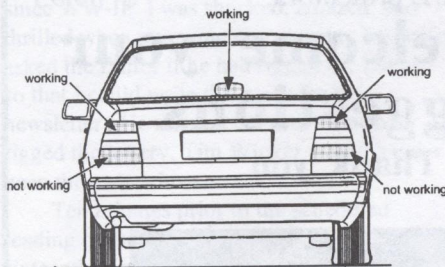
Recall 286 Improperly Wired Brake Lights

PSI 06/94-0473, Sec. 9, Pg. 7
Application: Certain 1994 9000 CDs

Saab Cars USA, Inc. has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which relates to motor vehicle safety compliance may exist in certain 1994 9000 CD models.

On certain 1994 9000 CD models two of the five brake lights were not properly wired to illuminate when the brakes are applied. The remaining three (center, high-mounted brake light and one in each of the outboard rear lamp assemblies), do illuminate properly.

Vehicles Affected By This Recall:
1994 9000 CD models within the following VIN Serial No. Ranges:
R1014456-R1022574
(total of 59 vehicles)



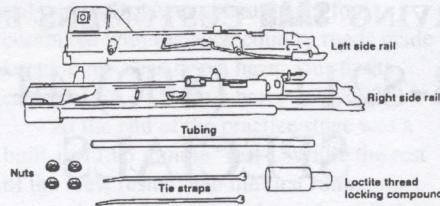
Recall 287 Mounting Welds in Driver's Seat Height Adjuster

Application: 1994 900 5-Door Model
PSI 08/94-0488, Sec. 9, Pg. 9

Saab Cars USA, Inc. has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which related to motor vehicle safety may exist in certain 1994 900 5-Door Models.

On some 1994 900 5-Door Models with non-power front driver seats certain welds in the attachment bushings for the manual seat height adjustment were omitted by the supplier. Eventually fatigue could weaken these attachments to the point that they could

break in a rear end collision. The rail assemblies on the driver's seat must be replaced.



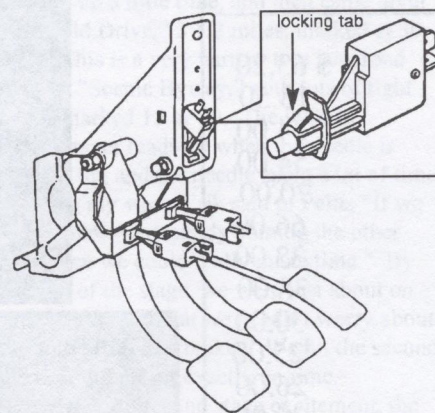
Vehicles Affected By This Recall:
1994 900 5-Door Models with Manual
Driver's Seat

Parts:
Seat Rail Kit 46 52 681
(Consists of left and right side rails for driver's seat, tubing (300mm), nuts (4), Loctite thread locking compound)

Recall 288 Brake Light Switch Replacement

Application 1993 9000 Models
PSI 08/94-0487, Sec. 9, Pg. 8

Saab Cars USA, Inc. has notified the National Highway Traffic Safety Administration (NHTSA) that a defect which relates to motor vehicle safety compliance may exist in certain 1993 9000 models.



On 1993 9000 Models there is a risk that the brake light switch can stick in the "ON" or "OFF" position. This can result in the brake lights remaining on constantly or in the

brake lights not illuminating when the brakes are applied. All vehicles will be inspected, and if it is found to be necessary, will have the brake light switch replaced.

Vehicles Affected By This Recall:

Procedure A: 1993 9000 models up to and including VIN Serial No. P1008000

Procedure B: 1993 9000 models from VIN Serial No. P1008001-P1042385

Parts:
Brake light switch 95 05 462

New Ignition Relay

PSI 06/94-0472, Sec. 3, Pg. 73
Application: Certain 1993 900 Models
Supersedes 10/93-0384

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

This new relay, fitted in position C of the main fuse box, cannot be found on existing wiring diagrams.

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

Remove GN/WH 1.0 wire number 546 from the +15 distribution terminal in the main fuse box and connect it to the fused side of fuse #3. This moves the +30 input for the LH ECM 200 from fuse #22 to fuse #3.

Cars Affected:
1993 900 after VIN P2006845 and P7002343

Parts:
Relay 85 22 310

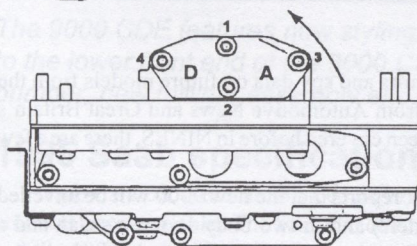
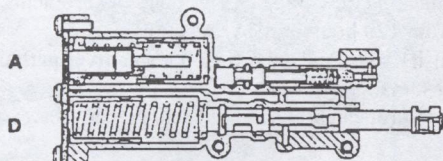
Saab Parts and Service Information updates are provided to NINES as a courtesy to Saab owners by Daniel L. David, General Manager, Service and Parts, Saab Cars USA, Inc.

Poor Shifting Performance, Automatic Transmission

PSI 08/94-0491, Sec. 4, Pg. 23

Application: 1987-91 9000 Models

On 1987-91 9000 models, you may experience hard or delayed engagement or hesitant shifting between 4th and 3rd gears. This may be due to deformed, bent or broken accumulator springs.



Cars Affected:

1987-'91 9000 with automatic transmission
Includes automatic transmission units up to
and including serial number 143960.

Parts:

Accumulator spring A (forward position)

Model year	Engine variant	P/N
M87-M90	B202	75 97 842
		superseded to 44 78 046

M90.5-M91.5	B234i	41 19 277
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M91-M91.5	B234 Turbo	42 80 723
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M91.5	B234 Turbo	42 81 804
	B234i	42 81 945

Accumulator spring D (reverse position)

M87-M89	B202	75 77 166
---------	------	-----------

M90-M93	B202/B234	42 80 657
---------	-----------	-----------

Action:

1. Remove the valve body, see Service Manual 4:3 "Automatic transmission", page 472-6.
2. Position the valve body upside down as shown in Figure 1. Remove screws 1, 2 and 3, loosen screw 4.

WARNING

Wear eye protection while removing the springs. The springs inside the cover are extremely powerful and may fly out.

3. Lift and turn the cover in the direction of the arrow and remove the springs.
4. Fit new springs and then turn the cover back and lower it into the position.
5. Tighten the screws. Torque to 4.5 ft. lbs. (6 Nm).
6. Fit the valve body back in place, see Service Manual 4:3 "Automatic transmission", page 472-6.

Shift Lever Stuck in Park Position

PSI 08/94-0492, Sec. 8, Pg. 93

Application: Certain 1993-1994 9000s

A complaint of the automatic transmission shift lever becoming stuck in the PARK position may be traced to a broken contact inside the lighted vanity mirror(s) on the sunvisor(s). This is confined to the earlier-type vanity mirror with the sliding cover.

If this should happen, check fuse #3 and replace it if it is blown. Also unclip both sunvisors before switching the key back on, and leave them unclipped until the car can be brought into the dealer for repairs.

A new sunvisor with a hinged vanity mirror cover was introduced in production from VIN Serial No. R1005972.

Cars Affected:

9000s with automatic transmission within the following VIN Serial No. range:
P1000001-R1005972

Parts:

Sunvisor, LH 45 10 707
Sunvisor, RH 45 10 699

Action:

1. To check the light contacts inside the sunvisors, first move the visors up and down to see if they rattle. An alternative is to actually remove the mirror and visually inspect the plastic tabs that locate the electrical contacts.
2. If the location tabs inside one of the visors is broken, both of the visors must be replaced if the car is within the VIN Serial No. range listed above.
3. After replacing the visors with the later design, check to be sure fuse #3 is intact and check the function of the vanity mirrors and the shift/brake interlock.

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Saab Automobile turns a Profit

Sales are up, labor costs are down, and Saab Automobile AB is in the black for the first time in six years. For the first six months of 1994, Saab earned \$17.5 million, reversing a loss of \$65.5 million a year earlier.

General Motors (Europe) AG has assisted Saab with considerable technical resources, and that's been the critical element in the automaker's turnaround. Saab has also been able to take advantage of GM's purchasing operations, giving it more leverage than a company its size would normally have. Saab has welcomed GM's help in attacking the company's productivity problems. It now takes Saab 45 hours to build a car, down from 120 hours three years ago.

An improved exchange rate between the Swedish Kroner and the U.S. dollar was given partial credit for the profit. The United States is the largest market for Saab cars.

Saab Automobile AB was formed when GM's European arm acquired a 50 percent stake in the car division of Saab-Scania AB in 1990.

A look into the Crystal Ball

Every now and then auto magazines collect rumors and spy data on future models from the automakers. The most recent prognostications are from Automotive News and Great Britain's CAR magazine. While some of the information has been covered before in NINES, there are a few new pieces and updates.

Look for an all new 9000 in 1997 or 1998. CAR reports that the new 9000 will be unveiled at the Frankfurt Auto Show in 1997 (as a 1998 model?) and in two body styles, a sedan and a "smartback" - a modular rear end that replaces the hatch with a station wagon style rear end (similar to the Nissan Pulsar of a few years ago). Chassis for the new 9000 is expected to be based on the RWD Opel Omega platform.

A Smartback 900 is in the works for 1996, as is some minor restyling, the problem being that some folks haven't warmed up to the rear view of the 900's hatchback. A 2.5-liter bi-turbo version of the V6 could appear in 1997, putting out an estimated 220 to 270 hp depending on configuration.

An unnamed Saab exec has been quoted as saying, "Before long we will be a turbo only company, ... it's what we do best." The normally aspirated 4 will be dropped in favor of the Ecoturbo. Also expect Saab drop the "unsatisfactory non-turbo V6".

And we may see an oil burner! A 2.2 litre, turbo, direct injection, 16V diesel rated at 130bhp. The block is from a forthcoming GM-Europe engine with cylinder head and turbo by Saab.

Rumors of a smaller Saab, ala the 96, persist and Saab is exploring the market. The best guess would put that car at a 1999 introduction.

Workshop Manuals on CD-ROM

Current Saab Service Manuals are contained in 26 large binders that take up nearly three feet of shelf space. That will change in 1996 when Saab switches to manuals on CD-ROM in all markets.

All current Workshop Manuals will fit on one CD-ROM disk. All handling and updating of Manuals will be easier and less expensive than today's paper versions.

No word on whether manuals for the two-digit Saabs (92 through 99) will be re-issued on CD-ROM. The Saab Club has been exploring the possibility of offering such a product in case Saab chooses not to issue a CD-ROM of manuals for the older cars.

The Saab Network celebrates 6 years

The Saab Network, a computer service accessed via the Internet, recently celebrated its 6th anniversary. The network for Saab owners was created on October 1st, 1988, by R. Scott V. Paterson of Los Altos, Calif., who has been the moderator for the full time.

As with most computer networks, The Saab Network began slow, with only 100 members after the first year. Today it has grown to 430 members worldwide.

The Saab Network may be reached via most computer services such as CompuServe, America OnLine, Prodigy and GENie, or any link to the Internet. The address is "SAAB@NETWORK.MHS.COMPUERVE.COM".



The 9000 CDE features new styling cues front and rear for 1995. In addition to the lower front end of the 9000 CS, the CD sedan gets a slimmer rear bumper, new taillight assembly and body color trunk molding.

1995 Saab specifications and prices

Saab Cars USA, Inc. announced its 1995 model lineup and pricing several weeks before the products were available. The Saab 900 continues in three body styles with several engine options, and the 9000 choices include the popular CS/CSE 5-door, the restyled 9000 CD and the Aero performance sedan. Prices for 1995 models range from \$23,375 for the 900S to \$41,750 for the 9000 Aero with traction control (TCS). 1995 9000s and 900 5-door and 3-door models (convertible models are already on sale) should be in dealer showrooms during October, 1994.

Powerplant options in the 1995 9000 include a new 3.0L 4-cam V6 and an innovative light-pressure turbocharged 2.3L 4-cylinder. The 210 hp V6 features a unique three-stage variable intake manifold (VIM) (see page 16), traction control with an on/off switch, and excellent low end torque. The GM-built V6 is the standard engine on the 1995 9000 CDE sedan and an option on the 9000 CSE 5-door. Saab's four-speed automatic is the only transmission with the V6.

Also new is a 170 hp, light pressure turbocharged 2.3L four-cylinder, part of the Saab Ecopower lineup of energy efficient engines. The light-pressure turbo engine will only be available in the 9000 CS 5-door, the only 9000 model priced under \$30,000. The normally

aspirated four cylinder has been dropped from the 9000 series.

Saab's 4-door luxury sedan, the 9000 CDE, has a restyled front end, to follow the design of the CS 5-door. An exceptional Harman Kardon sound system with 10 speakers is standard on the 9000 CSE, CDE and Aero models. Saab is one of the first auto manufacturers to feature prestige Harman Kardon audio systems in passenger cars.

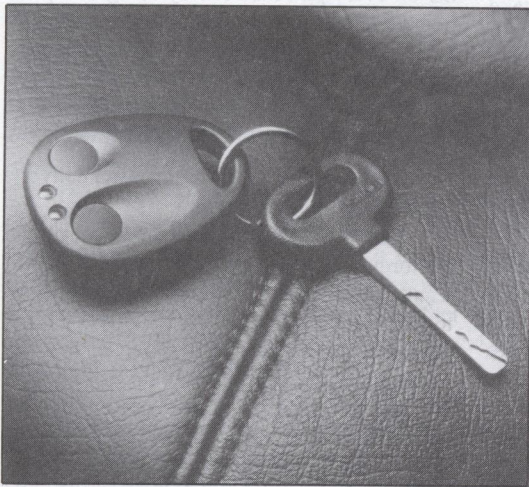
New shock absorbers reduce damping harshness and allow for slightly increased front spring rates in all 9000 models except the Aero which retains its sport suspension. A new low rolling resistance tire from Michelin, designated MXV3A, offers improved fuel economy on the LPT and V6 9000s. The CDE model also gets a new design narrow-spoke alloy wheel.

Daytime running lights, offered on Saabs sold in other markets since 1977, will be standard on all 1995 Saabs. Federal regulations were recently changed to make daytime running lights legal in all 50 states.

A new silver metallic paint color replaces the dark Platana Grey in both 900s and 9000s, and an optional new light-color Sand Beige leather interior will be found in the 9000s.

A new, two-button remote security system will also be available on all '95 Saabs (excluding early model year convertibles). The security system integrates theft alarm arm/disarm and trunk lock/unlock functions.

By the way, Saab has finally bowed to market and media pressure over one of the silliest add-ons ever: All 1995 Saabs will have a removable cup and coin holder as standard equipment.



All 1995 Saabs feature a two-button control for remote arming/disarming of the theft alarm, and unlocking of the trunk or hatch.

Model	Engine	Price
900 S 5-door	2.3L 4-cyl.	\$23,375
900 SE 5-door	2.5L V6	28,680
900 S 3-door	2.3L 4-cyl.	23,695
900 SE 3-door	2.0L Turbo	28,990
900 S Convertible	2.3L 4-cyl.	31,990
900 SE Convertible	2.0L Turbo	37,990
900 SE Convertible	2.5L V6	38,490
9000 CS 5-door	2.3L LPT	\$29,845
9000 CSE 5-door	2.3L Turbo	36,510
9000 CSE 5-door*	3.0L V6	38,650
9000 Aero 5-door	2.3L Turbo	41,750
9000 CDE 4-door*	3.0L V6	38,995
4-spd automatic transmission	900	995
4-spd automatic transmission**	9000	1,045
Destination charge		470

* available with automatic transmission only

** no additional charge for automatic transmission if specified on 9000 Aero

Ecopower combines Performance, Economy and Ecology

It's easy to build a powerful engine. Simply add volume, more cylinders and any number of high performance tuning options. The challenge comes in building a powerful engine that is also efficient, quiet, durable, environmentally responsible and provides excellent low-end torque. Saab engineers have achieved precisely that objective with the Ecopower engine concept--a combination of multi-valve heads, turbocharging and the Saab Trionic engine management system.

For 1995, Saab offers four turbocharged engine variants within the Ecopower group, ranging in output from 170 hp to 225 hp. All are based on Saab's renowned 4-cylinder, 16-valve 2.3 and 2.0 liter engines.

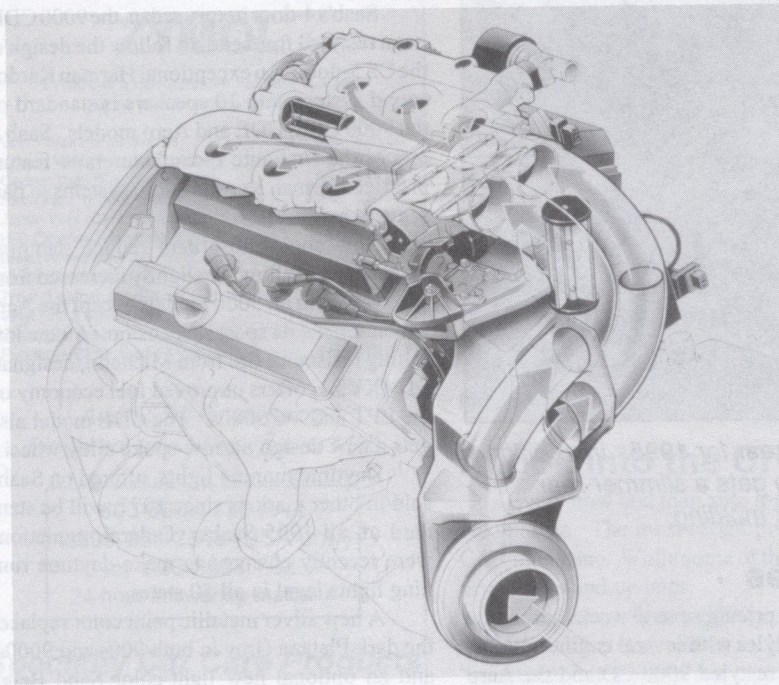
Turbocharging offers the advantages of light weight, low noise level, reduced emissions and fuel efficiency, with the power of a much larger engine available on demand. This unique character is perhaps best showcased in the 1995 Saab 9000 Aero, a 225-hp performance powerhouse that simultaneously co-leads the EPA's "Large Car" category in fuel economy. The other co-leader is the light pressure turbocharged 1995 9000 CS.

With the integration of Trionic, Saab engineers took advantage of a powerful 32-bit microprocessor to refine and optimize not only turbo boost--in the case of APC-equipped versions--but fuel injection and ignition timing. Capable of two million calculations per second, Trionic measures the efficiency of every cylinder on every power stroke by using the spark plug as a sensor. Each cylinder is adjusted to achieve optimum efficiency in all driving conditions.

higher frequency for maximum power delivery which occurs at 6,200 rpm.

The VIM system allows the lower end of the torque curve to be elevated without significantly reducing the mid-range acceleration or top end power. It gives the 3.0 liter V6 Saab engine a maximum power rating of 210 hp combined with a peak torque output of 270 Nm at 3,300 rpm. More significant in terms of road performance is the fact that over 85 percent of peak torque is developed throughout the working range from 2,000 to 6,200 rpm.

The Saab V6 engines are built by GM Europe at a factory in England.



