



# NINES

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no. 227

The SAAB Club Magazine



## New Incarnation for Old Saabs

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Help bring back the Hawg of Steel page 24

RAC winning 96 found? page 25

### Competition:

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# Regional Club News

## National Saab Owners Convention

Aug. 18-20 - Duluth, GA. For details, see issue #226 or call 1-800-GET-SAAB.

## Milwaukee Saab Club

August 27 - Picnic, Fireman's Park, Slinger, WI (30 miles north of Milwaukee).  
Andy Saksa, 414-785-1550.

## Minnesota Saab Club

August 19 - Svenska Klassik Rally, Hastings, MN. Dean Nelson, 612-636-3771.

## Saab Club Nat'l Capitol Area

August 27 - Annual Picnic with Volvo Club, Black Hill Regional Park, Boyd MD.  
Frank Stodolsky, 301-258-4296.

## Mechanics List Soon

Issue #227 may seem a bit short on pages. That's because the list of Saab repair shops was originally planned for this issue. There were only about 50 responses to requests for details on shops, but there are nearly 200 Saab dealerships, independent repair and body shops, suppliers of new parts and salvage and recycling companies who are members of the Saab Club.

In an effort to create as complete a list as possible, considerably more time must go into calling all of these shops and collecting the information. The list should be complete in a few weeks. Rather than hold this issue until the list could be finished, the list will be sent as a separate mailing.

Though time is short, we would appreciate any further submissions of repair shops that work on Saabs, especially those who may work on or supply parts for the older cars. See issue #226 for details.

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

Those wishing to submit articles or letters on 5 1/4" or 3 1/2" IBM-formatted disks, please convert to ASCII text files (<filename>.TXT). Please include a printed hard copy, and a SASE if you want the disk returned.

**Photos:** Preferred format for photos is black-and-white, in 5"x7" or 8"x10". Good contrast color photos can usually be accommodated, no smaller than 3 1/2"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES.

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

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

## Clubs & Contacts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SAAB Club of Central Ohio**  
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Columbus, OH 43209  
614/ 231-3892

**SAAB Clubs of Georgia**  
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4877 Pine Shadows Dr  
Stone Mountain GA 30088  
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**SAAB Club of Greater New York**  
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Smithtown, NY 11788  
516/ 360-2872

**SAAB Owners Club of Canada, Inc.**  
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Mississauga ONT L5E 2H5  
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905/ 891-0949

**Southern California SAAB Club**  
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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

## Marketing Saab

This letter is in response to Steve Goldberger's open letter to me, published in NINES #226, as well as his comments about Saab's U.S. model/powertrain availability in his "Notes In The Margin" column in the same issue.

When the new 900 was in the planning stages, the U.S. marketing company requested that the 2.3 liter turbocharged engine from the 9000 be used in the Turbo models. However, Saab engineers were concerned that the basic chassis was not designed to handle that much power. We did get the 2.3 liter in naturally-aspirated form, plus a new 2.0 turbo which is based on that engine, not on the previous 2.0 liter.

While the new 2.0 turbo is a short stroke design like the old one, it uses the newer engine architecture, meaning it has the straight block and balance shafts introduced on the 2.3 engines. As such, this 2.0 liter turbo engine is smoother and quieter. At 185 hp, it also equals the output of the last special performance editions of the old 2.0 liter, and does so using regular unleaded fuel, not premium!

Would we like to see better low end torque from the 900 Turbo? The answer is yes, however, we need to ensure the total vehicle package is able to cope with it. As you might expect, Saab is developing the 900 in that direction.

As for the proposition that a small, lean manufacturer (like Saab) should be able to build and ship to order any combination of engine, body style and equipment, yes, we would like to be able to offer that as well. Right now it's impossible to build to customer orders from this side of the Atlantic within a reasonable delivery time and cost. Therefore, we try to stock a model range which strikes a balance between variety and inventory turnover. Theoretically we can build any combination, but, it only makes sense to build and stock what is likely to sell.

Our range of product offerings is subject to technical restrictions as well as customer demand. Initially the new four-speed automatic was not ready for Turbo models, so we limited turbocharged engines to the sportier Coupe and Convertible models. Our reading of the market was that the majority of

buyers would be interested in the V6, especially trade ups from other makes, therefore we made the V6 engine standard in the SE 5-door and Convertible models.

As it turns out, demand for V6 models has been somewhat lower than expected. Consequently, for model year 96 we are discontinuing the V6 5-speed powertrain in the U.S. market, and, in the SE 5-door, we are replacing it with a turbo 5-speed. From mid-96 the automatic finally will be available as an option on the 900 SE Turbos, thus increasing powertrain choices across all three SE body variants. Another thing we learned was that some four cylinder 900 S buyers wanted leather upholstery, and we have already responded to this by adding a leather option from mid-95.

Until our stock-based system can be enhanced or replaced by a workable, customer order process, we must be acutely aware of the costs of model proliferation. If something doesn't sell, we will discontinue it. As an example, for model year 96 there will be no four door sedan versions of the 9000 at all, for the simple reason that the CD variants have comprised such a minute percentage of our volume on this market. On the other hand, where buyers clearly want choice, we are giving it to them — for example, the choice of 2.3 turbo or 3.0 V6 power in the 9000 CSE will continue.

If we are missing something in our product program, we hope people will tell us. Imploring readers to "Bitch to Jim Crumlish" is fine with me, if it results in constructive input. We do place great value on owner/prospect feedback, and if that feedback points out an omission in the program that we can realistically respond to, we will do so.

The bottom line is, each model variant we offer must result in a certain sales volume, with a reasonable profit for both dealer and manufacturer. That is one of the business fundamentals which we must adhere to in our effort to strengthen the Saab brand.

James P. Crumlish  
President and Chief Executive Officer  
Saab Cars USA, Inc.

## No winner in Sonett contest

Thanks to all those that entered my Sonett contest. Unfortunately, I only received a grand total of 57 entries, so I have returned the entry monies and sold the car independently. I enjoyed reading all the creative essays and very much wanted to award the car to a contestant, but for financial reasons (the contest would have resulted in

getting rid of the Sonett for only \$570), I decided to sell the car on the open market.

It was fun having the contest and I realize there are many deserving folks who would love to cherish these little jewels. I would do this again if the opportunity arose.

Thank you once more for entering.

Tom Remedios  
Everett WA

## Suggestions

Some suggestions for articles by those more in the know than I:

- 1) Pros and cons of DOTs 3, 4 and 5 brake fluids, especially in older cars.
- 2) More from Larry Williams on the proper care and feeding of two-strokes.
- 3) Perhaps another article on Saab collectable stuff.

Ed Lorenz  
Oneonta NY

*Larry has provided another piece for this issue, and hopefully will continue to share what he has learned about maintaining and restoring the two-stroke Saabs.*

*I've been trying to talk those renowned collectors of anything Saabish, Andy Saksa and Rudy Zweibel, into a regular feature on collectibles. - TW*

## Transport offer

I'll tell you there is less enthusiasm for old Saabs in north Florida than in Connecticut. So I'm trying something completely different — now buying my third old Farnall tractor! Also, I've been hauling some old Volvos for a friend.

I'd like to apologize to the members who tried to contact me last summer as I was moving and missed, as well as lost, several messages. I'm not yet done moving; just last month I retrieved my SPG from overwintering in upstate New York, evicted the mice and trailered over one ton! Fuel consumption was high, but constant 75 mph was easy. I still have several vintage Saab parts cars to bring south. I'd like to offer transport of old Saabs north along the East Coast to members. I need to take the trailer anyway, may as well put a car on it. It has a winch for dead but rollable cars. Contact me at 904/466-4970.

Rob Allen  
1318 SE 119 Ave  
Micanopy FL 32667

## It's mine now!

I am renewing my husband Rocky's subscription to NINES. Although he gets the magazine, I get the car! He formerly used it

as a company car, driving about 40,000 miles a year. His company has changed their policies and now provides him with a Pontiac Grand Prix. Meanwhile, the Saab ('87 900 Turbo) is now mine! It is in semi-retirement, being driven less than 10,000 miles per year. It has 182,000 miles on it and we are confident it will be our family car for a number of years to come (original turbo, new clutch at 180,000). My 15 year old son is eyeing with a great deal of interest. It is definitely a "cooler" car than his friends' moms' station wagons and vans.

The big reward for the weekend is the opportunity for my husband to drive the Saab (as if he didn't do enough driving during the week!).

We would buy a new Saab in a minute, but shouldn't have to for several years.

Thanks for a great magazine that supports a great car.

Judy Best  
East Lyme CT

## Sonett Tips

I am pleased to report that the trip from Charleston, SC to Tampa, FL to Corpus Christi, TX was a great success!!! This was my first towing experience, and believe me it was an experience.