3.0 liter V6 offers unique 3-stage intake manifold

The GM-built 3.0-liter V6, a new engine to the 9000 series, uses a unique three-stage variable intake manifold (VIM) system and develops 210 bhp at 6,200 rpm with a peak torque of 270 Nm at 3,300 rpm.

The 24-valve 3.0 liter engine is closely related to the 2.5-liter V6 offered in the Saab 900, using the same narrow angle of 54 degrees between the cylinder banks. The compact cylinder block is made from 100 percent recycled cast iron and fitted with two light alloy multi-valve twin-cam heads with asymmetric valve angles to reduce their width.

Six cylinder engines fire three times every revolution, giving a power stroke every 120 degrees of the crank. This means that the 180-degree induction stroke for each cylinder overlaps another, causing a strong tendency for one cylinder to rob another of its full induction charge. This can be overcome by separating the individual induction pipes for a sufficient distance for the inertia pressure waves in one cylinder not to affect the other. The length required depends on the gas velocity induced, which in turn is determined by the engine speed. Varying the effective pipe length in proportion to the engine speed is an effective way of filling the cylinders with their maximum intake volume.

A three-stage variable intake manifold system has been developed to improve the width of the torque curve. The Saab VIM uses switchable valves to provide three different intake pipe lengths. Two vacuum-operated butterfly flaps are controlled by the engine management computer to vary the route the intake air takes to the inlet ports. One of these flaps is between the two branches of the intake ducting and the other is mounted centrally between the two inlet manifolds above the engine. The system switches between the three different pipe lengths according to the engine speed in the same way that a trumpet or French horn player switches valves to change the pipe length of his instrument and hence his range of notes.

The longest pipe is used at low engine speeds (below 3,200 rpm) minimizing interference between overlapping cylinders and generating a resonant pressure pulse that maximizes the intake charge, for increased low end torque. Above 3,200 rpm the control flap opens between the two inlet manifolds, shortening the effective length and retuning the pipe system to a higher resonant frequency. At 4,100 rpm the flap between the two intake ducts opens to allow a cross-over effect that shortens the effective length again, retuning the system to even

An interview with James P. Crumlish

by Tim Winker

James P. Crumlish, 49, is Regional Director, Americas for Saab Automobile AB. He was named to this position in February, 1994 and has also served as Chief Executive Officer, Saab Cars USA, Inc. since April, 1994. Based at Saab's U.S. headquarters in Norcross, Georgia, Crumlish guides Saab's import and distribution operations in both North and South America.

Prior to these responsibilities, Crumlish was based at Saab Automobile AB in Trollhattan, Sweden. He joined Saab in 1990 as Chief Financial Officer. During this assignment, he played an active role in the team responsible for restructuring Saab Automobile AB as a joint venture company with Saab-Scania and General Motors (Europe) AG.

Crumlish's 28-year career in the automotive industry has prepared him well for his current multi-market responsibilities. Prior to his assignment in Sweden, he held the position of Chief Financial Officer for CAMMI Auto, a General Motors joint venture with Suzuki, based in Ontario, Canada. From 1984 through 1987, he was Director of Finance and Business Planning for the Luxury Car Platform (Oldsmobile Delta 88 and 98, Cadillac Deville, Pontiac Bonneville) of General Motors, in Flint, Michigan. Crumlish has also served in South America, at General Motors do Brasil, in Sao Paulo, Brazil from 1981 to 1984.

He and his wife Donna reside in Duluth, Georgia.

Since you moved to Saab Cars USA you gave up the president's larger office and have made yourself very accessible to the employees. Did you learn this from Suzuki, or did that come from someplace else?

There are a couple of things that did that. Number one was working at GM during some pretty tough times. I was a little bit lower in the organization, basically a grunt, and it always confused me how the management could accept all the perks when times were bad, and shouldn't they be looking to economize rather than still flying private jets, taking big training sessions in Acapulco and all that kind of stuff. That kind of planted the seed.

Working with the Japanese really drove the lesson home. They are really a very much a team, they are all very much internally focused. They are dedicated to a single objective, that being the success of the company. That certainly groomed it a lot more. We attempted to practice that in Sweden as well. And we were reasonably successful implementing it in Sweden.

Before General Motors came in to help manage Saab, there were a lot of problems with absenteeism and turnover and there were some quality control problems, to the point where '89 models are considered some of the worst cars Saab has built in recent years. How did that change while you were at the factory in Trollhattan?

I wish we could say it was the dynamic management and take the credit for it, but there were a lot of other things. Probably the biggest thing that corrected the turnover and absentee problem was the economic conditions in Sweden. During the '80's things were booming, and if people didn't like the job that they had they simply would leave and they could find an equal if not better job. In the early '90's the bottom fell out of the Swedish economy, and all of the sudden like everybody else, people began to start taking their job a lot more serious.

Also there were some changes in social programs. A lot of the social programs that were in place when we arrived motivated people to take time off. If you took a day off you got paid through the government insurance program, you were paid from the first day you took off. In some cases you could make more for taking off than working because they averaged the pay over your last six weeks of work. If you worked second shift or if you worked a lot of overtime you potentially could make more by taking off than by working.

Income taxes were so high that there was a booming market in the black economy. People could take time off, get paid for taking off, and move into the black economy and make money that was hidden from the tax.

The bottoming out of the economy killed a lot the black market. And the government significantly modified the insurance program so that, much like here in the United States, the first seven days you collect nothing for being off. People began to realize this job offered them some pretty good value. We started down-sizing and really in our down-sizing we directed it at the employees who were the biggest problems, the employees with poor attendance records, employees with high turnover.

You made some projections when you were at the Saab Owners Convention as to where Saab would like to be and where Saab needs to be in the next few years.

Even though we've pushed the break-even level down considerably, Saab cannot exist selling 90 to 100 thousand cars a year. An 80,000 car break even is not going to generate the type of profits that we need to really go into the product development the way we should, it doesn't allow us to go at the market development the way we should, it doesn't allow us to go to the facilities renovation the way we should. My belief is that in the short term Saab needs to sell 125,000 to 130,000 cars a year. That number happens to be our current capacity.

In the long term - and I qualify long term as being post 2000 - I believe Saab has to sell 200,000 cars a year, at a minimum, to be the type of automotive company it needs to be in this day and age. And I think you need a broader product line to sell that many cars. I don't think you can sell 200,000 worth of 900's and 9000's.



That would mean another car at either the lower end or upper end.

It could mean both. It could mean two more cars, one at the lower end and one at the higher end. As we suggested at the dinner that was so well received, maybe that means moving into some of these commercial vehicle [truck and minivan] segments. A real advantage of our association with General Motors is that if GM has a strength, especially in Europe, it's in the smaller end. Their strength here in North America is certainly in the commercial vehicles. They certainly do a better job with commercial vehicles in this market than they do passenger cars.

And trucks are half the market in the US these days.

That's where the money is, there is no question about it. And while it sounds rather cold, the only way to measure a successful company is by the bottom line. We've got to be looking where are the opportunities in the market place.

In the past couple of months you've had the opportunity to meet some of the hard core Saab owners at the Vermont and Wisconsin meets. Do you have any impressions? Was it what you had expected?

People around here filled me in pretty good as to what to expect and I would say they met their expectations pretty good. But I've got to tell you it doesn't discourage me, I'm encouraged by it. I'm a great believer in encouraging people to say what they believe because how the hell can you solve problems if you don't know where they are? We don't have the answer to all the problems; we need all help and all the input we can get. These are diehard Saab guys and a big part of my job is talking to customers. I try to say that I allocate 30 to 40 percent of my time talking to customers and that comes by way of the complaint letters and calls. There you are seeing maybe not necessarily a good sample, you're seeing people after they've been ticked off. So I feel the clubs are a good way to go out and speak to people who you know maybe have a little different perspective on Saab as well. Maybe they've even got a little better perspective on it.

For several years before the new 900 came out, the magazines kept writing, "Saab's gotta have a V6." Now Saab has a V6. How's that working?

The only major market the V6 is geared at is the US market. The issue over having a V6 was unique to the US market. In any other market in the world it is not and it has never been an issue. We were expecting it to run probably 30 to 40 percent of our volume and today it's getting there. We also expected that it is going to bring some non-traditional customers into the fold, that say, "If I'm going to pay 27 or 28-thousand dollars for a car, I'm not going to pay for a four cylinder." We're also finding that the V6 is bringing customers in and those customers are driving the four cylinder and buying the four cylinder. They are discovering that our four cylinder is not typical of what you might find in some of the other products. We are pleased.

We don't think it's going to be, certainly on a world wide perspective, a major part of the Saab program. Saab's main drivetrain program is going to continue to be the development of high performance, good fuel economy, and a leader in emissions through four cylinder engines. We also think that down the road that we should be looking to Saab-ize the V6 a little bit more than it is.

There have been rumors that there may be turbocharged versions of the V6.

I think that it is fair to say that this is a development program within Saab for a lot of reasons. We are beginning to find that with the tightening emissions standards in this country, that turbocharging is beginning to look like one of the more efficient ways of meeting those standards. Turbocharging of the V6 is as much geared at emissions as it is performance.

Do you think Saab will ever come up with another Sonett type car, very limited but more in the expensive range like the Acura NSX or the Dodge Viper?

I don't think we would ever be up in the Viper category. I wouldn't exclude that though. The way we are trying to address this is not what kind of products we think we should have, but what kind of products is the customer going to want. I would think that is a very viable market to be looking at.

The way you are successful in this business is by being a leader, not a follower, and Saab traditionally has been a leader. You think about turbo charging and you think about so many of the features on our cars. We've been a leader and that's had a lot to do with our past success and we need to continue to be a leader. We have to be out there finding out what the people want and then we need to deliver the product that they want. The Mazda Miata is an excellent example of that. The people were looking for a low priced sporty car. Boy, it's been a success.

There are those who complain that Saab has forgotten its roots. The cheap little economy car was where Saab got started, something that was needed after World War II. Now we are looking at more of a luxury car. Obviously the company is more market driven. Do you think that Saab will be able to hold the niche that they are in, or are they going to have to keep exploring other markets and maybe have another complete change, maybe end up doing another economy car if that is the way things go?

The way you are successful in this business is you never discount anything, being ahead of the trends. To say that Saab is going to continue to be a premium car manufacturer, near term that's a given. Long term, don't discount that if that's where the market is going. You've got to be there and you've got to be there first.

Realistically in the near term, the premium segments of the market is where we are going to be. In the small car part of the market today, it is extraordinarily difficult to be successful unless you've got a product that is very, very low cost and that would mean compromising some of the features that we think are inherent to Saab - the safety, the performance, the comfort. We are not going to give those features up. Those are our heritage.

That seems to be the way Saab has become successful, at least during the '80's. Any final thoughts?

Personally I am extraordinarily enthusiastic for 1995. The market looks like it is going to be very strong, even stronger than it is this year. For the first time in a long time we are going to have a product out there that we think we can be competitive throughout the segments. We'll have all three of the new 900 models for the full year. We are doing some really nice things to the 9000 for next year. We're introducing the Ecopower Turbo as a replacement for our base four cylinder, and introducing the V6, facelifting the CD. We are really looking to 1995 to bring back some of the success that Saab had here in the 1980's.

Change in Membership Rates Jan. 1, 1995

Inflation is eroding the profitability of the Saab Club. Ever increasing costs of paper and an announced boost in postage rates by the U.S. Postal Service will soon prompt a change in membership fees to the Saab Club. The primary benefit of the Saab Club is *NINES* magazine.

Effective January 1, 1995, the rate will be \$30.00 for six issues of *NINES* plus six issues of the *Classified Report*. Those that renew at the \$25.00 rate after January 1 will receive five issues of each publication, essentially the same price per issue.

As in the past, you have the option of signing up at the existing rate until January 1. Your subscription will be extended by six issues of *NINES* for \$25.00, or 12 issues for \$48.00. Any renewals received after that date will be applied as described above.

While the number of issues may drop, the amount of useable information in each issue continues to increase. There has been enough information in the past year to put out two 48 page issues of *NINES*, including this one. While readers of *NINES* have seen fewer issues over the two years since the publication switched from a newsletter to a magazine, the amount of information per dollar has increased steadily. Further improvements are planned.

Many new subscribers say that one issue alone has saved them the cost of their subscription. It is far less than one hour of labor at your local Saab repair shop. The last increase in subscription rates was four years ago.

New Car Cost? \$22, 136!

Do you think the price of a new Saab is too high? Most new Saabs are not out of line with the cost of the average new car in the United States, especially when considering the additional features on a Saab.

According to economist David L. Littmann, the average cost of buying a new car in the second quarter of 1994, including financing, is now \$22,136. The average cost during the first quarter was \$21,453.

A family with an annual median income of \$37,336 worked 30.8 weeks to earn enough to buy that average car, up from 30.3 weeks in the first quarter.

The 1995 Saabs are priced from \$23,375 for a 4-cylinder 900S 5-door to \$41,750 for a 225 hp, turbocharged 9000 Aero.

Mail Order Warning

Due to the number of complaints the Saab Club has received about Griffin Motorsports in Mt. Gretna, PA, I cannot recommend the company as a source of Saab parts or accessories. Griffin is a part-time business run by Dean Dirian and he is not often available to answer the phone. He also claims to have intermittent phone service and doesn't always get messages (usually the ones complaining that parts have not been received).

Complaints are that parts paid for by money order are never received or, in the case of used parts, are less than represented. Refunds have been nearly impossible to get.

There have been more complaints about Griffin Motorsports in the past year than all other Saab parts and accessory sources combined over the nine years I have been editor of *NINES*. I spoke with Dirian on more than one occasion about several complaint calls I had received and he assured me he would attempt to resolve them, but there have been other complaints since then.

Buyers beware!

Tim Winker

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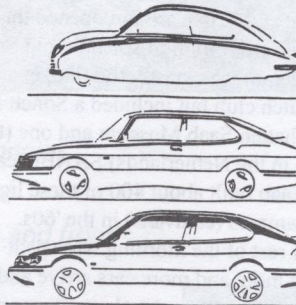
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Shirt: front: logo (aprx. 3" sq.), back: Triple Saab image (S&3XL shirts may not have exact color match)
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Driving Saabs and Going Dutch!!

story & photos by Doug Morse

As Satch Carlson would say "yr hmb1 and obdnt srvt" went to "yurrup" and had a great time. My wife and I traveled to the Netherlands to attend the 35th anniversary celebration of the Dutch Saab Club and one of the largest International meetings ever held. This event drew participants from all over the world. I think there was a record number of Americans, Saab owners from Czechoslovakia, and the owner of one of only six Saabs in New Zealand!

The U.S.A. was pretty well represented this year. We were joined by Dan Hoyle and his brother Bill from San Francisco along with Steve and Vera Smith and George Celedinas from Connecticut. The Smiths are stationed at Ramstein Air Base in Germany and drive a mean looking 1990 900T convertible. This year we were even able to attend with a real Saab. One of the Dutch members runs a big Saab repair shop in Delft and graciously rented us one of his personnel cars. We had a 900T four door, the rental was very cheap but filling a gas tank took almost \$45.00! Good thing they get good mileage, although one tankful should get you around the Netherlands several times.

We arrived on Friday morning, picked up the Saab and drove from Rotterdam to the meeting site in Rosmalen. The car's owner, Gert Jan van Leeden, directed us through some of the most beautiful country you have ever seen, full of windmills and serene canals. On arrival, we met up with many of the friends that we made last year. However, after 20 some odd hours of travel and little sleep I just

wanted to see a bed. Fortunately we had a very nice hotel and not one of the rather less developed campsites with the threats of rain.

The unofficial start of the weekend was Friday night (after our nap) at the Autotron with cake and coffee. The Autotron is a family fun park built around a car museum and was a great site for this event.

The official start of the event was on Saturday when the 270+ Saabs gathered on a huge field and Erik Carlsson opened the doors to a special exhibition of splendid old Saabs. The collection was mostly the finer examples of the Dutch club but included a Sonett I from the Trollhatten Saab Museum and one (the only one in the Netherlands) SAABO camping trailer. Saab built about 400 of these light weight campers (caravans) in the '60s.

The rest of the morning was spent watching more and more cars arrive and the field filling up. We got a chance to wander around the field and look up old friends that we met last year in Norway. There were so many nice old cars it was tough to get to see all of them. Along the way you have to "shop" around with all of the Saab paraphernalia being sold or swapped out of the back of the cars. One of the hottest items being sold from time to time, were umbrellas because the rain was coming and going.

Most of these cars were being prepared for judging in the beauty contest, so the rain was not helpful. Erik Carlsson did manage to get the judging done with the help of the official Dutch technical committee. True to Erik's past judging, the criteria was not so

much shine as it was originality. He looks for anything that was not a part of that model or was not a real Saab part. This comes down to even the shade of paint! The winners were tough to pick in every category, there were too many good cars.

There were several interesting Saabs here this year. One was the Green 96 convertible. This was a conversion done with excellent results. It looked like a factory job. The car had leather seats and Burl wood inserts on the door and the rear quarter windows actually rolled down. The chassis was stiffened with box channels added under the frame but the whole look was extremely professional.

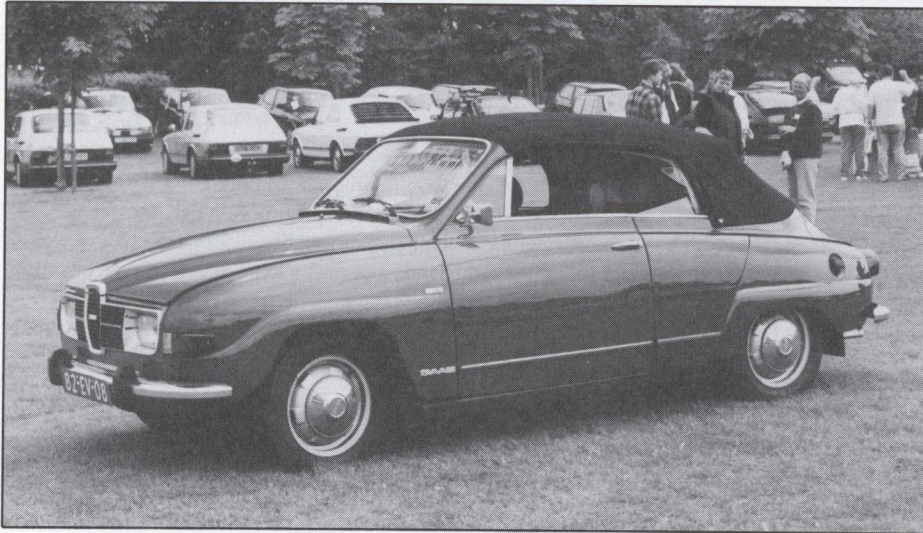
One other 96 had a trailer that was made from the back half of another 96 and painted to match. The effect was very striking. Cars came from everywhere and were driven there. Big deal, you say? Think about driving a 30 year old 92 from Norway, across on the ferry and down through the German Autobahn cruising at around 95kph! That is some feat for a 2-stroke, 28hp. little car.