Using Jack Ashcraft's recommendation for a tow bar mount for the Sonetts, I manufactured one that worked quite well. My wife and I started out at the Charleston Navy Base where I had just finished a three year tour of duty. We drove our '84 900T — with my '71 Sonett III in tow — the 450 miles to Tampa to visit with our families before transferring to the Naval Station, Ingleside, TX. The first part of the trip was kind of scary with me not having towed anything before. I was trying to compensate for the swaying I was feeling from the Sonett by moving the steering wheel. It took a hundred miles or so to figure out that I just had to drive like nothing was behind me and kept the wheel pretty steady. What a concept!?

Now that we're all settled in and the boxes are unpacked, the first order of business is to find a good mechanic. Thankfully, in the two months that we've been here the Sonett or the Turbo haven't needed one (the wood has been knocked on). I've got it narrowed down to two in the Corpus Christi area.

I am stationed at the Naval Base in Ingleside (directly across the bay from Corpus Christi). Since the Navy is quite new to Ingleside, the local townspeople have

considerably raised their rental rates on both houses and all of three apartment complexes in the whole "city". So we decided to live in Corpus. One thing — I now drive my Sonett over 70 miles round trip every day! This past Memorial Day weekend I even braved the Texas heat and drove to the Dallas/Fort Worth area to visit my aunt — in the Sonett (with no air conditioning)! So now you know how much I love driving my Saab.

With the extreme amount of highway miles my Sonett is now getting put on it, I'd like to share with the readers a few things I have done to help maintain my V4 for another 400,000 miles.

1) I have installed Splitfire spark plugs. These seemed to be the only ones that did not get carbon fouled after a month (including Bosch Platinum, AC, Autolite Platinum and many more). I've had them in for about two years now and the engine still seems brand new! Cost: \$35.00. Yes, that seems like a lot to pay for four spark plugs, but I paid a lot more trying to find some decent ones.

2) I used Jack's suggestion from a few years ago and installed a coolant overflow bottle. This has greatly helped to maintain the proper level of coolant (believe me, South Texas needs coolant, not anti-freeze) in the system without having to open the expansion tank and wonder how much is in there. All it takes is a glance at the bottle. Cost: \$7.00

3) I use CD-2 Super Concentrated Lead Substitute since they no longer have leaded gas at the pump, which is what the V4 engine was intended to use. This seems to have had the added effect of quieting the valves over a six month period. Even when the valves were adjusted to specs, they were still loud. Now the engine is extremely quiet at idle. Cost: \$5.00 per 32 ounce bottle (one ounce is good for 10 gallons of gas).

Note: My Sonett now steadily gets between 35-40 miles per gallon! Not bad for a 25 year old car?

4) I have replaced all of the ceramic GBC fuses with the new glass ones. They have only been out on the market for a few months, but they seem more abundant than the ceramic ones. Cost: \$5.76 (16 fuses @ 32 cents plus a few spares).

These tips have worked great for me and have not severely drained my bank account. I hope they will work for everyone else.

One thing I have noticed since I've been here is that there is not a Saab dealership anywhere nearby. The closest one — Gunn Oldsmobile-Saab — is about two hours away in San Antonio. The Saab interest seems to be growing here in Corpus Christi, so they

might think about expending to the South Texas area. I sure have had a lot of positive comments about both of my cars in the last two months.

If anyone is interested in starting a local chapter of the Saab Club for here in the Corpus Christi/South Texas area, I'd be glad to help out in any way I could. Just call 512/241-4793.

I'll leave you with more Saab poetry (and more to follow!).

Mike Szostkiewicz, MN2, USN  
Corpus Christi TX

## The Sonett

To own a Saab 97  
is to have a little piece of Heaven.  
For this car is truly amazing  
the way you feel when you drive the little  
thing.

It matters not whether it be  
a II, V4 or III.  
A Saab Sonett is a one of a kind.  
A truly rare and opportunistic find.

For those that are not familiar with this  
little treat,  
tell them it looks like a cross between an  
Opel and a 240Z.  
But as we all know,  
the Saab Sonett will go  
down in history  
as the best car with only two seats.

So now as you can tell  
this car you should never sell.  
But take this action only if you must  
feel safe that your Sonett will never  
gather dust.

Because to own a Saab 97  
is to have a little piece of Heaven.

## Parrformance closed

Parrformance, long an independent Saab repair facility in Lititz, Pennsylvania, has closed. Owner Rick Parr had sought to sell the business as a whole, but ended up selling the tools and parts. Bill Jacobson of Sports Car Service in Wilmington, Delaware, purchased many of Parr's collectible Saabs and parts for older cars.

The company and employees have long been active Saab fanatics. The group from Parrformance has for many years been a fixture at Saab conventions.

Rick Parr is expected to start a new auto related business in the Bahamas.

# 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

Just had a turbo rebuild on my '86 9000 (103,000 miles) and would like to add an "anti-coking" turbo timer. Any suggestions?

Armand Voltaire Cating  
San Francisco CA

*The "Turbo Timer" you mentioned keeps the car's engine idling after the ignition is shut off for a preset time (usually one minute) to allow the turbo bearing to cool down enough that the oil in the turbo won't break down and form a sludge known as "coke". This coking eventually leads to reduced oil flow to the turbo bearing and turbo failure.*

*You should be able to get an HKS Turbo Timer through: Long Island Motorsports, 57 Hanse Ave., Freeport, NY 11520, phone 516/867-5900.*

*Frequent oil changes also help to prevent turbo failure. Saab recommends 3,750 miles for your '86.*

I am the owner of a 1991 normally aspirated 9000 5-door. Both the contacts on the heated rear window where the spade terminals attach have broken off. It appears that when the window was manufactured they were not soldered on properly.

The dealer solution is to replace the rear glass. There has to be a way to accomplish an acceptable repair. I could attempt to re-solder the contacts to the rear window but I am afraid that the heat might cause the metal to delaminate from the window glass.

John Curran  
Arlington VA

*Yes, there is a kit available: Premier Autoware Tab Repair Kit, p/n 57827. Call 1-800-654-6333. I have not used this product, but it has been*

*recommended by Subaru for such a repair.*

I have a 1987 900 Turbo Convertible with approximately 80,000 miles. I am considering replacing the factory shock absorbers with a firmer shock. My first choice was Bilstein, but several people, including Patrick at Group 6, have told me that the Bilstein rides too harshly for daily street use and that the Koni is better suited to all but autocross driving. Do you have any suggestions?

Stanley Morris  
Los Angeles CA

*I would probably stick with the stock replacement units which are made by Sachs. I have driven several Saab Convertibles with firmer shocks and, although they handled nicely, they all had an annoying "head shake" in the chassis on bumpy roads. A replacement tock unit should return the firmness you desire.*

I am the proud owner of a new 1995 900 SE 5-door with a manual transmission. My question is about the ignition lock. It's not possible to remove the key without putting the transmission in Reverse. While this may have some safety benefit, it creates a new problem. When people start the car, they have a tendency to forget it's in gear and it lurches backward.

I would like to have the car modified so that either:

- 1) it would be possible to remove the key without putting the transmission into Reverse, or
- 2) The car would not start until the transmission is in Neutral.

My local Saab dealer says it's not

possible to make either one of these changes. What do you think?

Walt Lyons  
Medford Lakes NJ

*I would recommend that you do neither. What I would suggest is that you could put a switch onto the clutch pedal pivot that opens the starter engagement circuit until the clutch is depressed. This way the car won't start unless the clutch is disengaged, and you will still have the safety and security of the locked-in-Reverse feature.*

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## Professional Perspective

### Windshield Leakage and Corrosion

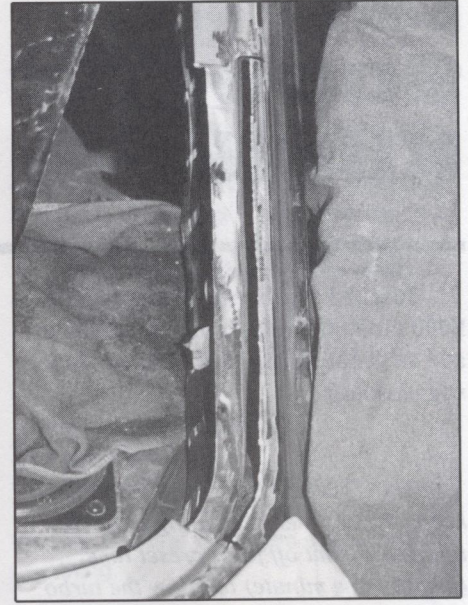
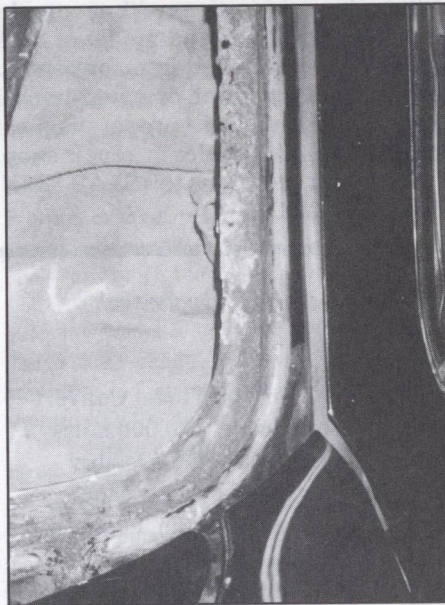
Most of you who own 99s or early 900s can relate to a few windshield leaks. 99s and pre '94 900s have a rubber gasket to seat and seal the windshield. These cars have only one major trouble spot. On the 99s, the windshield was held in place by the rubber gasket only, but on 900s Saab put three metal brackets in the glass seating channel. These brackets fit around the bottom of the glass, then attach to the inside of the car body with a single screw for each bracket. If you look at the bottom windshield seal of a 900, you'll be able to see the deformities where the three brackets are located. These brackets create an area that is prone to leakage and as the brackets age, they sometimes rust (always in the "rust belt").