The rest of the day (particularly when it rained) was spent enjoying the museum with it's eclectic collection of cars. From new to old, from Model As to Edsels and Alfa Specials to Ferrari and one-off Jags. The rest of the park had something for everyone. There was a house of the future where Dutch industries are able to try many new technologies. This includes energy saving and materials, to the latest appliances. As new technologies are developed they are incorporated into the house.

That night was the banquet and awards presentation. The dinner had to feed close to 650 people. That is a massive undertaking and hard to do without chaos. They did a great job and everything went smoothly. The food was a mixture of Dutch specialties, Scandinavian Smorgasbord and other goodies. After the desserts were served, the awards for each category were given out but Erik Carlsson was not present. Erik had to return to Ireland for the introduction of the 900.

Sunday events kicked off with a breakfast at the Autotron followed by a trip to Overloon where there was a WWII museum and memorial. The trip was handled like a rallye that took us through the backroads all the way there and back. This not only kept 200+ cars off the main roads (which given the size of Holland would be a major traffic event) but allowed us to see beautiful tree lined country lanes. The sight of lines of Saabs of all vintages driving together amused the residents of the small towns along the way.

The roads back were different and led us



to the campgrounds where a barbecue was to be held. But the weather was not holding and it started to rain harder than ever. Once again the Dutch club showed their stuff and quickly arranged for tents and other needs to cope with the weather while still managing to feed the hoards. Eventually the weather cleared and the food was plentiful along with the drink. Soon enough there was singing and dancing in the big tent. We got to meet new friends and visit ones from previous meetings before saying our good byes.

Monday was a holiday in Holland so a trip to an old city nearby was planned for those that could stick around. Our plans were to take a ferry that night to England to continue our vacation. Dan Hoyle's brother agreed to take our rental car back to Rotterdam which allowed us to ride with the British group to the ferry port in the Hoek of Holland. The ride was in a right hand drive 96. It takes some getting used to when you ride in the left seat, and are not driving, in a country that normally drives from that side.

Next years International meeting will be held at the world famous Nurburgring in Germany. This is a chance to take your car (if you had one there) on a great 12 miles circuit of the race track. In 1996 the event will be held in Denmark and in 1997 there will be a huge event in Trollhatten Sweden to celebrate 50 years of Saab.

Everyone seems to be planning for that event. The Norwegian club is planning a rallye that would take us from Oslo Norway up through the Arctic Circle and back down western Sweden to Trollhatten. This would take over a week and 2,500 miles. (This might be a good trip for a rental car.) Should be fun and beautiful driving.

Douglas Morse
Hayward CA



Top: Most Popular Car of the Show, a 96 Cabriolet

Above: A Circle of SAABs.

Below left: Take one wrecked 96, remove top and front half, and voila... a matching trailer!

Below right: Another trailer, a SAABO caravan, built by Saab for towing behind 3-cylinder SAABs.



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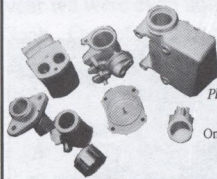
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International Saab Clubs Meet 1995

The German Saab Club (1. Deutscher Saab-Club e.V.) will be celebrating its 20th anniversary in 1995 by hosting the International Saab Clubs Meeting. The meet will be held from June 16th thru 19th at the City of Bad Neuenahr/Ahrweiler and at the Nurburgring race track. All participating Saabs will be able to drive around the Nurburgring track as a supporting event of the International ADAC 24-hour race. For those who would prefer, an alternative trip to visit an old Roman villa will be organized. On Sunday, following the Saab Beauty Contest, participants will cruise the Rhine River on a riverboat, passing ancient castles and beautiful landscapes.

Music, dance, good food and fun, meet old friends and make some new ones, see beautiful Saabs and take home good memories.

The fee is DM 120.- per person and includes the welcoming party on Friday, the evening buffet on Saturday, lunch on Sunday and the Rhine River cruise, plus a gift for all participants. Children through age six are free, ages 7 through 16 are half price. All reservations should be made by March 30, 1995.

Rooms at hotels and guesthouses in the area may be made by contacting the Touristik Service Ahr, Rhein, Eifel. Rates range from DM 45.- to DM 200.- per person and night. Camping is also available. Details will be mailed on request. Information on trips around the Eifel region, the River Mosel and the River Rhine are also available.

For more details please contact:

1. Deutscher SAAB-Club e. V.
headword Saab Meeting
c/o Ricardo Freese
Baumgartenstrasse 15
D 64331 Weiterstadt
GERMANY
Tel: +49-06150-40243

If interested in joining a Tour to the International Saab Clubs Meet for U.S. Saab owners, contact Susan Wikler, 152 Burch Ave., Lancaster, PA 17601 (717/569-5267).

Rally to the Midnight Sun - 1997

As should be well known to all members of the Saab Clubs around the world, 1997 will be a Jubilee Year in Trollhättan, as the car factory will celebrate its 50th birthday. What may be less well known is that 1997 also marks 20 years of the Norwegian club, Gammalsaabens Venner (G.S.V.). Some of the more creative (or delirious) members have already started the preliminary planning of the events of 1997. The simplest option could be a common journey starting somewhere in Norway, and driving across to Trollhättan. But, a few of the above-mentioned maniacs have been inspired by the yearly "Arctic Challenge" (a well financed "dash" from Oslo to North Cape for exclusive and expensive sports cars), and decided that a "Northern Lights Challenge" for Saabs would be a splendid idea!

As the 2200 km. from Oslo to North Cape can only be considered as an "hors d'oeuvre" from accomplished Saab freaks, we would of course want to drive up to the Deep North and back, ending in Trollhättan for the celebrations there. Although the distance to be covered is substantial, it may come as a surprise to some that the roads are excellent, and that Norwegians are greatly amused at the sight of tourists on their way to North Cape in Land Rovers - and enough survival equipment for a Sahara crossing!

As we would like all Saab friends from all over the world to join us on the trip, we are asking for your preliminary comments on our idea, and would welcome any suggestion, and indications on whether the Challenge would be of interest to our friends abroad. The people that have so far been involved here in Norway are the same that arranged the 1993 International Meeting in Lillehammer, and they fully expect to pull this one off, too. If a summer fortnight in the North in 1997 is your idea of the ideal rest and relaxation, please contact:

Gammalsaabens Venner
v/ Anne Andersen
Håkon Håkonsonsgt. 12
2300 Hamar
NORWAY.
Tel. +47-62 52 71 77, Fax. +47-62 52 70 11



Photo by Cat McKeen

Bill Jacobsen's Sonett Super Sport and Clyde Billings' SAAB 93B, the two oldest SAABs at the Out of the Woods Vintage SAAB Convention.

"Out of the Woods" - Vermont

"Woodstock of Saabs" is what Bruce Turk of the New England Sonett Club called it. Like that mystical concert that helped define a generation and its recent 25th anniversary counterpart, the Out of the Woods Vintage Saab Convention provided owners of older Saabs a chance to reminisce on the good old days and more recent converts to experience the roots of Saab.

Bill Jacobsen helped set the tone early on Saturday by firing up the unmuffled three-cylinder engine on his rare Sonett Super Sport and driving through the parking lot at high RPM, rousting some late risers from their beds.

Workshops dealt with keeping older Saabs on the road. Bruce Turk led a crowd through removal of the fiberglass body from Sonetts for restoration. Walter Kern showed how he has converted a Sonett III to electric power. Members of the Greater New York Saab Club demonstrated a transmission rebuild on a 96 4-speed. With interest in the clutchless transmission for the new 900 - the Sensomatic - Saab's John Moss demonstrated an early automatic clutch that was available for a short time on the SAAB 93 and 96, the SAXOMAT.

Among the dignitaries in attendance were Ralph Millet, first president of Saab

Motors from its inception in 1956 to 1971; Walter Kern, the force behind the Saab-powered Quantum sports car of the early 1960s; Len Lönngren, who headed Saab's Public Relations department in the U.S.; and James Crumlish, the new CEO of Saab Cars USA.

Several Saab dealers from the 60s and 70s were on hand to sell parts or to swap stories; among them, Hal Mayforth and Bob Abel. Several long time dealers also showed up to clear old parts from their inventories including Reinertsen Motors of New Jersey, New Salem Garage, and A&B Saab. Nearly as soon as vendors began to remove boxes from trucks, they were surrounded by vintage SAAB restorers, hungrily seeking the rare pieces to complete their project cars.

Saab Cars USA cleared out some old inventory by offering it for sale direct to conventioners. Some of it was sold via silent auction, presided over by John Moss. Proceeds from the sale were donated to charity. Parts not sold by vendors on Saturday were also auctioned by Moss on Sunday.

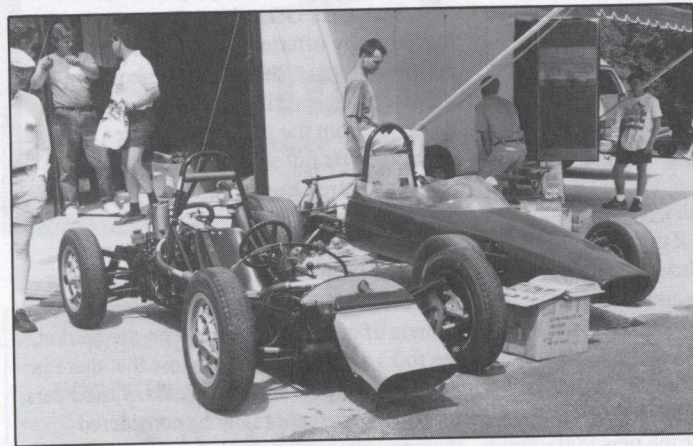
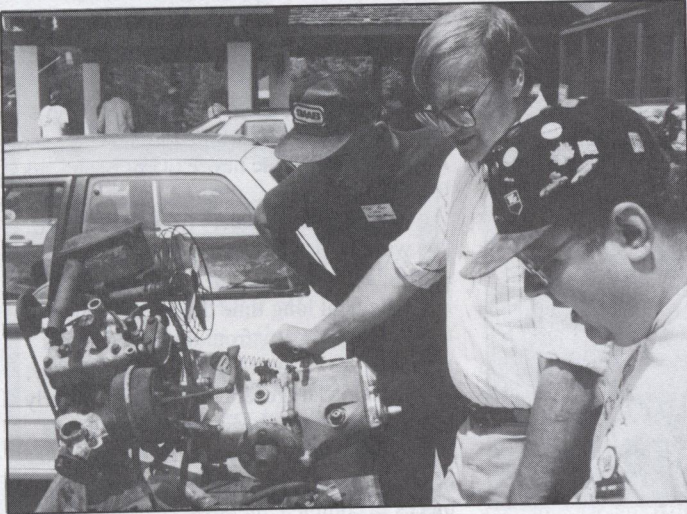
Several journalists were on hand as guests of Saab. With all the publicity over the Saturn Homecoming and gatherings for owners of cars that are recent on the market, the folks at Saab hoped to show that there is plenty of support among owners of their cars, especially those that may be considered vintage. On hand were John White of the *Boston Globe*; Jerry Miles of the *Portsmouth (N.H.) Herald*; Dave Brownell of *Hemmings Motor News* in nearby Bennington, Vermont; John Paul, who writes for the Massachusetts edition of the *American Automobile Association* magazine and does a radio show called the *Car Doctor* (he did his radio show from Stratton Mountain); John Matras, a freelance writer who regularly provides stories for *AutoWeek* and *European Car*; and Sue Mead, who writes articles for *American Woman* and other publications.

Organizer Bruce Welch put in many hours of writing letters and making phone calls, and the result certainly showed. Over 200 registered Saabists took part in the festivities, plus another 200 who dropped by for a few hours on Saturday. Awards were made on late Sunday morning as the winning cars were driven to the front door of the Stratton Mountain Inn and presented by Jim Crumlish.

Tim Winker



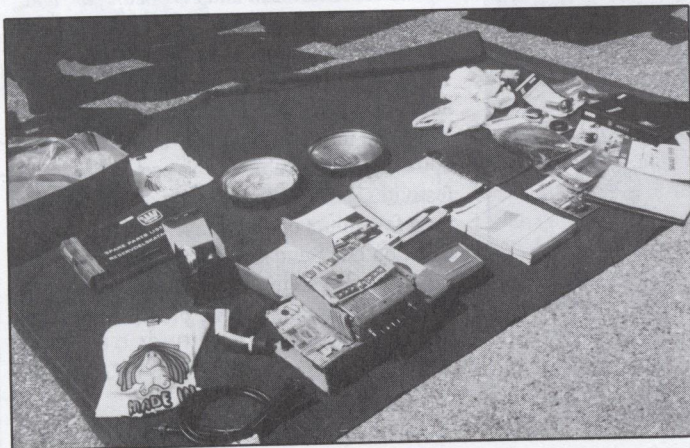
A Rainbow of Sonett IIIs



Top: Saab's John Moss explains the Saxomat clutch to Tom Cox and Bob McNary.

Above: A pair of Quantum Formula S racecars, owned by Tom Cox and Bill Jacobsen.

Below: Parts, manuals, memorabilia, what did you need? Photos by Cat McKeen, Elke Martin, and Tim Winker



Concours Winners

92, 93		
1st	Bud and Donna Allen Maugansville, MD	1960 93F
2nd	Bruce Billing Cape Neddick, ME	1959 93B
95, 96 2-Stroke		
1st	Bob Abels Churchville, NY	1964 GT-850
2nd	Ed and Cameron Lorenz Oneonta, NY	1966 96
95, 96 V-4		
1st	Peter Lendved Sugarloaf, NY	1971 96
2nd	Roger Harris Springfield, MA	1970 96
Sonett II & V4		
1st	Dean and Mary Gordon New Hartford, NY	1968 Sonett V-4
2nd	Dave Hosmer Quinebaug, CT	1967 Sonett II
	Lewis Eig Monsey, NY	1967 Sonett II
Sonett III		
1st	Bruce and Lori Turk Walden, NY	1974
2nd	Jim Richards Gasport, NY	1972
99		
1st	Claude Hutchings Sauquoit, NY	1979 99 w/16 valve drivetrain & leather interior
2nd	Jeff Becker Needham, MA	1978 99 EMS
Racers		
1st	Bill Jacobson Wilmington, DE	1956 Sonett Super Sport
2nd	Tom Cox Woodstock, MD	1965 Quantum Racer
Longest Distance:		
V-4	Ron Raymond 3000 original miles Driven 400 miles round trip	1973 96 V-4
2-Stroke	Larry Williams Waterloo, Iowa	1962 96 "Sadie"
Best of Show		
1st	Bruce Welch Williamstown, VT	1960 93F GT 750
2nd	Ed Lorenz Oneonta, NY	1966 96
Duck Waddle's "Spirit of Saab" Award:		
	Matt Scheidt Cincinnati, OH	1959 93 B His daily driver, driven from Ohio to VT and back with a few spark plugs and a head gasket.

I would like to thank those of you who attended the Vintage SAAB Convention at Stratton, Vermont, in July. Scott Prentice, Bruce Turk, and Ed Lorenz of the New England Sonett Club deserve praise for the aid they gave. Kathleen Pembroke of the Green Mountain Saab Club donated a great deal of time to help with the printing and mailing. Saab, represented by Elke Martin, Dan David, John Moss, and Jim Crumlish were particularly helpful. The donated obsolete parts and other assorted goodies made quite an impression. For those of you who did not see John Moss as an auctioneer, you missed quite an event. He certainly missed his true calling.

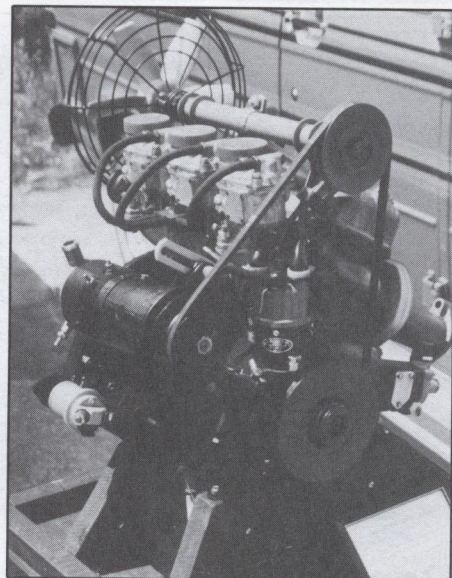
From personal experience I know how much of a challenge it can be to drive a cantankerous old stroker or V4 long distance, and I was pleasantly surprised at the turnout. Perhaps some brave soul might want to try this again.

Bruce Welch



1

1: Jim Crumlish gives the People's Choice Award to Debbie and Bruce Welch for their restored 1960 Granturismo 750.



2

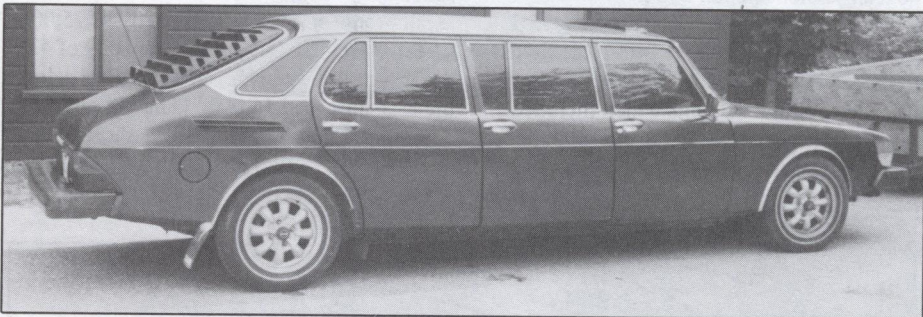
2: A display 3-cylinder GT engine.

3: A row of 93s.

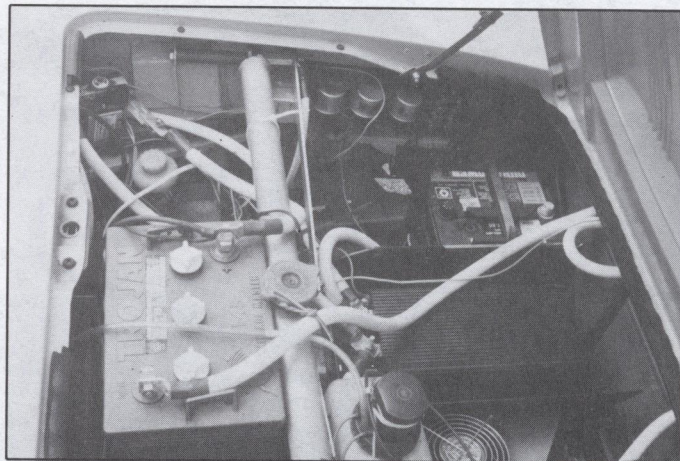
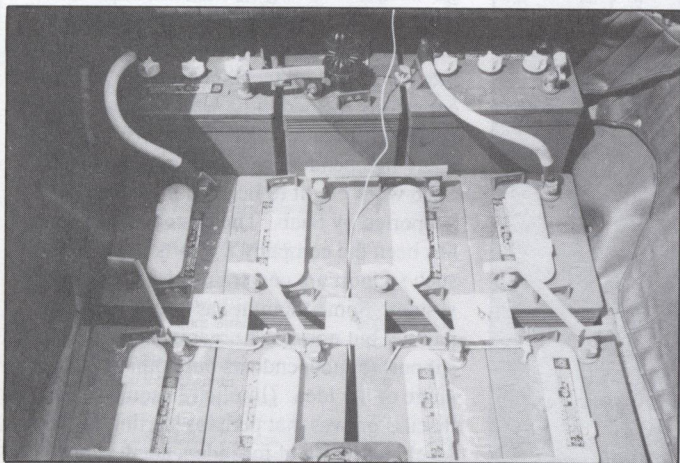


3

4: 900 Limo



4



Walter Kern's electrically powered Sonett III features a bank of batteries in the trunk area. Cables and more batteries hide the electric motor.