As the corrosion deteriorates the brackets, they swell up and more water leaks occur. The brackets can get so tight on the glass that it creates a situation that will not allow the normal necessary glass movement and a cracked windshield can be the result.

When these windshields are replaced or when a leak occurs, they should be sealed with a sealer like 3M #8633 between the glass and rubber gasket. This sealer never hardens, so it seals out moisture (even around those pesky brackets), but still allows the windshield to have the flexibility it needs. The windshield frames on 900s seldom rust, but 99s get some rust on the bottom because of the unibody construction used in that area (another subject entirely!).

Because the glass on 99s and 900s is floating in the gasket, normal removal and replacement should never cause damage to the painted areas of the windshield frame. This is a good system that depends on the strength of the steel, not the glass, in the car to maintain the car's structural integrity. On the other hand, nearly all cars with windshields which are bonded to the car body - including the Saab 9000 and the new 900 - depend on the glass as part of the structural strength of the car.

There are two Federal safety standards that apply directly to these windshields and bonding. FMVSS No. 212 is a barrier collision test. It requires that a car driven into a barrier at at least 30 m.p.h. must retain



Severe damage from a poor installation can result in rust around the windshield of a 9000. Damage is apparent in the photo on the left, the repair in progress is on right.

50 percent of the windshield in the car. FMVSS No. 216 is a roof crush resistance test. A test device is forced against the center of the windshield and a front side post with a force of 5,000 pounds for no more than two minutes. Big Brother has established standards that auto manufacturers definitely meet for the glass and bonding agents. I believe all manufacturers meet applicable standards, but some glass replacement companies, either out of ignorance or lack of understanding about the stakes, use the wrong or inferior bonding materials when replacing original glass.

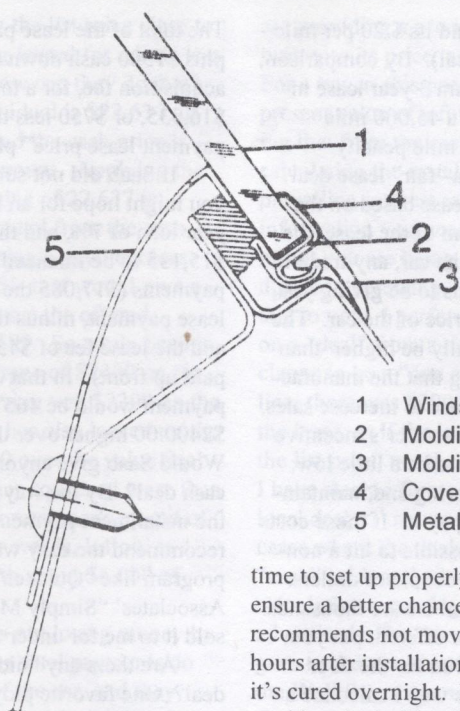
As mentioned above, the windshields in all new 900s (94-), all 900 Convertibles and all 9000s are bonded in. The rigidity of this bonded glass adds to the structural integrity of the cars. Nearly all cars built today use this type of installation. Saab, however, uses a system that deviates from many others in the way it holds the trim on the exterior perimeter. It may be easier if we looked at the three primary pieces of the puzzle. We have the glass, the molding retaining strips and the molding. The molding retaining strips are held on the glass by a sealant (butyl, as I recall), the glass is bonded to the car by urethane and the molding snaps into the retaining strips. Seems simple enough. When all of these are properly installed, the glass will not leak and the structural integrity of the car is as designed.

This system, however, does have its weak areas which normally manifests itself as

air or water leaks. The most common leak we find is from the retaining strips coming loose from the glass. While the water and wind leaks can become very annoying, they can sometimes lead to more serious problems. One solution is to attempt a reseal from the inside of the car. If you take a look at the inside area we're talking about, you'll see that it's not an easy task and not often successful. The other solution is to remove the glass and replace the strips. This involves several hours of labor and the risk of breaking the windshield.

This brings us to glass replacement in these cars. Genuine Saab windshields come packed with the proper new retainer strips. Other brands of windshields, while the glass may be just as good, need to have new strips installed to fit properly. The old ones should never be re-used, although some glass companies try. There may be substitutes available, but I wouldn't risk a future leak by using anything but the original Saab retaining strips.

The cut out procedure done by the installer is the critical step. The old glass is held to the car by the tough urethane sealer. There are several tools that can be used to get under the glass to do this job. There are cold draw knives, electric or pneumatic knives or even a thin wire which can be used. The Fien Electric Knife is the recommended tool. The blade or cutting edge of whatever tool is used must cut the bead of urethane from under the glass. If done properly, there will be no or



- 1 Windshield
- 2 Molding retaining strip
- 3 Molding
- 4 Cover piece
- 5 Metal tie

very little damage to the painted area.

A note in the 9000 factory repair manual says, "The enamel finish must be flawless to prevent the onset of corrosion." In the photo you'll see what serious corrosion looks like and how much had to cut out and welded into the windshield posts to repair this 9000. As an owner, I don't think you'll ever replace your own windshield, but the owner of the car pictured had to live with and pay for the result of poor replacement procedures. The car had leaks that defied sealing and when the trim was removed, the rust and rust holes were evident.

Corrosion in these areas in these model cars is not uncommon after windshield replacement. You must entrust your car to someone with the proper tools and parts if the job is to be done well. By taking an interest in whether the retaining strips are new, if the glass company is going to do the replacement in the rain in a parking lot, you'll have some measure of protection. Your Saab windshield can be properly replaced by a mobile glass company, an authorized Saab dealer or a body shop, provided they know and care about the intricacies of this operation. It's up to you to pick a responsible installer. Don't let your insurance company press you into a choice you may regret for many years to come.

The last consideration is that the urethane used to attach the windshield needs

time to set up properly. A little patience will ensure a better chance of success. Saab recommends not moving the car for two hours after installation and not driving it until it's cured overnight. During that time, washing the inside of the windshield and putting too much pressure on it can cause leaks, as can shutting the car door with all the windows up. The air pressure can force the glass away from the soft urethane.

Be patient, The leak you save may be your own.

#### How's the Saab dealer network?

As I pointed out last year when Saab ranked above average in the J.D. Power Sales Satisfaction Index, but on the low side, that they would have to do much better to be competitive in the U.S. car market. In the 1995 Sales Satisfaction Index, Saab dropped below the industry average, while European marques Volvo, Mercedes-Benz, Audi, BMW and Jaguar ranked in the top ten.

As the 1995 survey shows, Saab hasn't done the job to excel in satisfying their customers. What does this say for the value of training dealer sales people? How about technicians or independent techs? Looks like Saab needs to spend more money on training if they are to continue the car sales increases they have enjoyed this year.

This year's convention will be an ideal time to tell Saab how much we appreciate the fine products they are producing, but also to encourage them to be firm with the dealer group. We need everyone to be working together to make Saab the marque it should be.

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## Notes in the Margin

A February 15, 1995 news show did a special on automobile leasing, where they showed dealers padding their profit by up to \$5,000.00 through various forms of treachery. While a Saab dealer would never ever resort to treachery, it is worth while to go through the math and see how simple it really is to determine whether a fair deal is being offered. I will use for example the Saab 9000 lease deal advertised in the February 21, 1995 Wall Street Journal (which expired March 31).

First of all, why would someone choose to lease, rather than buy, a car. It boils down to money, your anticipated use, and your state's sales tax, if any. If you plan to keep the car for only a few years, the lease provides you a guaranteed minimum trade-in value for the car. Called the "residual value", it is specified in the leasing agreement, and that number has the most ironclad guarantee going - you don't pay it. Maybe a Chevrolet or Honda can be sold as a commodity, but there is a very narrow market for used (or new) Saabs. At the end of the lease period, you can walk away, and assuming that you haven't exceeded the mileage limit on the lease or torn the car up, you are free. If your lease allows it, you can sell the rights to the lease at the end. If you buy a car outright, either on time or cash down, you must pay sales tax on the entire amount. If you trade the car in to a dealer, the sales tax you pay in Ohio on the new car is reduced by the value of the trade. But if you sell it yourself, you do not get credit for having paid sales tax on the whole thing. On a lease in Ohio, you only pay sales tax on your lease payment. You don't pay sales tax on the residual value. And even if you are planning to walk into the dealer and pay cash for the car, a subsidized lease might let you park the money in a 3 year bond, pay the lease payments, and come out ahead!