Oconomowoc Convention a Success

Again the Milwaukee Saab, with support from other clubs of the newly-formed North Central Saab Club, hosted a well-organized, well-received convention. The experience gained at the Kenosha meet last year was evident in all the details.

Saab USA fielded a leadership team headed by Jim Crumlish, the CEO, which was easily accessible to the convention-goers. The tech session agenda was lighter than in past conventions, covering just tires, general maintenance, injection and ignition systems, and the new 900. New this year were what was called cultural sessions which included Saab airplanes, Saab collectibles, Saab rally history (with that Saab icon, Erik Carlsson

and his fabulous anecdotes, plus two-time U.S. PRO Rally champion Jon Davis), a Saab clubs organizing forum, and early Saab dealers. Two former Saab presidents were also in attendance; Ralph T. Millet, who started Saab Motors in 1956 and remained until 1971, and Bob Sinclair, president from 1979 to 1991.

Crumlish's banquet speech on The Auto Industry and Saab noted the company is a small producer with a '93 capacity of 75,000 cars in the context of a world capacity of 43 million cars and trucks. Of Saab's '93 sales the U.S. absorbed 16,000. (The '94 goal is 24,000 - 25,000 for the U.S.) A short-term desirable production goal is about 120,000

Gary Stottler's 99 Turbo was voted Best of Show



but a long-term capacity of 200,000 is needed to give Saab a really comfortable assurance of permanence.

Quality at a cheap price is what car customers want as well as service satisfaction such as provided by Lexus and Saturn. Crumlish wants Saab to be in the top 10 of the J. D. Power Initial Quality Study in '95, up from the third-from-the-bottom spot it holds in '94.

The CEO emphasized that a major effort is being aimed at the dealers to improve customer service. He said Saab has training programs not only for technicians and showroom personnel, but even for receptionists. The company has hired telemarketing firms to provide continuous surveys of service customers to monitor the quality of dealer performance. He regretted company attempts to encourage dealerships to provide loaner cars to customers while their cars are in service have been widely resisted.

In closing he saluted Saab owners for the outstanding level of marque loyalty which ranks among the highest in the industry. He looks forward to continuing Saab Owners conventions, although no club has thus far come forward to host for '95.

The closing event was the traditional one of the give-and-take discussion between the Saab owners and the company brass. Jim Crumlish noted that in the first six months in '94 Saab USA could have sold 2,000 - 3,000 more cars but the parent company elected to hold back distribution to make possible a simultaneous introduction in all markets. (Previously the European market got new models first, sometimes a year in advance of the U.S. market.) A number of suggestions were offered from the floor, including a request for a new parts and accessories catalog; a question about when Saab would get back into racing (not soon because Saab can't afford it), and what progress is being made toward setting up training programs for independent shop technicians. The audience consensus seemed to be with so few dealerships scattered around the country the many independent shops doing excellent Saab work ought to be encouraged and supported by Saab. The customary response has been the company's efforts to provide such support are constrained by the franchise system. Some thought has been given to a parallel but non-Saab organization offering support to independents but nothing has yet come of the idea. (Implicit in some of the discussion was that perhaps starting in '96 a level playing field for independent shops vis-a-vis the dealerships would develop thru the

Concours Results

Class A: 9000's

1. James Ellis '93 1/2 Aero

Class B: 900's

1. Dave Humes '89 Conv.*
 2. Don Miller '94 900SE Coupe (3dr)
 3. Patrick Nelson '93 Turbo*
 4. Bill Teske '92 Turbo*

Class C: 99's

1. Gary Stottler '78 Turbo
 2. Bob Fiddle '74

Class E: 92-97 (Combined Class)

1. Jerome Holtz '66 96*
 2. Chuck Andrews '70 96-V4*

Modified Class

1. Chris MacPherson '87 900 Turbo Conv.*
 H.M. Claude Hutchins '79 99 w/ 16V drivetrain & leather interior

Race Cars

1. Mark School 65 Quantum*

People's Choice

1. Gary Stottler '78 99 Turbo
 (* Indicates RED cars.)

Autocross Results

Class A: 2 Strokes

1. Larry Williams ('50 92) 37.01 seconds

Class B: Sonetts

- Mark School 26.19 Fastest Saab of the Day
 1. James Lamkin 31.27 seconds

Class C: 99's

1. Neil Roeth 28.89 seconds

Class D: 900's

1. Rick Chasteen 29.89 seconds
 2. Mike Blija 31.00 seconds

Class F: Turbos

1. Matt Poynter 28.02 seconds
 2. Jason Strauch 28.08 seconds
 3. John Quigley 28.78 seconds
 4. Andy Saksa 29.05 seconds

Class H: Andra Bils* FWD

1. Sean Coleman 27.19 (VW Golf GTI)

Class I: Andra Bils RWD

- Bob Clark 24.99 Fastest Time of the Day (BMW)
 1. Wade Logan 26.91 (Miata)
 2. Kurt Backhaus 27.14 (Mustang)

Best Former Saab President in a non-Saab

- Bob Sinclair 30.94 (LeBaron)

Rally Results

Driver/navigator

Class 1: Two Digit Saabs (92-99)

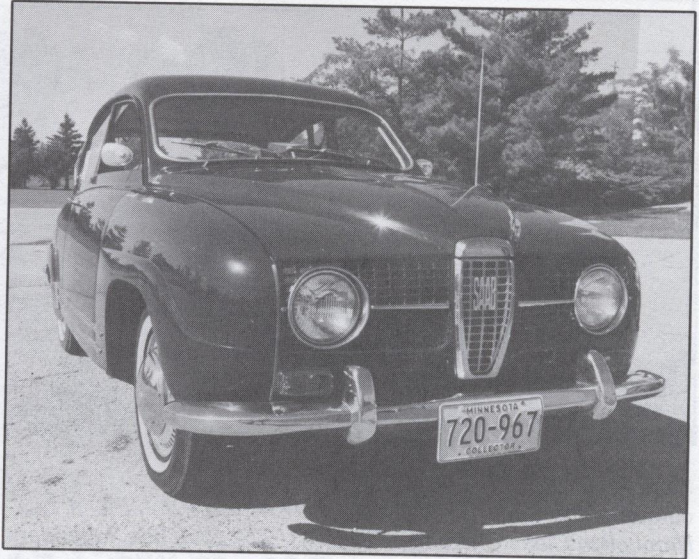
Driver/navigator	Car	Car #	Score	Overall
1. David Snider/Tim Winker	99	#13	49	1st
2. Greg LeBaron/Dorothy Yabroff	96	#25	298	12th
3. Shawn Mulvey/Lynn Mulvey	99	#27	427	16th
4. Jerry Hoithe/Heidi Gunderson	96	#46	451	17th

Class 2: Three Digit Saabs (900)

1. Don Miller/Bruce Billing	900	#24	84	3rd
2. Rick Corwine/Diane Sargent	900	#2	104	5th
3. Alex Nowronzi/Patti Zalinsky	900	#44	130	6th
4. Chuck Binder/Pamella Binder	900	#22	187	9th
5. Mike Sprawze/Aaron Erickson	900	#21	195	10th
6. Tim Crumlish/Jim Crumlish	900	#12	253	11th
7. Dave Walker/LaDonna Walker	900	#20	319	13th
8. Dennis Peronto/Susie Colquitt	900	#45	334	14th
9. Bill Wageley/Patti Weller	900	#3	489	18th
10. Mike Valdez/Dennis Phillips	900	#18	508	19th
11. Shirley Wyle/ F. Skip Blum	900	#19	523	21st
12. Marth Duckert/Phil Duckert	900	#17	554	23rd
13. Pierre Villeneuve/Marc Villeneuve	900	#41	580	25th
14. Bill Muman/Art muman	900	#42	589	27th
15. Patrick Nelson/Sara Nelson	900	#29	596	28th

Class 3: Four Digit Saabs (9000)

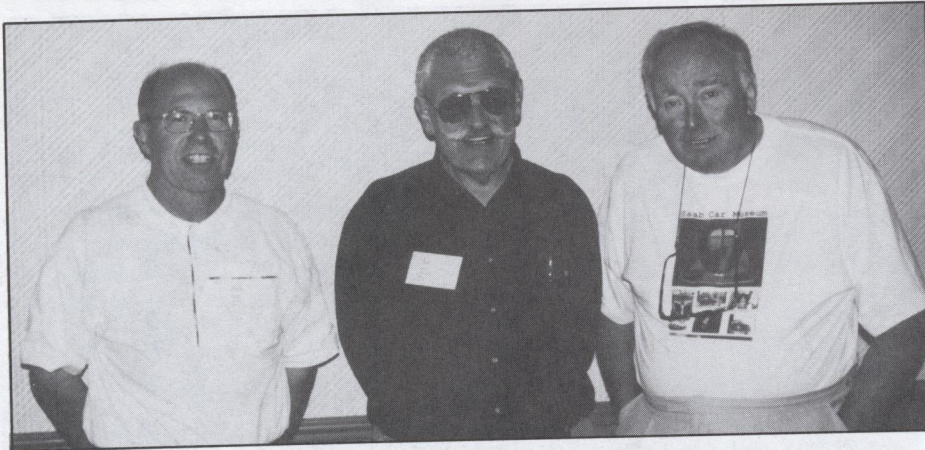
1. Erik Carlsson/Steve Goldberger	9000	#1	71	2nd
2. Alan Sparks/Barb Sparks	9000	#43	98	4th
3. Bill Baughman/David Baughman	9000	#26	132	7th
4. Elke Martin/bob Popiel	9000	#14	142	8th
5. Jill Ellis/John Bulman	9000	#36	395	15th
6. Philippe Combiar/Ken Goad	9000	#28	522	20th
7. Bob Farrell/Shawn Farrell	9000	#4	552	22nd
8. Greg Zawisza/Rita Zawisza	9000	#35	570	24th
9. Jack Baxter/Theresa Baxter	9000	#34	580	26th



Top: Chuck Andrews' restored red 1970 96-V4.

Above: On the autocross course - Chris McPherson and Wayne Crisci in Chris' modified 900 Convertible; Don Miller in his new 900 Turbo.

Photos by Rick Corwine

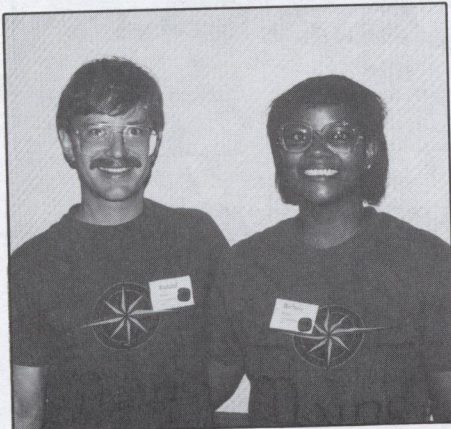


Saab Rally Greats: (L to R) Pelle Rudh, former Saab factory rally mechanic, now curator of the Saab Car Museum in Trollhattan; Jon Davis, SCCA PRO Rally Production Class Champion, 1980-81; Erik Carlsson, legendary Saab factory rally driver, winner of the Monte Carlo Rally in 1962-63 and many other international rallies in the 1950s and 1960s.

Below: Greg Lebaron's low mileage 96 and your editor's 93F ice racer.

Bottom: Newlyweds Richard and Barbara Kean of Germantown, MD, spent their honeymoon at the convention.

Photos by Tim Winker



Draconian regulatory process being put into place by the U.S. Environmental Agency. In '96 the OBD II protocol [On Board Diagnostics II] goes into effect. Mandatory under OBD II are standardized scan tools, fault codes, and procedures which must be available to all, including hitherto manufacturers' proprietary material relative to the functioning of automobile emission controls. OBD II is all encompassing; it involves all of a car's computers and, thus, for any technician free to examine.)

A question was asked about the

availability of a conversion kit for older A/C systems so they can be adapted to use the new HFC 134a refrigerant. The answer was: about in six months. The development lost its high priority when EPA asked DuPont to continue manufacturing R-12; so there will be no shortage for some time to come.

The question of the effectiveness of Saab advertising was discussed. Crumlish pointed out Saab spends about 10 percent of revenues on advertising; and in the U.S. about \$1,000 per car.

During the session the CEO disclosed that the new 900s were being produced at one-third the cost of the previous 900s.

With the end of the give-and-take session a very successful convention closed.

Many thanks to the Milwaukee Saab Club's hard-working, extremely capable members and their fellow North Central Saab members for a successful convention. They richly deserve the respite they're insisting on after back-to-back conventions.

Ed Tonat, Editor
Smoke Signals

Saab Club National Capitol Area

No '95 Convention Yet

While the International Saab Club Meets have been scheduled through the end of the century, the National Saab Owners Convention is hard pressed to come up with a sponsoring club from year to year. There were some rumors at the 1994 convention, but no regional club has announced that they will be inviting Saab drivers from around the U.S. and Canada to a Saab party in their area some time in 1995.

Maybe it's time to take a cue from the European clubs and not have the full schedule that has been the norm on this side of the Atlantic. While the 1994 event in Wisconsin was a bit more relaxed than the past few years, and the history and tech sessions began on Friday afternoon, it was still difficult for convention goers to participate in the Concours, Swap Meet and attend sessions as they all overlapped. Maybe we could cut out most of the tech sessions or schedule them all on Friday, leaving the swap meet, concours, rally and socializing for Saturday. Hold the autocross on Sunday after the Roundtable for those who wish to participate.

At any rate, if your local Saab group would like to put on the 1995 Convention, please call Saab Club HQ, 218/724-1336.

Tim Winker

900 - 9000



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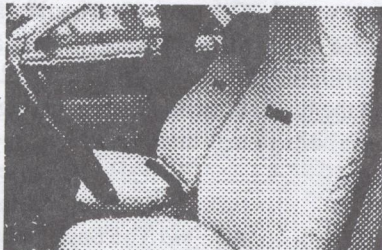
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Technical Talk

Adding a Clarion CD changer

Owners and prospective owners of the new 900 who may be contemplating purchase of a CD changer should note that Clarion's 6201CD connects directly to the DIN connector which is supplied as part of the factory prewiring. The changer also perfectly fits the factory mounting bracket kit (Saab p/n 0248682). These two components will provide the equivalent of the factory-installed system at considerable savings over dealer-quoted prices.

The most tedious aspect of installation is the partial removal of the driver's side hatch liner which must be done to provide access to the DIN cable and the 4 mounting studs to which the factory bracket kit attaches. Removal of the liner necessitates removal of the plastic speaker frame/grill and the sill plate for the hatch door. Carefully remove (pry) the grill from the speaker frame before you attempt to remove the frame itself! Aside from the obvious screws securing the speaker frame, there are two additional screws "hiding" under the speaker grill. After you have removed the speaker frame/grill and hatch sill plate, simply peel back the rubber seal which secures the liner to the hatch. This will expose the cable and mounting studs. You will of course have to cut some slits in the liner to accommodate the mounting kit. This was not difficult but it is admittedly a bit unnerving to start cutting into a new vehicle—even though it is only "carpet".

The instructions which accompany the CD changer are very clear. The instructions which accompany the factory mounting kit are adequate, given that you know how to remove the hatch liner.

I ordered the Clarion 6201CD from S.B.H. Enterprises in Brooklyn for \$269 +\$10.50 shipping/handling/insurance. This was my first experience with this company and I am very satisfied. Their number is 1-800-451-5851.

Approximately \$330 and two hours of my time sure beats the \$718 (installed price) I was quoted by my dealer after I had purchased the car. Is this the ultimate excuse to go out and by a bunch of new CDs?

If you wish to avoid purchase of the factory mounting kit which costs approximately \$50, note that the hardware which comes with the changer (two brackets and two mounting plates) provides an alternative. Although this will not give you that "factory installed" appearance, it should be quite serviceable.

Two metal plates (each of which has two studs affixed to it) may be mounted to the hatch floor (underneath the carpet of course) with some double-sided adhesive strips (which also serve as cushions).

You must cut four small slits in the carpet for the studs to pass through. Two brackets mounted to the changer (with hex head screws) attach to these studs with 4 wing nuts. One could of course better anchor the mounting plates by drilling some small holes in the plates and the hatch floor and then inserting some bolts or self-tapping screws.

Brian Eggleston
Sioux Falls SD
via The Saab Network

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.

CD Autochanger

Application: 1994 900 5-Door Models
PSI 03/94-0440, Sec. 19, Pg. 53

These instructions are offered as a supplement to the installation instructions that accompany an accessory CD Autochanger.

1. Remove the left-hand rear side trim in the luggage compartment.

NOTE: All US 900 models are pre-wired to accept the Saab/Clarion 6 disc changer. The DIN cord is secured behind the driver's side trunk lining. See Figure 1.

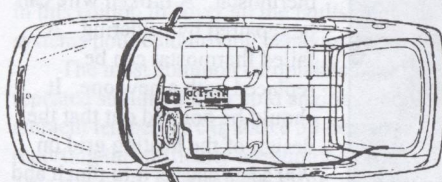


Figure 1. Pre-wired 1994 900s.

2. Fit the CD changer's front and rear brackets to the welded studs on the left-hand inner fender. See Figure 2-A.
3. Cut slits in the trunk lining material (Figure 3-B).

Front slit:

Place the lower part of the trunk lining against the bracket. Use a knife to cut the liner along the entire length of the bracket (120mm). Remove the front bracket, insert its leading angle through the cut and then mount the bracket.

NOTE: The side trim must lie **between** the bracket and the inner panel.

Rear slit:

Cut a slit just behind the screws (60mm).

4. Refit the lining material and lead the DIN connector through the slit into the trunk area.
5. Remove the 4 Phillips head transport screws from the autochanger. See Figure 2.

NOTE: If the 4 transport screws are not removed, the CD player will "skip" during use while the car is moving.

6. The angle of the installation should be within allowable limits. See Figure 4.

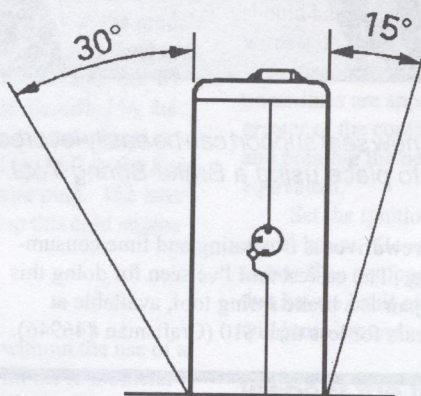


Figure 4. Angle for installation.

NOTE: NEVER turn the unit upside down or change its direction during operation as this may damage the CD mechanism and disc.

7. Align the selectors on both ends of the unit to the vertical position. (Align the triangular mark with V.) See Figure 5.