Finally, "experts" warn not to lease if you expect to exceed the mileage allowance. Perhaps not. When you sell a car, the price you receive is reduced or increased according to the mileage. It is the "low mileage" driver who gets screwed for sure, because there is no bonus for coming in under the allowance. The Saab lease, by example, is more stringent than most in its mileage allowance of 30,000 miles for a 3 year lease (12,000 miles per

year is more common), and its \$.20 per mile penalty rate (\$.15 is typical). By comparison, there is a Mazda Millenium 3 year lease in the same WSJ issue with a 45,000 mile allowance and a \$.10 per mile penalty.

What do I mean by a "fair" lease deal? I calculate a hypothetical lease based on the Treasury Bill rate, the term of the lease, the stated residual value for the car, any trade-in allowance the seller claims to be giving you, and the claimed selling price of the car. The figure derived may actually be higher than the lease offered, meaning that the manufacturer is subsidizing the lease to increase sales. In the absence of a manufacturer's incentive program your figure should be a little low; there is overhead in preparing and maintaining a lease, and you will pay it. If those costs are given, it should be possible to hit a non-subsidized lease within a couple of dollars. But, if the calculated numbers are thousands less than the lease you are offered, put your hand on your wallet and run for the door.

On to the math. The way I calculate a lease is to break it down into two parts. First, I calculate the "single payment" lease price of the car. Then, I convert the single payment lease to a monthly payment schedule over the life of the lease.

The single payment lease is calculated by subtracting the present worth of a future payment of the residual value from the cash price. After all, the lease is calculated on the basis that either you or someone else will pay that residual value for the car at the end of the lease. To calculate the present worth, multiply the residual value by the zero coupon Treasury price for the term of the lease. On February 17, 1995, the price for the Treasury Strip, maturing in February, 1998, was 81, or 81% of face value. The Saab lease was for a 9000 CS, with a stated residual value of \$16,238. Multiply, and you get \$13,153, the present worth of the residual value. Subtract that from the cash price of the car, and you have the "fair single payment lease price." If the company states the lease costs, which they usually call an "acquisition fee", you can add that to the cash price. Saab wants \$450, which is the usual amount to cover costs such as a credit check, preparation of papers, and paying someone to open the envelopes containing the payments every month.

I have been told that a "pretty good" cash price for a 9000 CS automatic is \$29,788. Add the lease costs and subtract the present worth of the residual, and you have \$17,085. Immediately, we can see at this point that the Saab is subsidizing the deal.

The total of the lease payments is \$14,385, plus \$1500 cash down and that \$450.00 acquisition fee, for a total lease payment of \$16,335, or \$750 less than the "fair single payment lease price" plus fees.

If Saab did not subsidize the lease at all, you might hope for an interest rate on a three year loan of 7%, and there was a balance of \$15,135 to be financed over 36 monthly payments (\$17,085 the fair market single lease payment, minus the \$1500.00 payment and the lease fee of \$450 which, as usual, is paid up front). In that case, the lease payment would be 465 per month, or nearly \$2400.00 higher over the term of the lease! Would Saab give anyone that \$2400 off on a cash deal? By the way, how do we calculate the installment payment schedule? I recommend the easy way; use a financial program like "Quicken" (I use Computer Associates' "Simply Money" because they sold it to me for under \$10.)

Are there any "hidden tricks" in this deal? One favorite ploy for pushing iron is to inflate the residual value, which makes the lease payments seem lower. The Japanese companies have been doing this to counter the high-Yen price increases. This wouldn't hurt if you walk away at the end of the lease. In the sample, a residual value of 50% of list price is used. My copy of the January NADA used car prices showed '92 Saab 9000's "wholesaling" at closer to 55% of their original list, with an additional \$725 bonus for under 30,000 miles. This part of the Saab deal is against you if you return the car. You have paid extra because the car's true value exceeds its residual value (a partial return of the subsidy). On the other hand, the new 9000 should be out within two years, which might drop the market value of current models. The worst scam of all, at this writing, was being done by Alfa Romeo. Their lease offer on the 164 was typical of the leases for other cars in the category, but Alfa had announced in January that they were leaving the US market! Being an orphan product means you should be able to buy the car outright for the cost of the lease! That lease must have done the trick, though. Despite announcing their departure from the US market, Alfa had a whopping 44% increase in March sales over 1994: from 48 cars to 69. Saab did even better, with a 47% increase, from 2335 in '94 to 3443 in March, '95. Only Land Rover, with a 400% increase, and Kia, maker of Ford's "Aspire" had higher percentage increases. As an example of a really subsidized lease, Infiniti offered a \$399 no money "down" 3 year lease on their



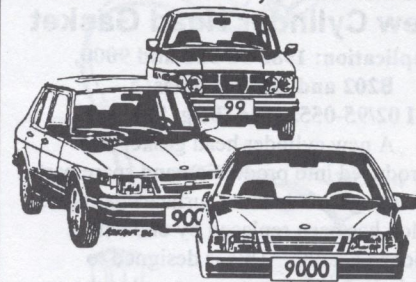
\$39,000 J30. Carrying the list price close to a 9000 Aero, it is being leased for a little less than the base 9000. How can they do that? In the fine print, the residual is \$22,637, or 58% of the list price, and the cash price is \$33,277, for a 15% discount. Applying the formula, the present value of 22,637 is 18,336, which is subtracted from the cash price of 33,277 for a "single payment lease price" of 14,941. at 7%, that would give a payment of 461.33, versus the offered monthly payment of \$399. So while Saab is subsidizing you to the tune of \$2400 on the payments, Infiniti is giving you \$2200 on the payments. But Infiniti has also jacked up the residual value by \$2400 over the value Saab might have used, and has squeezed more than 100% of the dealer's normal mark-up out of the cash price. In other words, Infiniti is buying the business with about \$6,000 of incentives.

Obviously, Saab is not losing money by subsidizing a lease. The total payments do exceed the cash price of the car, and they even exceed the list price of the car by a smidgen. Saab is starting from the marginal cost to produce and ship one extra car, which might be as low as half the list price. They

are providing a product with a profit level built into its price, not a financial instrument. For a buyer, this process of calculating the present value of a future payment, subtracting that from the cash price, and then calculating the installment loan based on the prevailing interest rate gives you the information you need to determine whether or not you are being given a subsidy, a fair deal, or a screwing. And car dealers can do that to you. I performed this same analysis on a "deal" from a nearby Ford dealer who claims to be a "one price" dealer. Bottom line: there was \$2000 extra for the dealer in the lease, as if the lease was calculated from the list price, not the advertised selling price. I have also performed the analysis on several local dealers' newspaper advertisements in cases where the dealer advertised both a "cash" price and a lease. In those cases, the calculation came frighteningly close to the advertised offer. And when a manufacturer goes to the trouble of advertising a lease in the Wall Street Journal, the analysis usually shows that a pretty good subsidy is being provided by the manufacturer.

*Stephen Goldberger  
N. Canton OH*

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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!

# Service Subjects from Saab

## New Cylinder Head Gasket

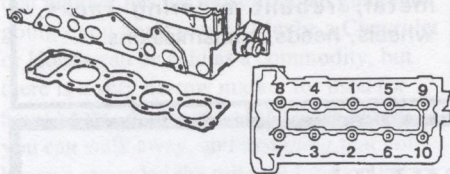
**Application: 1985-93 900 and 9000, B202 and B234 engines**  
**PSI 02/95-0552, Sec. 2/Pg. 50**

A new cylinder head gasket was introduced into production and spare parts. The old gasket with its surface coating of teflon has been replaced by one with a silicone coating. This is designed to minimize gasket movement and at the same time improve its sealing properties. This new style cylinder head gasket is for 900 and 9000 2.0 liter and 2.3 liter engines and supersedes earlier part numbers.

**NOTE:** This gasket should not be used on 900 models with 2.1 liter engines not any 1994 or later engines.

**Parts:**

Cylinder head gasket 91 69 079  
 (Supersedes P/N 75-16-529, 75-61-301, 74-84-405 and 75-85-045.)



**Action:**

When changing the cylinder head gasket, thoroughly clean and dry the cylinder block and cylinder head before fitting the new gasket.

Tighten cylinder head bolts in three stages:

- First, tighten all bolts to a torque of 60 Nm (44 ft.lbs.)
- Then to 80 Nm (59 ft.lbs.)
- Finally, tighten another quarter turn (90°)

## Engine Oil Filters and Drain Plug Gaskets

**Application: 900 and 9000 models**  
**PSI 03/95-0555, Sec. 2/Pg. 51**

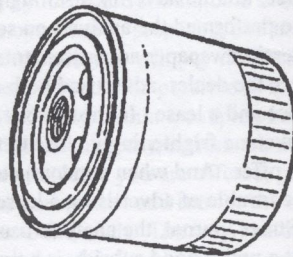
For reference purposes, listed below are correct part numbers for engine oil filters and drain plug gaskets for all Saab models.

Please note that the 4-cylinder engine oil filter will thread on to a 6-cylinder engine. However, it will cross-thread and loosen up resulting in a loss of engine oil pressure. For further identification purposes, note that the oil filter for the 4-cylinder engine has a

rubber flap behind the little holes which acts as an anti-drain back valve. The filter for the 6-cylinder engine does not have this flap. Rather, its anti-drain back function is performed within a casting in the engine block itself.

**Cars affected:**

- All 2.0 liter 99s
- All 900s
- All 9000s



**Parts:**

4-cylinder engine oil filter	91 44 445
4-cylinder drain plug gasket	91 32 937
6-cylinder engine oil filter	45 02 696
6-cylinder drain plug gasket	45 02 134

## Correcting Complaint of Vibration At Idle

**Application: 900 models with B-W automatic transmission, -1993 (CV, -1994)**  
**PSI 02/95-0550, Sec. 4/Pg. 29**

Should a customer complain of severe vibration in the drivetrain when a forward gear is selected, but the vibration goes away when reverse gear is engaged, first check the inner drivers for excessive wear. By swapping the drivers left to right (turning the load surfaces around) you should be able to transfer the problem to a complaint of vibration when stationary in Reverse. This could help you troubleshoot the problem.

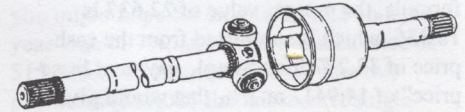
Worn inner drivers should be replaced. Please note that rebuilt Type 37 B-W transmissions are refurbished with new parts when necessary but sometimes the inner drivers are reused if the rebuilder determines that wear is negligible. The symptom of an idle vibration complaint may arise when installing a new rebuilt transmission if the inner drivers were not replaced.

**Cars affected:**

900 models with automatic transmission up to 1993

**Parts:**

Inner driver 87 22 472



**Action:**

Replace worn inner driver following instructions appearing in Service Manual 4:2 Automatic Transmission, p. 475-1.

## Correcting Whistling Noise From 9000 Windshield

**Application: 9000 models**  
**PSI 01/95-0539, Sec. 8/Pg. 100**  
**Supersedes PSI 10.93-0383**

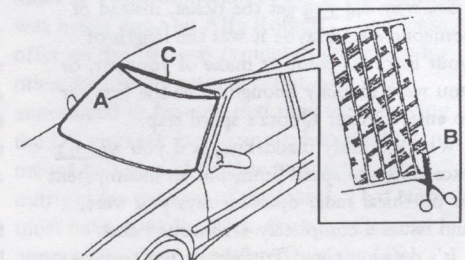
A whistling noise coming from the center, upper part of the windshield can be corrected by fastening double-sided tape between the upper part of the windshield trim and the roof panel as outlined below. This noise is usually generated at higher speeds and is more likely to occur during hot weather. If the windshield has been replaced on a car and has been incorrectly mounted, this could also contribute to the noise.

**Cars affected:**

9000 models

**Parts:**

Double-sided tape	74 97 357*
*5 pieces required per car - 10 pieces supplied	
Teroson cleaner FL (1 liter)	30 15 815
or equivalent degreasing product	



**Action:**

If this procedure is done in conjunction with a windshield change, the tape should not be divided (see point 3) but should be used as it is on the card.

1. Lift the trim from the upper part of the windshield. See Figure 1A.
2. Clean the edge of the roof panel and the

surface of the trim where it makes contact with the panel using Teroson cleaner FL or equivalent degreasing product.

3. Divide the tape while it is still attached to the card. See Figure 1B.
4. Center the first tape in the middle and then place two pieces of tape close together on either side of the center one. See Figure 1C.
5. Refit the trim.

## Poor Defogging on Rear Window of 9000 CS

**Application:** 1992-1994 9000 CS up to VIN R1024822

**PSI 03/95-0557, Sec. 8/Pg. 105**

An additional ground cable can be added to address the complaint of poor rear window defogging. Follow the instructions below to rectify this situation.

### Cars Affected:

1992-1994 9000 CS up to VIN Serial No. R1024822

### Parts:

Double push-on terminal (1)	78 29 641
Ring terminal cable (1)	78 29 617
Black cable, 2.5mm (1 meter)	

### Action:

1. Fit the cable terminals on both ends of the black cable.
2. Remove the tailgate trim.
3. Unplug the electrically heated rear window's ground connection from the left-hand side of the window.
4. Connect the double push-on terminal to the electrically heated rear window's blade terminal and connect the existing ground cable to the vacant blade of the double terminal.
5. Run the new cable alongside the existing wiring harness to grounding point G4 on the tailgate lock.
6. Remove the lock retaining screw and fit the ring terminal on it.
7. Refit the screw.
8. Refit the tailgate trim.

## Correcting Complaint of Inoperative Cabin Fan

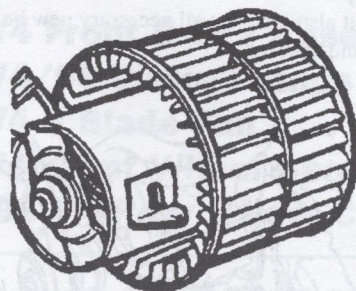
**Application:** 1994- 900  
**PSI 04/95-0558, Sec. 8/Pg. 106**

On an initial cold start during ambient temperatures of 0°F or below, it is possible that the cabin fan in the 1994- 900 may be inoperative for approximately 5-15 minutes.

This may be caused by condensation forming on the coils and commutator of the fan motor. A new fan with the commutator encased (as in 9000 models) is now available to be used as a service solution for this problem.

### Cars Affected:

1994- 900 models



### Parts:

Cabin fan w/ encased commutator 46 35 041

### Action:

Follow the instructions found in 900 Service Manual 8:3 for replacing the fan.

## Replacing Seat Belt Button

**Application:** All 900 and 9000 models  
**PSI 04/95-0563, Sec. 8/Pg. 107**

In the past, if a button on a seat belt was broken, the only alternative was to replace the entire seat belt. In an attempt to reduce customer cost, a seat belt button is now available as a spare part. Please follow the directions below to install/replace this item.

Note that on 1994- 900s, certain types of child safety seats (generally those facing forward) may be difficult to secure firmly to the rear seat because the lower seat belt button prevents the belt from being tightened. This can be remedied by moving the button lower down on the belt.

### Cars Affected:

All 900 and 9000 models

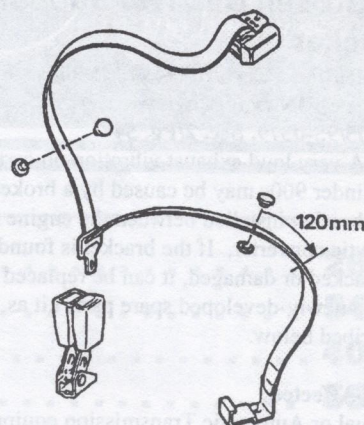
### Parts:

Male half seat belt button	96 17 846
Female half seat belt button	96 17 853

### Action:

1. Heat the seat belt button's protruding tip with a soldering iron and break the button apart.
2. Broken button: note the position of the old button.  
Reposition the button (1994- 900 only); measure the distance on the belt for the

new button as indicated in the figure below.



3. Center the button on the belt and press the male half in place so that the tip emerges on the side of the belt that is not visible when in use. Fit the female half onto the tip.
4. Using a pair of pliers, press the two halves of the button together while melting down the tip with a soldering iron.
5. Use a sharp knife to smooth down the melted tip.

## Warning Light On, Diagnostic Trouble Code (DTC) B1605

**Application:** Some '95 900 & 9000 models  
**PSI 04/95-0565, Sec. 8/Pg. 109**

It is possible for the SRS warning light to come on and store DTC B1605 in the SRS ECM. Please note that although the lamp is lit, no defect in the system is present. The DTC can remain even after being erased with ISAT. Should this occur, replace the SRS ECM with the one listed below. This fault should not occur after the Serial Nos. listed.

### Cars Affected:

1995 900 and 9000 models up to and including VIN Serial Nos.

S1000001-S1015326
S2000001-S2024309
S7000001-S7017694

### Parts:

900 SRS ECM	46 19 680
9000 SRS ECM	46 19 672

Refer to Service Manual 8:6 for component replacement procedures.

## Exhaust Vibration Caused by Broken Catalyst Support Bracket

Application: Certain '94 & '95 900s.

See VIN ranges below.

PSI 05/95-0579, Sec. 2/Pg. 54

A very loud exhaust vibration on certain 4-cylinder 900s may be caused by a broken steel bracket installed between the engine and catalytic converter. If the bracket is found to be cracked or damaged, it can be replaced with a newly-developed spare parts kit as described below.