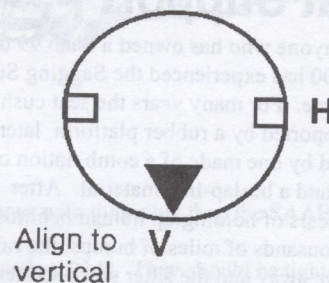


Figure 5. Alignment Selector.

If the selectors are not aligned correctly, portions may be skipped during play since the selectors align the suspension for proper operation.

8. Please move the triangular mark between V (vertical) and H (horizontal) only. Forcing the dial will cause damage.
9. Fasten the CD changer to its bracket (screws (C) in Figure 2).
10. Plug in the DIN connector.
11. Insert the protruding part (tab D in Figure 3) of the main bracket into the rear mounting bracket and fasten it to the front bracket (nuts E in Figure 3).
12. Refit all parts that have been removed.
13. Install the CD magazine and test the system.

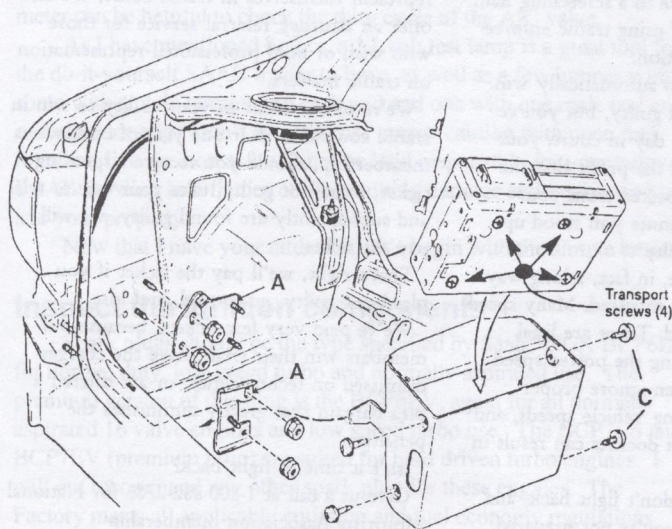


Figure 2. Installing CD Autochanger on 1994 900.

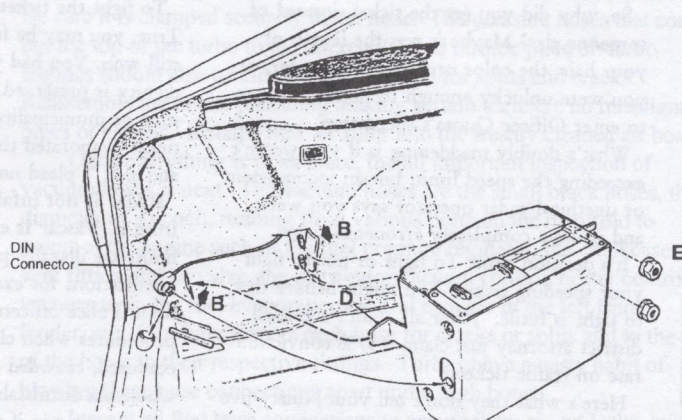


Figure 3. Mounting of CD Autochanger.

Simple Tools

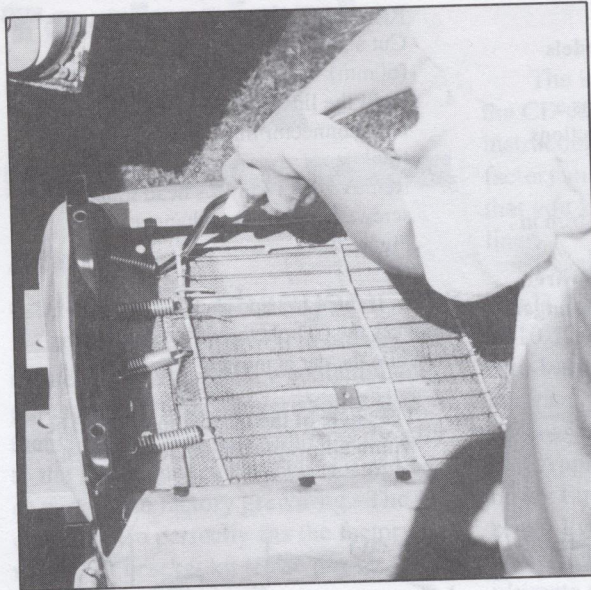
Replacing the Seat Support

Anyone who has owned a Saab 99 or early 900 has experienced the Sagging Seat Syndrome. For many years the seat cushion was supported by a rubber platform, later replaced by one made of a combination of rubber and a burlap-like material. After many years of holding up human behinds over thousands of miles of bumps, the rubber will give away and the sitter sinks suddenly.

I have seen and heard of several cheap and easy repairs, none of which was terribly effective. Some have used rope or clothesline cord strung back and forth across the opening to support the seat cushion. One of the most innovative repairs was the use of dozens of heavy wire-ties.

In the Mid-80s Saab replaced the rubber and burlap seat support with one made of a wire grid with ten springs (p/n's 98-78-562 and 98-37-402, about \$30 total). With no rubber to tear, the grid-type platform should last the life of the car. The problem is levering the springs into place.

Working with a pair of vise-grips or a



A new seat support can be easily levered into place using a Brake Spring Tool.

screwdriver is frustrating and time consuming. The easiest tool I've seen for doing this repair is a brake spring tool, available at Sears for less than \$10 (Craftsman #46946).

It has a depression in one end that holds the point of the spring. Using this tool, the new seat support can be installed in minutes. I should know, I've done three in the past few months!

While the seat is out, it's a good time to repair or replace the heating element in the seat. The most common problems are a break in the heating element wire or a faulty thermostat. A broken wire can be repaired by soldering. A failed thermostat can be replaced with a new one. It should be pointed out that the design of the heating grid on 900 seats causes it to pinch and break the wires, so repairs to

the grid are often temporary. This doesn't seem to be a problem on 99 seats.

If you're creative, a rheostat/timer switch can be wired in line to control the seat temperature. Don't wire the seat heater direct or with an ON-OFF switch as the seat may catch fire if left on uncontrolled.

Tim Winker

FIGHT THAT SPEEDING TICKET!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Isn't it time to fight back?

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

Curing Cold Driveability in Early 16-valve Engines

[Editor's Note: *Stumbling and stalling prior to the engine being fully warmed up are common complaints to owners of early 16-valve Saabs. Doktor Nio's Saab Klinik has addressed these complaints many times over the past several years. Due to space limitations, only part of the information was published in NINES #223. I feel it is important enough that all owners of Saabs of this vintage should cut out or copy the information published here and keep it with their shop manual.*]

My apologies to the readers of NINES who are used to responses regarding cold driveability problems published in this column. I will try in this edition to cover all the faults, hints and remedies for LH fuel systems poor cold driving behavior.

The most common complaints heard are of poor idle quality and repeated stalling during cold engine conditions where the outside ambient temperature is above 50 degrees F. The majority of the models reporting this difficulty are equipped with the early LH 2.2 fuel system. This system is on the '85 thru '88 16 valve turbo engines and '86-'87 normally aspirated 16 valves. These systems can be identified by the metal air mass meter with a brass plug over the idle mixture screw, a dashpot (damper) for the throttle lever, and an AIC (or IAC as the Feds insist on calling it) idle control valve with a three wire plug. The later LH 2.4 and 2.4.2 systems are not as prone to develop this cold engine syndrome.

Tools required

None of these systems can be tested properly without the use of a high quality multimeter used only in accordance with the manufacturer's directives. The multimeter must be of the type that will not draw any current from the circuit it is testing. Furthermore, all tests must be performed by probing the rear of the connector by peeling the boot back to gain access and the ECU or control unit must never be unplugged while the ignition is on or within 60 seconds of turning off the ignition.

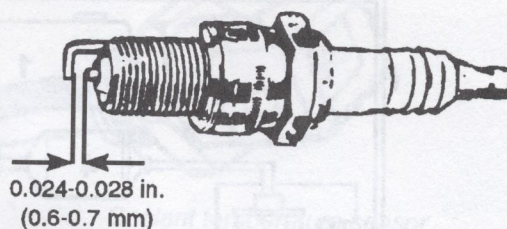
A fuel pressure gauge is invaluable for complete and thorough testing of these systems. Many tool suppliers such as Snap-On, K-D or Mac Tools offer the complete set for around \$250.00. An ignition dwell meter can be helpful to check the duty cycle of the AIC valve.

As I have mentioned before, a 12-volt test lamp is a great tool for the do-it-yourself SAAB owner to have, as well as a few jumper wires, some with a male terminal on each end and one with one male end and one alligator clip. Don't forget to use proper caution with open fuel lines and live ignition as I will not be held responsible for your beloved SAAB bursting into flames or the resulting damage and injuries to you and your property.

Now that I have your attention, let's begin with the simple basics.

Inspect the ignition components

Spark plugs should be the type specified by Saab: NGK BCP6ES for normal duty, low speed turbo and normally aspirated use. The premium version of this plug is the BCP6EV, again for all normally aspirated 16 valve engines and low speed turbo use. The BCP7ES and BCP7EV (premium plug) are suited for hard driven turbo engines. I will not recommend any other spark plug for these engines. The Factory meets all applicable emission and fuel economy regulations utilizing the spark plugs that work best for all engine testing including the 50,000 miles emissions test. No one can tell me more testing time



was spent in the 16 valve engines with their plug than the SAAB factory engineers with the NGK line.

The plugs should be gapped at .024". They should be tightened to a torque of 22 ft-lbs. This is imperative for a gas tight seal and proper heat range function.

Inspect the plug wires for cracks or stiff insulation. The leads should have resistance values of 2000 to 4000 ohms. Do not replace the wires with anything but Bougicord OE wires. They are top quality.

Inspect the distributor cap and replace it if contacts are burnt or tracer lines are apparent. Measure rotor resistance of 1000 ohms. If greater or the contact is burnt, replace it by breaking off the old rotor and pressing the new one in place with a spot of "Super Glue" or the equivalent.

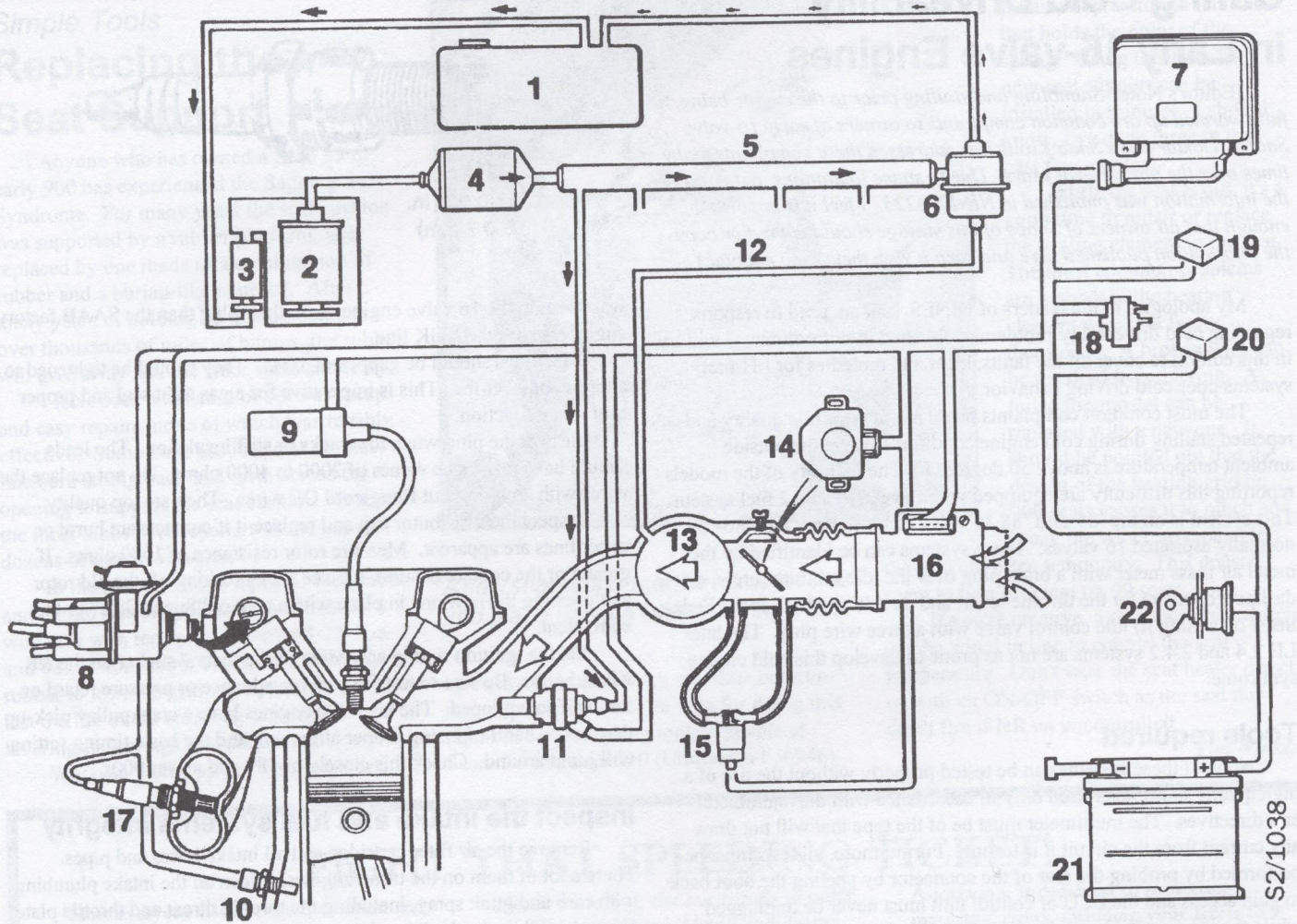
Set the ignition timing according to the federal sticker on the left wheel house. Be sure to test for vacuum advance or pressure retard on turbos if so equipped. The later 900 engines have a crankpulley pick-up that have a habit of losing proper alignment and the basic timing setting will jump around. Check this closely on '89 and newer 900s.

Inspect the intake and fuel systems integrity

Remove the air filter cartridge and all intake hoses and pipes. There a lot of them on the turbo engines. Clean all the intake plumbing with carb and gunk spray, including the throttle throat and throttle plate, automatic idle valve hoses and the shutter in the valve itself. Inspect ALL pipes and hoses downstream of the air mass meter for splits, cracks or leaks, especially on turbo engines up to and including the elbow hose clamped to the intake throat of the turbo charger. This last hose on the turbo intake hoses the infamous "hooter" valve which is notorious for leaking vacuum. Test it by connecting a vacuum hose to the little nipple and drawing vacuum and see if it holds. If it does not, replace it. Be sure it is clamped securely in the hose. The pressure hoses that come out the top of the turbo to the intercooler and throttle plate on turbo engines should also be cleaned and checked for splits and cracks. Reassemble the intake plumbing making certain there are no misaligned pipes or clamps. Install a new air filter into the freshly cleaned air box.

Once everything is in its place, the all important inspection of vacuum hoses is next. The vacuum hoses are the small black hoses, the diameter of a pencil, running from various ports on the manifold to points at the engine such as the fuel pressure regulator, the crankcase vent fitting and/or valve, the distributor vacuum control, heater control vacuum tank, the fuel evaporation control canister in the left front fender, etc. Carefully inspect each hose for cracks or splits and to the fit of the hoses to their respective fittings. Turbos have a nasty habit of blowing these hose connections apart under high boost.

Inspect all fuel hose connections to ensure there are no leaks, even minute ones that can depressurize the fuel system. At this point, change the fuel filter. Fuel filters have been ignored, especially on the 900 sixteen valve cars because of its location above the rear axle on the



LH 2.2 Fuel injection system

1. Fuel tank
2. Fuel pump
3. Feed pump
4. Fuel filter
5. Fuel injection manifold
6. Fuel pressure regulator
7. Electronic control unit
8. Distributor
9. Ignition coil
10. Temperature sensor
11. Injection valve
12. Vacuum line
13. Inlet manifold
14. Throttle position sensor
15. AIC valve
16. Air mass meter
17. Oxygen sensor
18. Pressure switch (Turbo only)
19. System relay
20. Fuel pump relay
21. Battery
22. Ignition switch

passenger side of the chassis. Clogged filters can shut the engine down suddenly and without warning, but it may restart and seemingly run fine for a while.

Start the engine and check for leaks at the fuel filter before going any further!

Checking the basic idle speed, LH 2.2.

There are two methods possible for setting what is called *basic idle speed*. For both methods, begin by backing off the throttle dashpot (damper) so the throttle will close tight. Next, loosen the bolts holding the throttle switch to the throttle housing. Unplug the throttle switch and peel back the boot to expose the wire terminals. Jump #1 gray and #2 black/white to signal the control unit a closed throttle.

Now method one: Peel back the boot for the AIC valve plug and probe with the dwell meter leads to contact terminal 2 and 3. Start the engine and run it close to full operating temperature with no accessories turned on. On 9000 models, switch the ACC to ECON. If yours is an early car, there will be a 10mm bolt with locknut going into the side of the throttle housing. This is the air bleed screw. If this is the case, stop here. Turn the engine off and locate the throttle stop screw and 8mm locknut. Loosen the locknut and back the stop screw out until the throttle plate bottoms in the housing (gently). Screw in the stop screw until the throttle arm stops on the screw and give it about 3/4 of a turn

more and tighten the lock nut. Restart the engine and proceed by turning the idle air bleed screw until the dwell meter reads 30-32 degrees. Tighten the locknut and see that the idle is 850 to 900 rpm. If your car is a later one without an air bleed screw then adjust the throttle stop screw until you reach the same duty cycle at the AIC valve. Turn the ignition off and disconnect the dwell meter and restore the boot.

Method number two does not use the dwell meter but set up the throttle switch and stop screw in the same manner. In the 900 models, locate the single green/red wire with an insulated female connector in the vicinity of the fresh air duct recirculation door arm on the passenger side of the engine compartment. Using your jumper wire with one male end and one alligator clip, ground the green/red wire at a clean ground point. This test point in 9000 models is found at the left hood hinge area in a group of test terminals, the one being the female spade socket that sits alone, not the group of three below it when looking from the side. After grounding this point, the idle will drop to basic which can be set as high as 850 rpm with the air bleed screw if applicable or the throttle stop screw. Once the basic idle has been set, pull the jumper out of the test point and the AIC valve should flare the idle up momentarily before settling back to approximately 900 rpm. If the idle does not flare up, tap the AIC valve in case it is stuck, in which case you may need to remove it completely. If the valve does not react properly after cleaning then the valve is faulty.

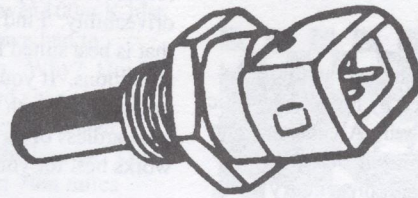
After completing these steps, switch off the ignition. Remove the jumper from the throttle switch plug and plug the switch back in. With the boot still pulled back, contact terminals #1 and #2 with the multimeter to test continuity (ohms). Tighten the switch mounting bolts just enough so you can still rotate the whole switch. Rotate the switch until it is open, then back 'til the meter indicates it has closed and just a hair further in the same direction before tightening the screws. Set properly you should be able to here the micro-switch click as the throttle is cracked open and closed. Disconnect the meter, restore the boot and then adjust the throttle dashpot (damper) so that when the throttle is released suddenly, the dashpot rod contacts the throttle lever and slows the deceleration without holding the idle up past the preset speed it has been adjusted to.