### Cars Affected:

Manual or Automatic Transmission equipped 900s

1994 900 models with naturally aspirated 4-cylinder engines within VIN range R2000001-R2042438

1995 900 Convertible models with naturally aspirated 4-cylinder engines within VIN range S7000001-S7001308

1995 900 models with turbocharged engines within VIN range S200001-S2031829

1995 Convertible models with turbocharged engines within VIN range S7000001-S7020425

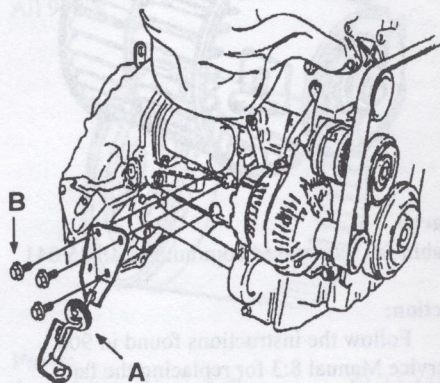
### Parts:

Kit 46 24 557

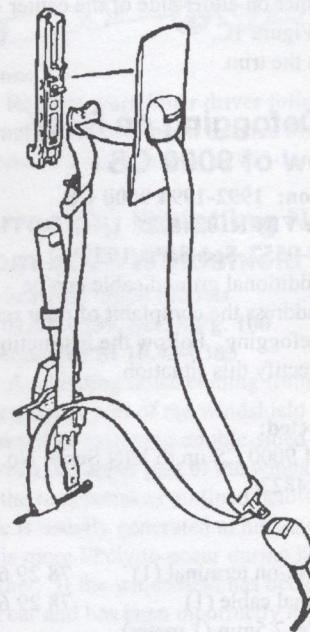
Consists of:

- an upper bracket which is to be bolted to the engine block
- a rubber support
- a lower bracket which is to be bolted to the catalyst
- requisite bolts
- spacer

The kit also includes all necessary new bolts and spacers



in their not being able to buckle the original equipment safety belt and reach the instrument panel controls while in their normal seating position, extended length safety belts are available for an expanded range of vehicles. See detailed information below.



### Action:

1. Join the two brackets with the rubber suspension block. See Figure 1A.
2. Raise the car and remove the old holder. Scrap all bolts and washers.
3. On the engine, clean the threads of the hole for the bolt at top left.
4. Fit the new holder to the engine by means of three bolts. Do not tighten the bolts. See Figure 1B.
5. Screw the holder to the exhaust pipe with the spacer between the holder and catalytic converter. Before tightening, check that the rubber suspension block is positioned vertically.  
**Tightening torque: 20Nm (15 ft.lbs.)**
6. Tighten the bolts securing the holder to the engine.  
**Tightening torque: 20Nm (15 ft.lbs.)**  
Lower the car to the floor.

**Note:** These safety belts should be fitted only when absolutely necessary and requested for use only by a specific customer. The OE specified belt should be used in all other circumstances in order to provide the best protection for most occupants. The owner should have the OE belt(s) reinstalled prior to selling the car. The owner must sign a special order form.

The extended length 9000 belts are only available with the pretensioner device. 1989-91 9000's equipped with driver air bag are not provided with pretensioner circuitry for the left front seat. An extended length belt may be installed in such a vehicle, however, the pretensioner will not be connected and will not activate in a crash. In cases where the OE belt has a pretensioning device, the device in the replacement belt should always be connected to ensure proper function.

## Availability of Extended Length Safety Belts

Application:

1988-1993 only 900 Convertibles

1988- 9000 models

1995- 900 models, 1995 Convertibles

above VIN S7010000

PSI 05/95-0585, Sec. 8/Pg. 117

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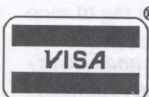
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## SAAB NEWS

### New Curator for Saab Car Museum

Peter Bäckström has recently taken over the position of Curator of the Saab Car Museum in Trollhattan, Sweden. He was formerly a test engineer at Saab's Technical Development Department, where he had spent the past seven years testing the Saab Sensonic transmission system.

Peter is shown in front of the Saab Car Museum with his 1964 SAAB 96 which he restored for vintage racing. He also owns a pale green 1955 SAAB 92B and a grey 1961 96.

As head of the Saab Car Museum, Bäckström becomes a member of the Public Affairs staff at Saab Automobile AB. He replaces Per Olof "Pelle" Rudh, who passed away late last year after a short illness.



### Saab sales up 23.4% in first half of '95

Saab was among the top gainers in percentage of cars sold during the first six months of 1995. Saab reported 13,450 units sold through June, 1995, compared to 10,901 during the first half of 1994, an increase of 23.4 percent. Though this would indicate that Saab's early prediction of a 35 percent increase during 1995 is not likely to happen, it is a considerable improvement over Saab sales of the past several years.

Despite early predictions of a record sales year in 1995 for all cars and light trucks sold in the U.S., the first six months were 3.1 percent below 1994 sales. The top selling vehicle in the U.S. through June was the Ford F-series pickup, at 348,937 units.

### Buyers choosing 4-cylinder over V6

When Saab added the V6 to the 900 lineup, it was thought that buyers would choose the GM Europe-built 2.5-liter V6 by two-to-one over the normally aspirated 2.3-liter four cylinder. In reality, the V6 was chosen by less than half, as drivers often couldn't notice a significant difference between the two engines, probably due to the torque - 155 ft.lbs. on the four to 167 ft.lbs for the V6. With the introduction of the higher powered turbo four, the V6 has dropped further in popularity.

The same has happened to the 9000, where a 3.0-liter V6 was introduced on 1995 models. The V6 has been chosen by less than 10 percent of 9000 buyers.

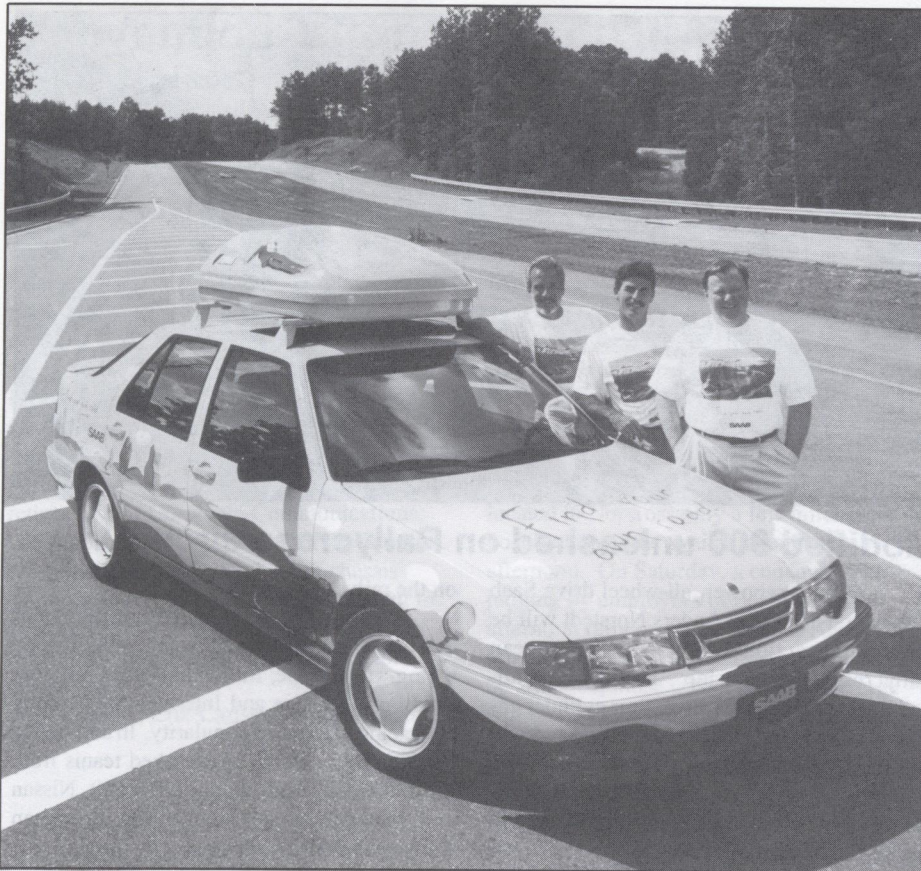
### New 9000 spotted

Spy photos of the next 9000 have appeared recently in *Automotive News* and *Car and Driver* magazines. The disguised sedan appears to retain traditional Saab styling with a slightly rounded look. Reports are that the hatchback will be dropped from the 9000 lineup in favor of sedan and station wagon models. The more aerodynamic 9000, code named C 640, is expected to debut at the 1997 Frankfurt Auto Show as a 1998 model.

### Saab to have a rest area on Info Superhighway

Saab has announced plans for a site on the World Wide Web in an effort to reach customers with connections to the Internet. Like the cars, Saab wants its web site to be innovative and just a bit different. The "Find Your Own Road" advertising message is expected to feature prominently.

Details of what services will be available on-line are still being worked out, but new product information will undoubtedly be the cornerstone. Tentative startup date for the Saab site on the World Wide Web will be October 16, 1995.



## Saab CEO part of team on One Lap of America

The most visible car on this year's Car and Driver One Lap of America was a Saab 9000 Aero driven by the CEO of Saab Cars USA, Jim Crumlish, and Saab employees John Jacobs and Bill Buckley. The Aero was hand painted in a rendering of Saab's "Find Your Own Road" advertising campaign.