All the steps noted are applicable to the LH 2.2 engines as noted. Keep in mind that the LH 2.4.2 and 2.4 of the later 16 valve cars do not have the adjustment capability of the earlier systems but the cleaning and inspection of the intake plumbing still applies.

Upon completion of the basic operations, an improvement should be noted. If not, it's time to begin measuring values of the various sensors on the 2.2 system. I will omit the later systems because it is possible to "pull" fault codes from recent processor memory. More on that later.

Measuring the sensors

Although the *oxygen sensor* has little to do with the first cold start in the morning, tap into the single black lead from the sensor with the volt meter. The O2 sensor will produce between 0.4 and 1.0 volts. The leaner the mixture the lower the voltage reading. While idling, monitor the meter reading. Using a can of carb cleaner or similar product, spray the base of the injector where it presses into the intake manifold. If the voltage spikes up higher, then the nose seals on the injector must be replaced as they are leaking vacuum while driving. Normal readings are .4 to .6 volts at idle speed.



Coolant temperature sensor

Cold stumbling and poor cold idle quality may also be a result of a bad *NTC coolant temp transmitter*. This sensor, screwed into the water passage on the intake side of the head, (between intake runners #2 and #3 on 900s and just under runner #2 on 9000s) should be tested for proper values at low and high temperatures. Since the problems we're addressing are during moderate ambient, cold engine conditions, this test should be performed after an overnight rest in 60 to 70 degree weather. Locate the NTC transmitter and unplug the lead. Probe the two contacts with the meter to measure ohms of resistance. At the conditions described, the resistance should be 3.5k at 50 degrees to 2k at 75 degrees. A fully warmed engine should read 300 ohms and in arctic conditions of -4 degrees, the reading will be as high as 14k ohms. Subtle hint: the higher the resistance from the transmitter to the processor, the richer the mixture.

Another simple electrical test is *injector voltage* as prescribed by the processor under the advice of the air mass meter and the NTC transmitter. At the temperature that concerns us here, 60 to 70 degrees ambient and cold engine, probe one of the injector plugs after peeling back the boot, and set the meter for voltage. Upon cranking the engine, the voltage received at the injector should be about 1/2 (0.5) volts. Fully warmed engine, the voltage drops to 0.25 volts. Stone cold at freezing temps, the injector receives 1.0 volt per cycle.

At this point, having performed all the operations listed here, and remedied any faults noted, there are probably only three conditions you now witness when cold starting your SAAB in moderate temperatures.

First condition: Engine fires and shuts off. Then the engine fires and shuts off. Again the engine fires and shuts off. Finally you goose it with the gas pedal and keep it idling yourself but if you lift up, it stalls. Solution: Replace the processor. The cold running circuit power transistors are blown or the circuit is shorted.

Second condition: Engine fires but although it stays running, it revs up and down, searching for more fuel, and hesitates when trying to pull away. It may even stall at the first stop sign. Solution: Try another known good air mass meter. Be sure to check the Bosch part numbers when swapping components. If the air mass meter does not cure the problem, the injectors and the intake valves are plugged with carbon deposits that are limiting the proper atomization of the fuel. In normal cases, Chevron Techron will eventually dissolve these deposits so as the fuel hits the cool intake valve it will not be absorbed into the carbon. In extreme conditions, however, the injectors will have to be flushed and the intake valves cleaned by a variety of methods. One such method is to shoot walnut shells under pressure into the intake ports to blast the carbon away.

Third condition: It now runs the way the factory had designed it to run. Rumors concerning a factory upgraded processor are true. This box is very expensive and hopefully you will not have to resort to purchasing one.

LH 2.4 and 2.4.2 injection systems

Now getting to the later cars with the 2.4 and 2.4.2 system identified by the black plastic air mass meter and a two wire AIC valve. The processors in these systems *can be educated*. If morning baulkiness is still present, try using Chevron Techron to decarbonize the injectors and valves.

Another approach would be to unplug the processor (located beneath the right side kick panel carpeting) and plug it back in the next morning immediately before starting and driving. Drive for at least forty minutes to "teach" the processor how you expect the engine to run.

Gasoline quality

Normally these later systems do not experience the problems as the 2.2 does. Since the problems seem to occur after 40,000 miles, consider carbon build up to be the problem, and not a system component. This may also be the reason why regular use of Chevron Supreme gasoline improves the cold running of some Saabs.

It has become obvious to owners of fuel injected cars that gasoline quality varies, brand to brand and station to station. I agree with

respect to the type of gasoline affecting driveability. Find a station that pumps the fuel that is best suited for your climate and driving conditions. If you have consistently good performance with one particular pump, stick to it regardless of its brand name. Use what works best for your Saab.

Rick "Doktor Nio" Parr

Doktor Nio Unmasked!

Doktor Nio's Saab Klinik has been a popular column in NINES for over five years. (For those who may not be versed in Scandinavian languages, Doktor Nio is Swedish for "Doctor Nine".) Initially, the columnist requested anonymity over concerns of conflict of interest. As the Doktor of Saabs was also the owner of an independent Saab repair facility, he didn't want to make it appear that he was promoting his business through his column. He also didn't want to be getting lots of phone calls asking for free advice.

However, the long time writer of the Doktor Nio column has decided to get out of the Saab repair business and take a new position "outside the U.S." Rick Parr, owner of Parrformance in Lititz, Penn., has been a great assist to Saab Club members in answering their Saab related questions since early in

1989. If he didn't have an answer, he called on his employees or friends in the Saab game for help. Long overdue is "Thanks!" from all readers of NINES for the service Rick and the folks at Parrformance have provided, not only for the Saab Klinik column, but for keeping lots of older Saabs on the road.

For many years, Parrformance has been known as a source of NOS parts and good used parts for older Saab cars. That cache of old parts has been purchased by Bill Jacobsen of Sports Car Service in Wilmington, Delaware. Jacobsen also bought several of Parr's rare Saabs, including a 1958 93B, a 1959 GT-750, a bull-nose 95 with a mid engine 16-valve powerplant, a '67 Sonett II and a '74 Sonett III.

Though Parr may be leaving, the Saab repair business in Lititz will remain. Current employees Tim Brown, Kevin Booth, Lenny Casper, and Cori Witmer will continue to operate the shop under new ownership (details were not available at press time). Rick expects to drop by occasionally to chat and share a beverage. He says he also plans to drop by other Saab repair shops when he is in their area, *ala* Bob Sinclair, former president of Saab Cars USA.

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1,250,000 Km driving Saabs

Ten Saab's and sixteen years of driving them have taught even me a few things about how to keep Saabs running with the minimum of pain, hassle and money.

The number one key: Change your oil every 5,000 Km (3,000 mi.) all the time - your filter every 10m K (10,000 Kilometers). Which oil? Well suit yourself, but please use a quality brand - I prefer Valvoline or Castrol. Not Canadian Tire - please! How about Mobil 1? Good oil, but don't try and keep it in for 25m K, or you face added wear. 10/12m K at the maximum.

Electrics. Replace high tension cables every 2 to 3 years at the maximum. They simply deteriorate and you may not get that spark at -25 degrees when you really need it. Likewise, rotor, points (older cars), and distributor cap - throw out every year, regardless of mileage. Also plugs. If you use regular plugs - 10/15m K is the maximum to keep getting peak power and not run into unpleasant surprises. Myself, I always use Bosch platinum (or KLG), but I toss those too every 30m K at most - I notice the electrode wear, so why keep them for the small cost involved.

Next. Find a good mechanic and stick to him like glue! They are worth their weight in gold. You also learn a lot, which saves embarrassment at later dates. Many people say, "I don't have time to tinker; am not interested; or why bother." That is not the point. You have a fine automobile in Saab. At least take a bit of time to learn something about its care and feeding.

Front suspension. Ball joints wear out and have to be replaced every 40/60m K. Just do it. At 284m K in my 1987 SPG I have yet to have to adjust the alignment, but I have had 2 or 3 changes of ball joints. Likewise, for the rod ends - 1 to 2 years at most.

Gearbox oil - manual only. Sorry, but I know nothing about the automatics. Again, I use an expensive oil - MTL Red Line Manual Transmission oil - synthetic. \$30 per U.S. gallon - see ad in NINES. Super stuff. I just changed two cars after 70 and 90m K. Almost no wear. Like the proverbial knife through butter. Personally, I do not take to the Saab recommendation of 10/30 or 10/40 oils. Too much wear and they don't give you

a smooth transmission. Actually, I find that the Saab transmission takes over 100m K just to run it. In sixteen years I have had to rebuild only one transmission. Why? Don't really know. Maybe just good changing, not abusing the box and not having a slew of semitrained people mashing the box up. Our U.S. friends seem to only get 70m miles without having to rebuild - I simply do not understand this.

Clutches. If you are a good box handler, the Saab clutch should last 150/200m K before changing. All of mine do.

Engine wear. I've been lucky. No observable wear at 184m K. I attribute this to regular oil changes. Almost no wear on my turbo for the same reason. Had problems with early turbos in '79 and '80-'83, before the new 'turbo' oils came out.

Windshields. Watch for leaks inside as it means you are getting some rust around the bottom. It will only get worse. If you change the windshield - take care with going to the Windshield Shops. Sometimes they are sloppy and do not put in the small support pieces and the glass can crack easily. Ask your mechanic for a reliable shop.

Rust. No problem, personally. I simply WD-40 and oil everything I can lay my hands on all the time. New cars are much better in this respect. An oil undercoat is a good idea. Or, something like Rustcheck. If you have an old rust enveloped beast - toss it, friend.

Tires. After trying Pirelli, Michelin, Continental, etc. I finally discovered Nokia and their winter counterpart - Hakka. Simply the best in my opinion. Ideally you need to spring for a second set of rims (come on, second hand steel is not that expensive). In the winter the Hakka 10 is a superb tire. Nothing I have ever tried is even close to it. You know where you are and snow and ice driving can be fun. Nokia should be able to deliver the goods as they have the biggest and best winter test grounds. In summer, I have fallen into the Nokia Rollsters. Wear well, little in the way of surprises in the wet. Great on dry pavement. Also, they give you a warranty that goes down to 50% of the tread. I change them every 4/5 years, or when worn.

Saab built a great car. Certainly, the best and safest machine on the road bar none - and I mean none. The problem lies with us the owners. O.K., General Motors shares that blame as most of their dealers barely know how to change oil - so how about the



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convertible that had its gear box oil removed because the mechanic thought that was the oil pan - \$45,000 mistake! With luck G.M. may be O.K. in two/three years, or we will get lucky and Saab U.S. will take over Canada, you never know.

In the Saab Club we have a good association, please support it and use their expertise to get the most out of your fine machine.

One final point fellas (both sexes), PLEASE don't let those stupid tire jockeys use power wrenches when changing you wheels. Ruins the nuts and you can hardly ever get them off when you need to - blowing snow on an icy road. Simply specify in large letters - USE MANUAL WRENCHES ONLY - on your work order. It works.

Oh, what am I going to buy next? Probably a 9000 of some sort with the Trionic system. Would love an Aero, so most of us can dream. The 900? Seems a great car, but I'm conservative and would wait a couple of years to get the bugs out. But - have you driven the 900 Turbo Coupe? - that's some machine!

E. Peter McLoughlin
Quebec, Canada

A Tale of Two Saabs

This is a story about two Saabs: One, purchased as a cheap, older, high mileage car, the other purchased as a considerably more expensive, newer, low mileage car. The question is, after adding approximately 65,000 miles to each vehicle, which was really the cheapest car?

While there are many perspectives one can use to evaluate the data, the value I find most interesting is the averaged monthly cost. I find this figure revealing because it can be compared with the ubiquitous monthly car payment, undertaken by traditional newer car buyers. Those of us that pay up front for our transportation may think that we are avoiding the car salesman's second question of "what

kind of monthly payment are you looking for?", but in reality we are not. The cost of owning and operating an automobile is an ongoing expense. Some opt to replace their cars every few years with newer ones before major service is required. Others have opted to keep their cars for an extended period of time, assuming the cost of long term repairs would be less than the cost of a newer car. But, cash up front, payments to the bank, or payments to your local mechanic or parts store, it all breaks down into a periodic cost for transportation. It goes without saying, that the new, financed car, will always be more expensive than the used, non-financed car for any length of service. The new car phenomenon of rapid post showroom devaluation and

the additional expense of borrowed money are both well proven. So what is being compared here is newer/used vs. older/used, from a monthly payment perspective. That is the question continually nagging those of us (well me anyway) who are trying to maximize our transportation dollar, and have long since given up ever being able to buy a new car.

The data charts that follow give the information required for analysis and confusion. The purchase price, maintenance costs and service life are given. Following the description of the maintenance item, there is a column describing how the work was performed. Self refers to self service, where the cost of the item reflects only the cost of parts required. My time to do the work is considered free (but of course it is priceless). Shop refers to shop service, where the cost of the item reflects the cost of parts and labor. Oil changes are excluded from the data since both would be approximately the same for each car (and I didn't keep records of the related costs. The cost of oil changes would be about \$170 per car). The type of service for each car was roughly the same, consisting mostly of around town driving with occasional extended highway trips. All costs are rounded to the nearest dollar.

At first glance, one notices that the total number of maintenance items for the newer car, at 15, is just over half that of the older car, at 26. Also, the average monthly cost for the newer car is \$35 more than the older car. So, does this mean for an additional cost of \$35 per month, I get the same transportation with half the maintenance headaches, and is it worth it? Well, yes and no, but mostly yes to both questions. What the chart doesn't show is the fact that despite fewer repairs, the newer car was the only one with a break down that straned me (the Bosch Ignition Module). This is a major trauma with immeasurable psychological costs! On the other hand, the chart also doesn't show the considerable extra time I spent on the older car fixing and tweeking dumb little things like lights, fuses, loose screw, oil leaks, etc. in addition to the greater number of maintenance items, to prevent an untimely breakdown. Nor does it show the time I was so mad at the broken terminal on the "new" starter solenoid that I spent the entire night fixing it in the rain. Nor does it show the three days I spent drying out the interior, after the newly installed windshield proved to be less then water tight after a major water rain. And the list could go on, including many more episodes that tested my patience with the older car, while consuming large amounts of time, that don't show up on

The Cheap High Mileage Older Car: 1980 Saab 900 Turbo (as of 4/94)

Purchased: 3/86 (6 years old), 115K miles.

Purchase price: \$2,700.00

Clean, straight, faded paint, suspect transmission, runs and drives well, tires 80% remianing.

Cost new: \$11,000.00

03/86	115K	Major Service	shop	\$450.00
03/86	115K	Brakes / Exhaust system	self	\$80.00
04/86	116K	Repair Seat Upholstery	shop	\$45.00
07/86	118K	Trans Rebuild, Misc. Engine repair, New A/C Compressor, etc.	shop	\$2,470.00
09/86	120K	Replace Turbo Waste Gate	self	\$24.00
01/87	124K	New Thermostat	self	\$17.00
09/87	130K	Rebuild Alternator	self	\$74.00
10/87	131K	Repair Seat Upholstery	shop	\$45.00
11/87	132K	New Battery	self	\$50.00
02/88	134K	A/C Service	shop	\$30.00
03/88	135K	New Plug Wries	shop	\$70.00
06/89	143K	New Starter Solenoid, Exhaust Manifold, Steering Rack	self	\$680.00
06/89	144K	Alignment	shop	\$67.00
12/89	150K	Major Service	self	\$100.00
03/91	158K	New Brake Master Cylinder, Rear Muffler	self	\$170.00
05/91	160K	4 Tires (used, what a cheap skate)	self	\$115.00
03/92	168K	Fix New Starter Solenoid (extreme aggravation)	self	\$0.00
06/92	171K	New Battery	self	\$50.00
12/92	174K	Replace Valve Cover Gasket	self	\$20.00
07/93	176K	2 Tires (used, cheap again)	self	\$50.00
09/93	177K	New Alternator Brushes	self	\$10.00
12/93	179K	Body Work, Paint, New Headliner, New Windwhield, New A/C Hoses, A/C Service, Instrument Panel Repair	self	\$1,780.00
01/94	179K	New Headlight	self	\$20.00
01/94	179K	New Front Brake Pads	self	\$30.00
03/94	180K	Rebuild Clutch Master Cylinder	self	\$14.00
03/94	180K	New Clutch, Clutch Slave Cylinder, and Water Pump	shop	\$500.00

Total Cost of Maintenance: \$6961.00

Length of Service: 8 years (96 months) / 65,000 miles

Total Cost of Service: \$9661.00

Cost per mile: \$0.149

Equivalent Monthly Payments: \$101.00/mo.

the maintenance chart. So basically what the chart indicates is true, the older car was at least twice as much effort to maintain for 65,000 miles as the newer car.

Was it worth \$35 a month for twice fewer maintenance problems? In retrospect, taking into account the intangible (i.e. time wasting) experiences in addition to the cold data, I would say yes. Had I known the costs of the two vehicles would have been so close over the long term, I would have chosen a newer more expensive specimen over the older less expensive one. There is also something to be said for acquiring a car while it is still in good condition, and having less maintenance problems by keeping it that way. The newer car is now at the same mileage point that I purchased the older car, but it is in much better condition than the older car was at that point. I suspect its service costs will be less at the 180,000 mile mark than the older car, but how much less remains to be seen.

On the other hand, people seldom think so practically when making car purchases. I bought the older car on a lark, figuring for 2,700 bucks, what the heck, it would be fun to see what a Saab was like at a price that wouldn't cause me to lose sleep. Notice however, that my investment in the car doubled with in the first year. The problem was, it turned out I liked it and decided to keep it, which significantly changed the validity of the financial analysis. This brings up the issue of when, in the life of the car, the financial analysis is done. The third chart shows the equivalent monthly payments calculated each year after the date of purchase. As time marches on, the monthly cost continues to go down until you hit a major repair, at which point it can jump up again. This raises the question as to whether the average monthly cost levels off somewhere, which I suspect it does. Each car make and model probably has its own limit that is reached at some point in time or mileage. I suspect the Saabs will level off at about \$100 per month, give or take \$20. Anyway, it turns out that my wife also liked the \$2,700 car, the \$8,500 for a clean low mileage 900S was recognized for the good deal that it has proven to be.

So what's the point of all this? Other than the fact that I have nothing else better to do than think about money and cars, I'm not too sure. All things considered, the dollar costs of both cars appear to be about the same over the long haul (8+ years). The time required for maintenance of the older car, however, is considerably greater. So what is your time worth? I don't know that either. People think that because I work on cars, it's

The Expensive Low Mileage Newer Car: 1984 Saab 900S (as of 4/94)

Purchased: 5/87 (3 years old), 50K miles

Purchase price: \$8,500.00

Excellent condition, all service records, tires 10% remaining.

Cost new: \$16,000

05/87	52K	4 Tires	shop	\$310.00
01/88	60K	Major Service	self	\$100.00
03/89	65K	New Left Front Wheel Bearing	shop	\$155.00
09/89	72K	New Ignition Module	self	\$211.00
12/89	75K	Major Service, Front Brake Pads	self	\$120.00
12/90	82K	New Rear Muffler	self	\$115.00
02/91	85K	2 New and 2 Used Tires	shop	\$205.00
03/91	85K	Alignment	shop	\$60.00
12/91	94K	New Hatch Gas Springs	self	\$120.00
01/92	94K	2 New Tires	self	\$146.00
06/92	96K	New Battery	self	\$60.00
07/93	106K	A/C Service	shop	\$65.00
07/93	107K	Major Service, Brake Pads	self	\$100.00
12/93	114K	New Clutch, Clutch Slave Cylinder, Clutch Master Cylinder	shop	\$681.00
03/94	117K	New Outer CV Joint Boots, Upper Ball Joints	shop	\$284.00

Total Cost of Maintenance: \$2732.00

Length of Service: 6 yrs, 11 mo (83 months) / 67,000 miles Total Cost of Service: \$11,232.00

Cost per Mile: \$0.168

Equivalent Monthly Payments: \$135.00/mo.

my hobby, and I'm having fun, but its really because I'm cheap and I don't trust mechanics. Never the less, this exercise does put a few things in perspective. It makes one wonder how other cars might fair under similar comparison, and when is the optimum time to buy? (I drove a Renault 5 for ten years for an average monthly cost of \$25 while I was saving up for my Saabs, but that's another story). Since both Saabs meet my current transportation preferences for performance,

comfort, and utility, I guess what this tale has shown is that there is a minimum cost to satisfy those preferences over the long term, which can't be avoided. So when they ask me if I wanted to buy one of the new 900s and I ask, "How much do they cost?", and they replay, "What kind of monthly payments are you looking for?", I guess I can tell them, "Oh, 100 bucks a month would be about right."

Eric Barr
Fremont CA

Equivalent average Monthly Payments for each year after the date of purchase.

* = projected costs

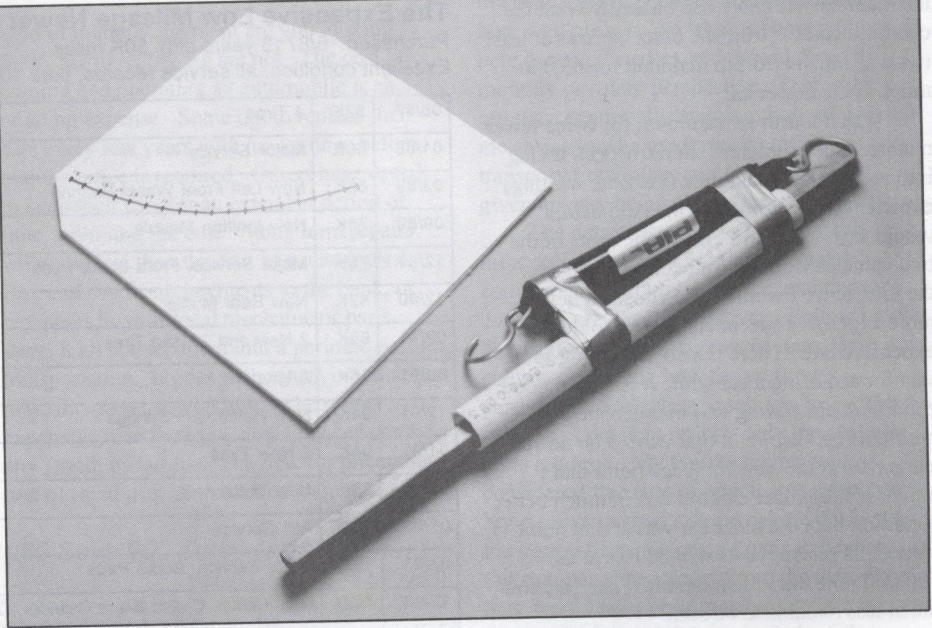
	1980 900T		1984 900S	
year	total cost	monthly cost	total cost	monthly cost
1	\$5,786.00	\$482.00	\$8,910.00	\$743.00
2	\$6,055.00	\$252.00	\$9,065.00	\$378.00
3	\$6,055.00	\$168.00	\$9,396.00	\$261.00
4	\$6,902.00	\$144.00	\$9,776.00	\$204.00
5	\$7,072.00	\$118.00	\$10,042.00	\$167.00
6	\$7,187.00	\$100.00	\$10,102.00	\$140.00
7	\$7,257.00	\$86.00	\$11,232.00	\$134.00
8	\$9,661.00	\$101.00	\$11,500.00*	\$120.00*

Clutch free play change

Sometime shortly after purchasing a new 1994 9000 CSE Turbo in January, I noticed a curious and unpleasant thing about the clutch action. There was a noticeable change in the free play and friction point between when I first started out in the morning and after the car had been driven ten miles or so. When the car went into the dealer for the oil change at 5,000 miles in March I mentioned this problem to them.

They were unable to detect any problem. When I picked the car up I took the service manager for a ride and demonstrated the problem to him. He thought it might be air in the clutch hydraulics and they bled the system for me while I waited. This had no effect, so I brought the car in later and they changed out the clutch master cylinder, with no effect. I wasn't satisfied with the situation so they had the factory representative take a drive in the car. His explanation was that the situation was normal for the late model 9000's. In particular the factory representative was aware that the clutch pedal became stiffer as the car was driven from cold. The owner of the dealership confirmed this from his own driving.

I asked the service manager what it would take to get the factory to allow him to probe further into the problem. He and I decided that we would need quantitative data to prove the existence of the problem. I developed a way to measure the free play and friction point accurately. I made a template out of 3/8" foamcore that fit tightly next to the clutch pedal and marked the distances from the top of the clutch pedal to the bottom



Homemade tools to determine clutch pedal free play.

of the pedal travel. A total of 13.7 cm's measured at the top of the pedal surface.

I constructed a device using a spring scale, PVC tube, stick and duct tape to apply a consistent pressure to the pedal and determine free play at the top of the travel. I determined the friction point by putting the car in gear and letting up the clutch with my hand until I hit the point where the engine rpm first started to drop, then reading the position of the pedal of the scale.

Using these devices I measured a free play deflection difference, cold to hot under 5 Kg. of force of 2.5 cm. I measured a cold to

hot friction point difference of 2.3 cm. The differences were between readings made in the morning before the car was driven and after it had driven ten miles and warmed up. The factory representative was presented with my research information via the service manager of the dealership. The reply that came back to me through the dealer was the same; namely, that this variation in free play was normal for my car and nothing could be done. Wishing to see the matter carried to a logical conclusion I measured the free play and friction points of a couple of other '94 9000's on the dealer's lot. Their free play variations were on the order of 1.6 cm, compared to 2.5 cm in my car, and their friction point variations in the 0.5 to 0.8 cm range compared to my car's 2.3 cm. difference. Some variation to be sure, but considerably less than my car.

In July, when the dealer presented this new comparative information to the factory representative his reply was that my car was normal and the difference between it and the other cars I measured was due to the 8,000+ miles that were now on the clutch. At this point I abandoned logic and politeness and coerced the parties involved into paying attention to the problem. The dealer replaced the clutch slave cylinder, plate and disk three weeks ago. The clutch free play and friction point variation cold to hot are now in line with the values I measured on those other 9000's. The service manager believes the problem was a defective slave cylinder. They



Template made of foamcore fits tight against the clutch pedal.

saw some leakage and distended seals on the one they replaced.

There is one question left hanging that I have been asking of everyone who might have insight into the problem. I wonder what is causing the free play and friction point differences that seem to be inherent in the late model 9000's? So far, no logical answers to what mechanism in the clutch hydraulics might cause these changes to occur. In driving lots of other Saabs and other makes I've never experienced anything like this, or heard of similar problems. The service manager has had other 9000 customers notice the change in stiffness of the clutch as it warms up. This is what I measured as a change in free play. Wonder if other owners have had 9000's with changes in friction point like my car had? Perhaps some of them didn't consider it a problem.

As of now my relationship with the dealership and their service department is good and I expect it will continue to be so. They really were relatively cooperative during the whole experience. My impressions of the 9000CSE are also positive; it's by far the best Saab I've ever had.

Bruce Ashley
Santa Cruz CA

Source for 155x15 tires

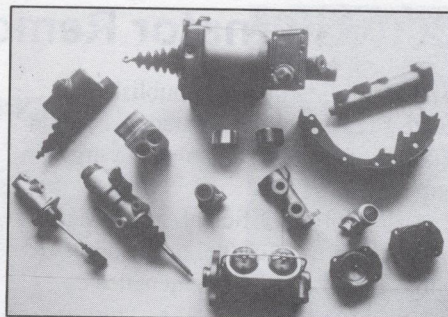
The original tire size for early SAABs was a 5.00x15 or 5.60x15 bias-ply, or 155R15 radial. Most owners have found that a 165x15 radial will fit just fine, and that size is readily available through local tire stores. The 155s are virtually impossible to come by which makes a proper restoration of a GT, Monte Carlo, 96-V4 or Sonett quite difficult.

One source for tires to fit the early Saabs is Coker Tire in Chattanooga, Tenn. (1-800-251-6336 or 615-265-6368). Coker Tire specializes in limited production tires for antique cars. The only radial tire in 155x15 is the HR-rated Michelin XAS at \$150.00. For the 93 and early 96, Saab specified a size 5.00x15 tubeless tire, which Coker carries in a B.F. Goodrich. Coker Tire carries several brands in bias-ply, 5.60 x 15 size, in black-walls and in 1-inch and 2.75-inch whitewalls. Prices range from \$65 to \$85.

95/96/97 Brake Rotors

Someone at the flea market was looking for front brake rotors for 95, 96, 97 (5-hole) V4's. They are available through J. C. Whitney part #88XX4442N at \$43.98.

Hal Mayforth, Jr.
Hudson Falls, NY



Rescuing worn out brake cylinders

Brake parts for older Saabs are becoming harder to locate, and if you can find them at all, prices may be high. White Post Restorations offers a more lasting alternative - the re-sleeving and rebuilding of brake cylinders. This service for auto restorers, begun 19 years ago, has grown to the point where over 500 brake cylinders of every size, shape and description are rebuilt at White Post every week.

White Post craftsmen first disassemble the cylinders and glass bead them. Then they bore the cylinder oversize, and press in a brass sleeve sized to original specifications.

The cylinder is then rebuilt with whatever new parts are necessary and the proper finish is put on the outside. A limited lifetime warranty gives assurance that your brake cylinder problems are over for as long as you own your car.

Turnaround time for this service is only three days. If your brake cylinders arrive at White Post on Monday morning, they'll be on the UPS truck on their way back to you by Wednesday evening. And if you're in desperate need, one-day service is available through UPS Overnight.

"People call us back and say how pleased they are with our work, and that they can't believe their cylinders were renewed so quickly," says White Post owner Billy Thompson. "We love to hear the compliments, but we'd like them to tell others." And from White Post's ever increasing amount of brake cylinder work, it appears that lots of people are spreading the word.

More recently White Post has begun relining all kinds of brake shoes and brake bands. White Post Restorations is located in White Post, Virginia. Their phone number is 703/837-1140.



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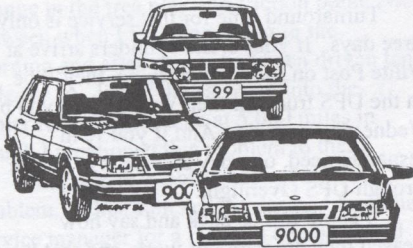
'78 99 Turbo	\$330.00	'79-'80 900	\$330.00
'81-'82 1/2 900	\$343.00	'82 1/2-'84 900 APC	\$343.00
'85-87 900 16V	\$343.00	'86 9000	\$343.00
'87-'88 9000	\$368.00	'90-'91 SPG	\$631.00

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900 Alternator Removal & Repair

Regarding the letter published in issue #222 from Steve Parsons, I would like to share the following from my own experience.

1) Saab's "Official Service Manual" for the 16-valve 900 does address the subject of alternator maintenance on pages 321-1 through 321-3. This valuable source of maintenance data is available from any Saab dealer.

2) My own experience was to replace the regulator-brush assembly at 105,000 miles as a preventative measure (Saab 9000. There were no symptoms of malfunction. This was done in situ on my 9000. I did remove the regulator assembly on my wife's 900 in situ (it can be done).

Removal of the original regulator assembly was timely. The remaining portion of the brushes protruding from the regulator housing was 5.5 mm. On page 321-3 of the above referenced manual, Saab recommends a minimum

brush length of 5 mm!

My recommendation from the above is that the regulator assembly should be replaced at 100,000 miles. Based upon my experience and Steve's, use of the alternator to the point of total failure is only another 10,000 - 20,000 miles. It simply does not pay to wait until the alternator ceases to function with the attendant towing, emergency versus scheduled maintenance, and mad scramble for parts.

Further, brushes worn to the point wherein there is poor or no electrical contact with the commutator rings on the armature (symptom: ALT or BATT light comes on) results in arcing/burning of the commutator rings themselves. This condition is much more expensive to correct and could require replacement of the armature assembly itself. Or worse, replacement of the entire alternator.

Herb Hirsch
Kendall Park, NJ

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The Rally Gallery



Photo by Rick Corwine

Göran Ostlund/Steve Baker on their way to a Group 2 win at Ojibwe Forests PRO Rally.



Saab team wins SCCA PRO Rally Title

Saab driver Göran Ostlund, a Swede who currently lives in El Salvador, wrapped up the Group 2 Sports Car Club of America PRO Rally title recently at the Sunrider PRO Rally in Ohio. A class win by Ostlund coupled with a DNF by his closest competition, Mike Whitman in a Datsun 510, has assured the Group 2 championship for Ostlund. Whitman failed to finish Sunrider after crashing into a tree.

The class winning car is a 1975 Saab 99 2-door, owned and maintained by Saab Club member Sean Tennis of Seattle. Ostlund's co-driver, Steve Baker of Snohomish, Wash., took the co-driver title in Group 2. The 99 is sponsored by Scandia Autosport of Seattle, who also sponsor Sam Bryan's Saab 900 in the PRO Rally series.

Bryan and Ostlund were only seconds apart for the class win at Sunrider when a fuel miscalculation caused Bryan's car to run out of gas on a stage. Bryan's co-driver, Rob Walden, is the owner of Scandia Autosport. They are third in Group 2 points.

The Bryan/Walden 900 was blazingly fast at Minnesota's Ojibwe Forests PRO Rally in late August, but suffered from problems with an aftermarket engine management system that eventually forced them to retire. Ostlund/Baker took the class win at Ojibwe after Whitman's Datsun lost time due to a fuel pump failure, and Bruce Newey was penalized for working on his Mazda RX-7 in a service-restricted area.

Jerry Sweet is the only other Saab driver to have scored points in Group 2, currently holding 5th place. His best finish was second in class and 9th overall at the Maine Summer Rally in July. Sweet had been leading the class but lost time on the final stage when the car lost 3rd gear and he was forced to use 4th.

This is the first year for the Group 2 category in SCCA PRO Rallying. It is limited to two-wheel drive cars with engines no larger than 2.4 liters. The class has been very competitive with several Datsun 510s, Mazda RX-7s and VW GTIs - as well as Saabs - contesting at every rally.

Two events remain on the 1994 SCCA PRO Rally schedule, the Lake Superior PRO Rally (formerly called Press On Regardless) in Houghton, Michigan, October 22-24, and the Maine Forest Rally in Rumford, Maine, December 2-3. In the overall points Ostlund is in 6th place, the highest 2-wheel drive car among several AWD turbocharged machines.

Tim Winker

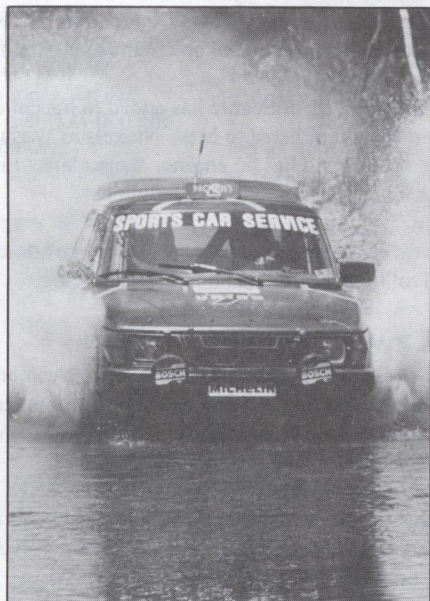
Several Saabs are competing in the Group 2 category in SCCA PRO Rally.

Top: Jerry Sweet/Stuart Spark, '78 Saab 99, New Jersey. Maine Summer Rally '94.

Above: Scott Kreisler/Greg Usavage, Saab 99, Pennsylvania. Maine Summer Rally.

Right: Keith Kreisler/Chris Emey, Saab 900, Pennsylvania. Susquehannock Trail PRO Rally '94.

Photos by John Wynn.



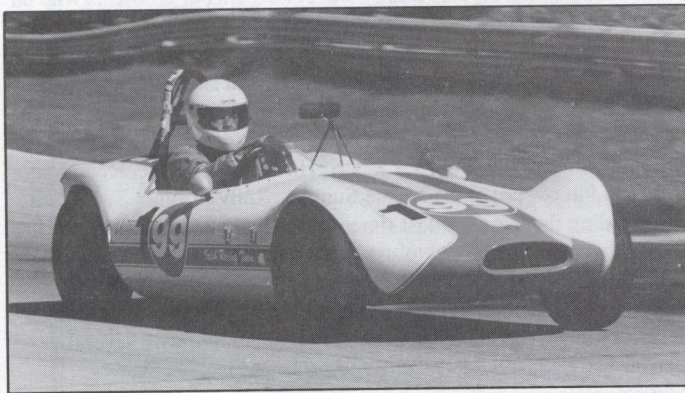
Saabs at the Chicago Historic Races

Photos by Rick Corwine



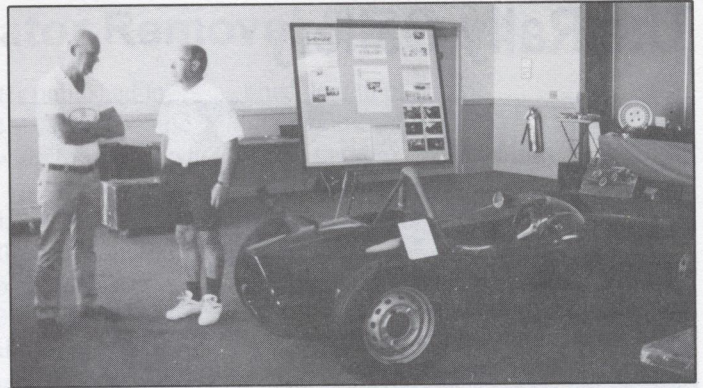
The Sonetts of Mark School (#97) and Kevin Henry (#90).

Charlie Hayes pilots his Saab powered 1959 Jabro Mk-III.



Jacobsen 3rd at Philly Vintage Races

Bill Jacobsen recently ran his 1957 Sonett Super Sport at the Philadelphia Vintage Race, placing third behind two MGAs after qualifying on the pole. Jacobsen reported that overheating forced him to keep the revs to down 5500, which did not allow him to contest for the lead.