Jacobs, Saab's manager of dealer information systems, and Buckley, warranty operations specialist, both have prior racing experience in SCCA and NHRA. Jacobs competition experience includes drag racing, SCCA Solo II and Super Vee racing. Buckley also did some drag racing, and was an SCCA regional Solo II champion three times in the early '80s.

One Lap of America, co-sponsored this year by Bridgestone Tires and benefitting Ronald McDonald Children's Charities, visited 11 race tracks in six days, with only one overnight stop. Most of the event involves long transits between the tracks, and the 9000 Aero was considered the most comfortable of the cars entered. The team members reported they were probably the only ones to get a decent night's sleep while on the road, thanks to the renowned Aero seats.

The Saab team was given a sportsman ship award for assisting a couple from Germany, whose Mazda Miata had suffered a breakdown on the road, and arranged to have repairs performed by Fred Jones Saab in Tulsa, Oklahoma, an authorized Saab dealership.

Since most of the cars competing were modified sports cars, the stock Saab did not fare well overall. The Saab team was the only factory sponsored team that used employees as drivers, while other factory teams hired professional drivers.

The team reported fuel mileage of 21.6 mpg for the entire event, a distance of 4953 miles, including the racing sections. In case the Saab team needed any repairs enroute, seventeen Saab dealers were on standby and some spares were carried on board, but the only repair was to replace the wiper blades.

The One Lap 9000 Aero will be on display at the 1995 Saab Owners National Convention in Atlanta. Details on the 1995 One Lap will be published in the October issue of Car and Driver, which will be mailed and available on newsstands early in September.

## Back Issues of NINES

The following back issues are still available. The supply of those marked with an asterisk (\*) is very limited. Prices include mailing to U.S. addresses.

Issue	Cover date	Price
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#202	April 1991	\$3.00
#203	May 1991	\$3.00
#204	June 1991	\$3.00
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**Modified 900 unleashed on Rallycross circuit**

A 600 horsepower, all-wheel drive Saab 900 Coupe driven by Anders Norstedt will be joining the action of the 1995 European Rallycross Championship. The highly modified Saab 2.0-liter, 16-valve, four cylinder engine is rated at over 600 horsepower, and will take the 2365 lb. Saab from 0 to 60 mph in less than three seconds. An X-Trac 50-50 Sequential 4x4 system has been grafted onto the 900 chassis for the traction needed to be competitive

on the rallycross circuit.

Rallycross is a popular European sport that combines paved road racing with off-road racing. In Europe, Rallycross ranks only behind Formula One and International Touring Car racing in terms of popularity. In addition to the 900, there are factory-backed teams from Ford, Citroen, Audi, Subaru, Renault, Nissan and Peugeot competing for the European Rallycross Championship.

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Water pump, 900 (Laso) is correct belt tension!)	\$80.00	\$49.00
Brake master cylinder, 900 w/o ABS .....	\$250.00	\$124.00
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**Saab 96 takes rally win**

A Saab 96-V4 took first place in the Group 2 category at the SCCA Maine Forest Summer Rally recently. Driven by John Vanlandingham, the 96 outlasted other competitors in the event, including Group 2 points leader Sam Bryan who drives a Saab 900, and Jerry Sweet in a Saab 99 EMS. Debbie Sweet, Jerry's wife, co-drove in the winning 96.

The engine in the Scandia Autosport 900 driven by Bryan with Rob Walden as co-driver, failed on stage 6. It was the team's second engine failure of the week, having damaged their race engine during testing and replacing it with a stock powerplant the night prior to the event.

Sweet, along with co-driver Stuart Spark, took the class lead after the retirement of Kurt Thiel's VW GTI, but lost five minutes due to a flat tire, allowing Vanlandingham to take the class victory and 9th overall. Sweet continued to finish second in class and 11th overall.

Bryan and Walden continue to lead the Group 2 class in championship points by a slim margin over Sweet and Spark, 48 points to 46.



## Convention, soon

It's National Saab Owners Convention time once again. Saab drivers from around the continent will head toward Atlanta for the weekend of August 18th through 20th. The '95 Convention is dedicated to the memory of Per Olof "Pelle" Rudh, curator of the Saab Car Museum who passed away last December after a short illness. This year's honored guest will again be Bjorn Envall, chief designer for Saab, who will also preside over a tech session on the evolution of Saab. Envall was also a participant at the 1992 Convention in Columbus, Ohio.

Among the dignitaries on hand from Saab Automobile AB will be Peter Salzer, retiring VP of Corporate Communications; Ole Axelson, new VP of Corporate Communications; Magnus Roland, chief chassis engineer, currently on special assignment to General Motors in Detroit; Kent Bovellan, executive engineering, body and interior development.

As usual, Erik Carlsson, former Saab

Rally champion has said he will be there, as well as Ralph Millet, founder of Saab Motors in the U.S., and his wife, Gunlog. Bob Sinclair, former president of Saab-Scania of America, was invited to participate, but had a prior commitment.

Topping the list from Saab Cars USA, Inc. will be Jim Crumlish, CEO. John Moss, renowned trainer of Saab technicians, will be giving two tech sessions. Many other Saab employees are expected to participate due to the proximity to Saab's U.S. headquarters.

The '95 convention begins on Friday, August 18, with registration opening at 10 a.m. Guided tours of Saab Cars USA, located in Norcross only a few miles from the host hotel, will be available on Friday afternoon. On Saturday, a concours with judging by employees of Saab, and an afternoon rally on roads north of Atlanta are scheduled. Because an autocross could not be arranged, those with a competitive urge will be racing against the clock at the local

Malibu Grand Prix.

A few special people, names to be chosen at random, will be invited to participate in a very private pre-banquet reception with Saab executives and honored guests.

New Saabs will be available for test drives all weekend. Several restored cars from the Saab Cars USA collection will be on display as well as the Saab 9000 Aero that ran this year's One Lap of America (see page 15). The One Lap crew will also be in attendance. The swap meet of new and used Saab parts, accessories and collectables is scheduled for all three days.

The event wraps up about Noon on Sunday, following a roundtable talk where Saab owners get a chance to quiz the officers of the company.

Several groups have expressed an interest in putting on the 1996 and 1997 Saab owners conventions. An announcement will be made at the Saturday evening banquet, and published in the next issue of NINES.

# 900 - 9000



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# Technical Talk

## Turbo Tune-Up

### or How to Get the Whoosh Back

I've enjoyed reading about Saabs from other owners since joining Nines and wish to share my own experience with my 1985 900-T four-door 5-speed with 192,600 miles on the odometer. If you have an older car you've probably noticed that plastic parts become brittle and easily snap off, rubber starts to decay and gas mileage and performance have dropped off. Such was the case with my car. I noticed a drop in gas mileage, a slight searching for idle speed and the engine seemed to 'run out of breath' around 4000 rpm under hard acceleration. I had recently replaced the spark plugs, ignition wires, rotor, distributor cap and reset the timing, but the problem persisted.

Several years and several ten-thousand miles ago, I removed all of the intake plumbing, including the intercooler, and cleaned it out when I switched over to a low restriction K&N #RV-2820 air filter. Removing the OEM filter box greatly improved air flow through the intercooler, which is really necessary down here in the heat of Texas. I figured it was probably time to clean it out once again and recheck the numerous vacuum hoses and fittings for leaks.

One of the worst places for leaks is

where the crankcase breather hose fits into the intake pipe, just upstream of the inlet side of the turbocharger. I found a large rubber gasket in the inlet pipe that an aluminum tube press-fits into. After many years the rubber had stretched and allowed air to enter here without the ECU knowing about it. I used Permatex #2, which remains flexible after it cures, around the aluminum fitting and let it dry for a minute and then replaced it into the rubber bushing. I then applied additional sealant around the reassembled joint to insure that it was airtight. I also sealed the other fitting in the same intake pipe that connects to the APC solenoid valve mounted on top of the radiator. I removed the rubber gasket, cleaned it out and used Permatex #2 around the joint between the rubber bushing and the plastic pipe and then snapped the rubber bushing back in.

Another place infamous for air leaks can be located along the seams of the plastic intake pipes. Mine were ok, but the pipe had split under the metal collar near one end, which did result in a vacuum leak. I tried to repair the split with epoxy, but it wouldn't hold. So I used vinyl electrical tape and wrapped the tube, starting at four inches out, back to the end with the split. This worked just fine.

I also encountered problems getting a good seal between the air flow meter and the K&N air filter, despite using several different types of sealant. I finally bought some closed-cell sealant tape, like that used to seal between pick-up bodies and camper shells. Stretch it tight and wrap it around the air flow housing and trim off the excess width. Slide the filter neck over it and tighten the stainless pipe clamp. It hasn't budged since.

The last time I replaced the valve cover gasket, I used some of the anaerobic sealant that was recently recommended as a gasket replacement. It's red and very gummy and cures to a flexible bond when not in the presence of air. I didn't eliminate the valve cover gasket, but spread a small amount on top of it to better seal the joint. No more oil dripping onto the exhaust manifold! I also noticed an increase in gas mileage and performance.