Larry "Stroker" Williams discusses old SAABs with Pelle Rudh of the Saab Car Museum next to Mark School's Quantum Formula S.

Quantum Formula S Register Update

Since the list of owners of the Quantum Formula S racecars was published in NINES #222, several have changed hands. Here is an update on recent activity with this open-wheeled racer powered by a Saab three-cylinder engine:

#102, formerly owned by Wendell Francis, has been purchased by **Kevin Henry** of Chicago. Kevin took the car through its first vintage race at Road America in Wisconsin during September 1994. He said the car was not running properly and was looking to replace the 2-bbl Solex downdraft with the three-carb setup from a Saab Monte Carlo.

#4111 - Car owned by Dick O'Dea of Cheshire, CT: Has changed hands twice since Tom Cox provided the original list. The car was purchased by Ethan Blout of Nordic Motors in Arlington, Mass., who, this past July, sold it to **Bill Jacobsen** of Sports Car Service in Delaware. Because it had been modified to carry a VW engine, much of the rear of the car - chassis and body pieces - will need to be rebuilt from scratch (see page 24 of this issue).

Mark School of Appleton, Wisconsin, has purchased the Quantum owned by Verlyn Strellner of Illinois. Mark had the car on display at the National Saab Owners Convention in Oconomowoc (pictured above). It is in need of an engine and other mechanical work.

Sean Tennis of Seattle has added to his collection of Saabs by buying the Quantum listed to Mike Nickels in Washington. It is missing the rear cowl and has no engine. Sean plans to install a Stage III engine that had been used in a hillclimb car.

The car listed as "Allegedly in Sweden" does exist and is in Trollhattan. Details on the car are being sought.

Lawrence takes 2 titles

Jack Lawrence of Jamestown, New York, took two championships in his Motor Sport Service Saab Sonett this season. Lawrence won the NASPORT East GT-Lite Championship and the SCCA North east Divisional Championship in GT4.

At the Valvoline Runoffs National SCCA Championships held this year at Mid Ohio, Lawrence started 5th on the GT4 grid. He was running 8th on 2nd lap when he was involved in an accident and the Sonett was too damaged to continue.

SAAB SWAP

Sonetts For Sale

'74 Sonett, yellow, 2nd place at '93 Convention Concours. Chrome wheels, engine. Leather seats. Very nice car. \$4,700. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

'74 Sonett III, 87K mi, excellent floor, body and interior, 5 original wheels, good running. \$2,000. James Lloret, 4728 S.M. Millnik Dr, El Paso TX 79924. 915/759-8806.

'73 Sonett III, restored. Rblt eng: new pistons, bearings, valves, oil pump, high perf cam & distributor, rblt trans. New upholstery, rocker panels, trunk floor, tires, professional paint, red & black. Photos on request. \$6,500. Chips Barry, 1027 Pontiac St, Denver CA 80220. Home: 303/355-8486, work 303/628-6500.

'72 Sonett, orange, Calif. car, no rust, good driver. \$1,900. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

'71 Sonett Race car, white, car # 97, Midwest Council log book. 3 years in a row, VSCDA legal. Best time at Road America 3:08. Race ready. \$5,000. Mark School, 313 E Greenfield St, Appleton WI 54911. 414/731-5289.

'69 Sonett V4, bright red, excellent condition, new brakes, alternator, battery & more. \$6,500. Dan Ramsfield, PO Box 314, Greenland AR 72737. 501/839-2980.

'69 Sonett V4, excellent condition. Vintage racer, easily converted to street. Newly rebuilt motor, fuel cell, custom alum. wheels, Bilsteins, sway bars, much more. Trailer, many spares included. No rust. \$11,000 obo. Dave Trulli, 22523 Margarita Dr, Woodland Hills CA 91364. 818/591-8607.

'68 Sonett V4, parts or restore, \$700.
'68 Sonett V4, parts, disassembled, \$400.
'69 Sonett V4, runs, needs brakes, \$1,750.
'73 Sonett III, not rusted, spares, \$1,050.
Richard Cobun, 2415 Taylor-Blair Rd, W. Jefferson OH 43162.
614/879-6115 noon - 5pm or lv msg.

'68 Sonett V4, rare early model #762. New Deltron paint, front tires. No rust, ever. Runs perfectly, great trans. Very original, has not been "messed" with. \$4,950 must sell. Mark Hollingsworth, 212 Breezy Ln, Port Angeles WA 98362. Fax: 206/417-0180. Voice: 206/452-1631.

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:

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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.

93s, 95s, & 96s For Sale

'73 96 V4, 105K mi, garaged, coddled and gently restored. Receipts for over \$5,800 invested in this sunburst yellow 96 with factory radio and rare leather slideback sunroof. \$3,500. Sanford Bogage, 1120 W St, Amherst MA 01002. 413/253-4253.

'72 96 V4, strong 1700 motor w/weber, MSS exhaust, new Ashcraft dist, good trans, new front brakes, great tires on Soccarbolls & studded Hakkas. Sonett steering wheel, front air dam, Euro rear spoiler and good interior. Drive it home but pan is rusty beyond help. Pickup fill of spares (trans, engines, lens, etc). \$1,500. Jay Gould, 5113 Curry Ct, Madison WI 53711. 608/271-2843.

'70 96 V4, 109K mi, current Colorado emissions sticker, runs great, owned 20 yrs. \$1,700. Corky Thorpe, 481 Sunrise Dr, Golden CO 80401. 303/526-9712 call eves.

'62 96 Monte Carlo, body fair, engine bad, clutch/trans good. Also, '63 95 Wagon, body fair, engine good, clutch bad. \$200 each. John Ebinger, 7029 Bradley Circle, Annandale VA 22003. 702/658-4368.

'70 95, daily driver. New: Weber, fuel pump, rear shocks, brakes, MSS exhaust. Includes 4 studded snows & summers, all excellent. And a '68 95 for parts. \$795. Dave Hammond, PO Box 1888, Hailey ID 83333. 208/788-5605.

'58 93B Project. All chipping, welding, sandblasting, sanding, priming, undercoating, bondoing and a seal coat of acrylic enamel completed. Needs a good paint job and assembly. \$3,750. Stephen Miracle, Rd 2 Box 4892, Montpelier VT 05602. 802/223-3524.

2-Stroke & V4 Parts For Sale

Bilstein shock absorbers for 96. 1 yr of light use. Set of 4, \$185 ppd. Jon Shirley, 5102 Capitol #25, Omaha NE 68132. 402/558-2309.

Two barrel manifold and Weber carb. Rebuilt carb. \$250 + shpg. Mark Hollingsworth, 212 Breezy Ln, Port Angeles WA 98362. Fax 206/417-0180. Voice 206/452-1631.

Type 97 parts: 1970 nose, rough; set of doors; main body shell; 3/4 nose; '72 V4 engine & trans, excellent cond; '73 V4 engine & trans, wounded; many, many spares (2 cars parted out). \$750 complete. W. R. Meyerhoeffer, 7937 Rustic Woods Dr, Huber Hts OH 45424. 513/236-1310.

Small bumpers for '73 & '74 Sonetts. Light weight, look great. Improve looks & handling. Send \$10 for details, photos. Brandon Yount, 803 Inglenook, Durham NC 27707.

99 & 900s For Sale

'87 900 SPG. Only 55K mi. Grey ext & int-leather. Always synthetic oil. Sport exhaust. Exc cond. 5spd, A/C, sunroof. \$7,900. Rick Lam, 4047 Arbour Cr, Lafayette Hill PA 19444. 610/941-0198.

'85 900S, 3dr, 5spd, red, great condition, everything works, snows/rims, original owner, high mileage, oil changed religiously, no dents. \$2,850. George Valentini, 280 Highland Ave, Montclair NJ 07043. 201/746-2860.

'85 900S, 3 dr, 5 spd, dk green/tan, 1 owner, cruise, body/interior excellent, oil/filter every 3,000 mi, all major repairs, freeway miles. \$3,800. Donna Znidarsic, 23825 Greenwood Rd, Euclid OH 44117-1939. 216/531-7725.

'84 900, 4dr, 5spd, red, high mileage, excellent condition, well loved, needs new home. \$2250. David Blieff, 1 Byfield Pl, Meville NY 11747. 516/427-5837.

'80 900 Turbo, 240K mi, Blue, 5 dr, 5spd, driven every day, body very good, new head at 180K mi, well maintained. \$1,100. Richard Bohn, 34 Alsun Dr, Hollis NH 03049. 603/465-2108.

'79 99 GL, 2 dr, recent starter/alternator & fuel pump, 30K on cylinder head. Needs trans/headliner. Out of space, come get it, it's yours. Bryan Knowles, New Brighton MN. 612/639-9043.

'78 99 Turbo. Good roadability. Engine and turbo are fine. Gears between idler shaft and water pump shaft worn causing overheating. Best offer. Mark Frank, RR2 Box 4A, Clarksville DE 19970. 302/537-5374.

99, 900, & 9000 Part & Accessories

Special Saab gifts for the holidays! Saab candy, pens, posters, mugs and more! Also new and used parts for 99, 900, 9000s. High Peaks, 351 Lindley Ave, Asheboro NC 27203-5704. 910/626-7117.

900 Parts: Glass, 8 & 16 valve heads, doors, hoods, trunk lids, radiator supports, distributors, turn signals. '82 Turbo engine, \$500. Much miscellaneous. Clearance priced. Alex P. Galyon, 3023 Woodland, Ames IA 50014. 515/292-0852.

Fixed trailer hitch for 900. All hardware & instructions. Bolts to provisions already on car. New \$130 - Like new \$80. Bill Bakon, 1223 S Belvedere Ave, Gastonia NC 28054. 704/897-2455.

9000 15" alloy wheels, '94 15-spoke, new, \$600 all 4 incl shpg. Doug Mason, 9 Lidgerwood Pl, Convent Station NJ 07961. 201/984-6543.

1.7L motor & trans from '71 99L, eng has 31K since reb. Motor was fogged before removal. \$450. Tom Wydeven, 1371 Circle Dr, Menasha WI 54952. 414/730-1099.

New 900/9000 parts. Closeout specials! Last 9000 Sport suspension kit in US, \$350. 9000 '86-'89 LH headlight assy, \$139. 9000 '86-'89 grille (aftermarket), \$119. 9000 motor mounts, \$99. 9000 hatch shocks, \$39. 900 '81-'83 warm-up regulator, \$119. 900 87+ headlight assy, \$139. 900 wind deflector, \$39. 900 A/C idler pulleys, \$15. 900 convertible RH side power mirror, used, \$125. 900 8V 83+ Turbo cyl heads, used, \$299. 900 SPG 88+ wheel, \$125. 900 88+ set of 15-spoke alloys, like new, \$375. 900 LH Euro headlight, \$85. '78 99 Turbo radiator, used, \$100. Dan Hoyle, 146 Linda St, San Francisco CA 94110. 415/648-9248.

New Garrett water cooled turbo, not rebuilt, for 900. \$475 + shpg. Craig Ross, 9 Lovell Dr, Plainsboro NJ 08536. Days 908/308-1159. Eves 609/799-5379.

'80 900 Turbo parts: Head, complete 200 miles, intake, complete fuel injection system. Must sell. OBO. Andy Schuckers, RR1 Box 1715, Manchester VT 05255. 802/362-5197.

'80 900GLE 5 dr, bad engine. Recent transmission repair, sway bars, heater valve, clutch slave, rebuilt steering rack, body ok. Car in MA. \$250. Eric Pyle, 1031 Campus Ave, Redlands CA 92374. Work 909/793-2853 Ext 2001. Home 909/335-5859, epyle@esri.com.

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

900 Parts: Sway bars (Suspension Techniques), \$250pr/\$150ea. 24-spoke alloys, \$50ea. 4-6x15 Super Inca '87 alloys, perfect, \$500. '84T exhaust system (10K), \$125. Trailer hitch, \$60. Much more! Pedro Tai, 6345 Trout Creek Ridge, Parkdale OR 97041. 503/352-6611.

Parting: fifty-three 99's ('72-'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. 503/327-1133 Pacific time. Mes/Fax 503/928-6351.

Snow Tires - Absolutely the best 900/9000 winter setup available. The newest Nokia Hakkapalliita NSW 195/65HR15 tires mounted and balanced on Saab OEM 6 x 15 wheel, with Saab optional full wheelcovers. Like new, only one season-under 3K mi. Cost \$700. Sell for \$395 +shpg OBO. Jack Vines, 3227 E 28th Ave, Spokane WA 99223. 509/534-6200 days, 509/535-8610 eves.

Alloy wheels: '85 Turbo OEM Saab 15-slots (fit '79-'86 900's). 4 for \$195+shpg OBO. Sony OEM Radio repair manual for '82 900T, \$5. Jack Vines, 3227 E 28th Ave, Spokane WA 99223. 509/534-6200 day, 509/535-8610 eve.

'69-'71 tie rod ends, \$5. '75-'77 two-branch exhaust manifold, \$20. Bosch Platinum spark plugs, \$5/set. '78 EMS/Turbo rear headrests, \$10/pair. Jack Vines, 3227 E 28th Ave, Spokane WA 99223. 509/534-6200 days, 509/535-8610 eves.

Wanted - All Models

99 or 900 with bad or no engine, solid body. Eric Pyle, 1031 Campus Ave, Redlands CA 92374. 909/335-5859, epyle@esri.com.

Weber 34 ICH carb, a good clean used one please?! Jon Shirley, 5102 Capitol #25, Omaha NE 68132. 402/558-2309.

'87 or later SPG. Midwest region. Will consider mech. problem car with good body. David Austin, Swedish Plus Auto, 251 Center St, Marquette MI 49855. 906/226-6987 or 906/227-SAAB.

For '85+ 900T Tan Leather Front Seat Covers or complete seats. Jack Vines, 3227 E 28th Ave, Spokane Wa 99223. 509/534-6200 days, 509/535-8610 eves.

'68 V4 Sonett glove box door. '68 V4 Sonett owners manual. Ralph C. Bockoven, 65 High St, Acton MA 01720-4219.

Wade plastic headlight cover for 900 '86, right side. Tim Winker, 218-724-1336.

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Rear View

Several people at the various Saab Club meets in the past few months have asked about my racing endeavors. For newcomers, a quick update: Last season I turned a 1979 99GL into a road racing machine for the Improved Touring category, class B. The first weekend's activity was covered in NINES #219. The only other opportunity for me to race the car last year came at the Jack Pine Sprints at Brainerd International Raceway over Labor Day weekend. There was plenty of track time in the form of a 55-minute mini-enduro for IT cars, with a 30-minute qualifying race the day before, plus a regional race. As I expected, the 99, with its 130,000 mile engine, was a mid-pack car. I was able to run with a pack of six cars in ITB, ITC and SSC (Showroom Stock), swapping positions several times a lap amongst ourselves, and finished at the front of that group. Lap times were in the 2:14 to 2:16 range, with the faster cars in my class running around 2:10. The biggest problem was brakes, or lack of them. I finished the Monday race on a set of borrowed pads with the backing plates wearing into the rotors.

Over the winter, the front brakes were completely rebuilt, new pads were installed in the rear, plus new Koni shocks all around, a more open exhaust and a few other minor upgrades. Though a race engine had been promised, it wasn't done by race weekend.

The new brakes and/or shocks caused a serious problem, rear lockup with the accompanying difficulty in keeping the car under straight line braking control. Ultimately the car went on its roof during practice, about 100 feet beyond where it tipped over last year, but with more serious damage this time. Chuck Andrews recommended a new body shell, or at least a replacement roof and rear quarter panels. Though I have tracked

down a source for unrusty body parts, the 99 has not yet been returned to race condition. I haven't been in too much of a hurry to put it back on the track. My racing budget for the year was pretty much shot.

And another project has interfered.

A few years ago I wrote about a SAAB 93F ice racer that had come back into my life (NINES #208, 11/91). Since then, the 93 has been hidden away in a warehouse and little has been done on it. I took it out last summer and got the engine fired up, but it needs plenty of other work.

At the Vintage Saab Convention in Vermont, Ken Payne, who drives Randy Cook's SAAB 93 vintage race car, issued a challenge. Meet him at Mid Ohio next summer for a race. It was intended to give me a deadline to get this old popper back on the track. It worked.

So the challenge has been issued. The gauntlet has been thrown. I've been double-dog dared. It's time to put up or shut up. And several other old cliches.

Since then I have hauled the 93 out of storage and taken it to a vintage race at BIR. I queried several folks from Vintage Sports Car Racing, Inc. (VSCR), the sanctioning body for my area, to tell me what would be needed to return this old horse to racing legality. Based on their opinions, it looks like it can be made race legal again and should hit the track next spring. Several Saab Club members have already expressed an interest in assisting on the project.

First up for the 93 will be brakes. They will be upgraded to later 96 brakes with discs up front and a dual master cylinder.

The current engine has a Solex 2-barrel downdraft, the upgrade for the 750GT. My plan is to build two 850cc (or maybe 948cc) engines with the triple Solex setup that was standard on the Monte Carlos. Surprisingly, I've found a couple of sources of old engines right here in Duluth. Bud Clark at J&B

Imports in California and a couple of other shops build SAAB three-cylinder engines for racing so the powerplant should be the least of my worries.

The fenders, which were cut away to accommodate wide offset 13-inch racing wheels, need to be replaced. The rear quarter and back windows have been replaced with plexiglass and may need to revert to stock. The hood and trunk have also been slightly modified and it will be easier to replace them with parts from other SAABs. With that much panel replacement, might as well paint the car, too. But what paint scheme? The same black that it is now? Make it look like one of the 93Bs that ran at LeMans in 1959? Decorate it like one of the factory rally cars?

Now that the I have responded to Ken Payne's challenge, Tom Cox has offered an improved challenge, one which would encompass all vintage race cars powered by Saab two-stroke engines. That would include several H-Modified Bobsy's, Jabro's and Bandini's, plus any of two dozen Quantum Formula S cars, a Sonett Super Sport (Sonett I) and several 93 and 96 sedans. The event would be called "The Vintage SAAB Racing Group Cecil Stockard Memorial Two-Stroke Challenge." Cecil Stockard, who raced a Saab-powered Bandini in the Southeast for many years, passed away this summer. And since Cecil was a fixture in the Atlanta Region of the Sports Car Club of America, his home track of Road Atlanta would be an appropriate site. The Atlanta Historic races are traditionally held in September, so that would give the teams a season of preparation and testing.

Since there is no National Convention on the schedule for 1995, maybe the two events could be combined. And since it's Atlanta, maybe Saab would get involved. Let's start planning!

Tim Winker
Editor/Publisher

NINES

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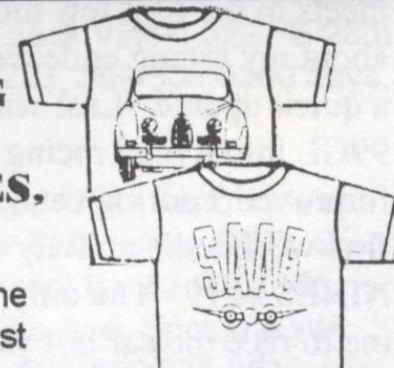
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