I've also used this sealant with good results to seal the connection between the brake booster and intake manifold. I pulled the fitting out, cleaned it up and coated it

with the red sealant, then inserted it back to the manifold. I taped it to the manifold temporarily and allowed it to cure for a couple of hours, then removed the tape.

After reassembling all the parts and tightening the hose clamps, I went for a test drive. Turbo response was much better and I noticed an improvement in gas mileage. Each of these small leaks were all part of the same big leak and when all were taken care of, a noticeable improvement resulted.

Another item you might check is the oxygen sensor, located just downstream (or downwind) of the exhaust side of the turbo. The Bentley manual describes a procedure for verifying its operation on page 240-16. For those of you without it, here's the gist of it: Disconnect the single black wire from the sensor where it connects to the wiring harness and attach it to the positive lead of a digital voltmeter. Ground the other lead of the voltmeter. Start the car and let it idle. The voltmeter should indicate a voltage between 0.4 and 1 volt within a minute or so. Next, reach over and pull off the vacuum hose to the fuel pressure regulator. This will increase the fuel pressure to the injectors and cause the mixture to be very rich, thus the output voltage from the oxygen sensor will rise. Reconnecting the vacuum hose will restore the proper mixture and the voltage should drop to where it was before. If you see no change in voltage, the oxygen sensor is probably bad and needs to be replaced. To my surprise, I discovered mine had failed this simple test and evidently had been inoperative for some time. Replacing it made a big difference in driveability, performance and gas mileage. As a result of all of these fixes, I now get an additional 100 miles out of each tankful, plus much better performance.

All the aftermarket add-on's won't make any difference in performance of your car unless all of the basic systems are working properly. One of the lessons I've learned through all of this is that Turbo SAABs are very sensitive to vacuum leaks . . . anywhere! If you perform your own maintenance as I do and haven't checked these items out in quite a while, do it. You might be surprised at what you find and you might rediscover the whoosh that's been missing!

Mark Florian  
Austin TX

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## Oscilloscope as diagnostic tool

It's a little surprising that the use of a standard lab oscilloscope is never mentioned in working on Saabs, as probably many Saab owners have at least access to one. A second-hand Tektronix 'scope does very well. Those who have a Saab with the continuous injection system (CIS) and lambda can use a 'scope to both check the operation of lambda and to adjust the mixture. The 'scope probe is hooked up where a dwell meter would go, and does a better job.

For those with the LH fuel system with AIC valve, a 'scope can also be used to look at the signal feeding the valve. A dual-trace input is useful here, but not essential. Whether or not a 'scope be available, this valve can be observed in action by just disconnecting the hoses, sealing them off with several layers of plastic bag held by rubber bands, leaving the plug connected and observing the motion of the shutter as engine speed is varied. This valve does not oscillate open and closed, as one might think from the manual.

Group 6 now supplies stainless steel fuel

lines to replace the plastic lines used in the continuous injection system. I've been using them awhile now, and really believe that everyone should use them. It's hard to think of another upgrade which will so clearly make the car safer.

David Potter  
Austin TX

## Stumbling Aero

I have a hunch that the new ('94-on) Trionic ignition/injection has some trouble with the new fuel formulations. I'd be interested to hear of this has been rumored or confirmed. The dealer just swaps out the Direct Ignition module, but my guess is that the car is running too lean under certain conditions. Plugs aren't burning, but it's hard to tell.

Under certain engine conditions, the engine in my '94 9000 Aero stumbles or misses to some degree from minimal to severe. This problem has become severely worse over the past 4,000 miles. There are two basic ways it may be observed; the first is more common:

*Light-load* - Shut off the radio and ACC to disable the compressor, and roll up the windows.

Drive the vehicle in any gear between 2500 and 3200 rpm at a constant rate. Third or fourth gear is fine. Be very steady on the throttle. As you apply just the slightest amount of throttle to get past freewheel coasting, the engine will stumble as if the mixture was way too lean or the fuel flow restricted. In some cases it is so severe that a drivetrain harmonic develops and the car shakes. (Hint: Rest a finger lightly on the gear shift lever to feel it.) This really sucks and makes this car unpleasant to drive. It isn't intermittent, it is always there to some degree.

*Full-load* - From 3rd or 4th gear at about 2200 rpm, floor it. There is frequently a bad miss (not a knock) on the way up to 4500. (As an aside, peak boost is low. I'm not getting the 1.0 bar of boost I deserve. My friend's '94 Aero is much faster. My wife's vanilla 9000 Turbo is faster.) This is NOT overboost because the acceleration is kind of lame, the air cold and dense, the fuel 93 octane, and the boost gauge at the top of the yellow.

*My guess* - Spark plugs were changed, examined, and gapped. They are fine. APC solenoid was cleaned out. My guess is that one of the many sensors into the engine control system is broken or out of spec.

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If you have been wanting to upgrade your turbo to a water cooled center housing, or if you need a new turbo, this is the time to act. At this price it even makes sense to buy now and save it until you need it. A rebuilt cartridge normally costs about \$550 exchange, and you can get this new unit for **\$425 outright!**

Our other option for you to consider is an upgrade from the original turbo. Also water cooled, these units are rebuilt, with over 70% new parts, and are complete turbochargers, including the housings and waste gate.

Each turbo has specially machined blades and housings to deliver maximum performance. They have 30% more mass air flow than the stock turbos, and you can get one this month for **just \$675**, exchange. Treat yourself to some extra horsepower and top end performance.

If your turbo is making noise or acting a little sluggish, or if you get a big puff of white smoke when you start the engine, it's time for a new turbo. You can't find a better turbo than these, and you won't find a better price for a comparable unit.

We hope you're going to the convention in Georgia this year, and that you'll catch our tech session and stop by our booth to say hello. We'll have several new products on display for you. See you there!

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Alternately, the software or DI module is defective. It could even be the result of Saab trying to make the car run too lean, too green. But it is broken and my friend's 1994 Aero doesn't have this problem. Another clue is that the light-load stumbling often happens just after you've been coasting; so the computer had gone to "lean coast" mode and now is being asked to transition back to some combustion.

Shepard L. Siegel  
Derry NH

### Cheap 9000 fuel pump?

Enclosed is a clipping from a recent American Science and Surplus catalog. The fuel pump in question claims to be compatible with those in the 9000 model. I was wondering if NINES would like to investigate the matter, or better yet, print an article stating the claimed compatibility so that some 9000 owner can either give verification or spend the advertised \$8.50 to find out.

As an adjunct, are the 900 and 9000 fuel pumps all that different?

Armand Voltaire B. Cating  
San Francisco CA

*Saab used a Walbro made fuel pump in normally-aspirated (non-turbo) 9000s from about mid-1988 to mid-1990. It has since been replaced in production and in replacement parts by a more reliable Bosch made pump. The Walbro pump was subject to failure if the fuel level dropped too low, as the pump was lubricated and cooled by the gasoline. Saab sells the pump as a complete assembly with the feed canister. The Walbro fuel pump assembly had a suggested retail of \$300. The replacement assembly by Bosch lists at \$380. I was unable to verify if the pump advertised by American Science & Surplus is the same model as used by Saab, though the specifications are similar. - TW*

### Finding TDC on 3-cyl

Spring has sprung!

I was in the Saab Shop when I swear I heard the familiar voice of my old sergeant bellow "Sweepers man your brooms! I want a clean sweep down fore and aft!"

I jumped as required but made a grab for the air hose instead of a broom. In addition to all the steel shavings under the the bench, a piston stop rolled out with a blast of that "spring cleaning" air. I had been looking for that stop to show a stroker friend the easy way to find top dead center of the number one piston. Going through the routine of determining TDC to set the timing on a two-stroke Saab engine is necessary but does not have to be an ordeal with a dial indicator.

Remove the three spark plugs and make sure the middle piston (#1) is down out of the way. Screw in the piston stop finger tight. Roll the crank around by hand and gently nudge the piston top against the stop. Scratch the pulley OD in line with the TDC mark on the block. Roll the crank around in the opposite direction and gently nudge the piston against the stop again. Scratch another mark on the pulley OD in line with that TDC mark on the block. Use a steel tape to measure the distance between the scratches and split the difference for TDC. Scribe that spot on the OD of the pulley with a file and give it a dab of white paint for quick identity,

I knew you were going to ask, "Where the hell did he get the piston stop?" I made it from an old 18mm spark plug.

Grind off the side electrode. Break off the white insulator. Cut off the exposed center electrode. Drive the center electrode on through with a center punch. Break out the remaining porcelain. I reamed out the center hole and used a 3/8-inch cap screw, two inches long, for the actual stop, then welded it to the plug case.

The 1-3/8" distance from gasket to stop will place your preliminary scratch marks about one inch on either side of the actual TDC.

Gees! Next time Sarg will probably want to inspect my M1!

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# Charging Onward

A SAAB 96 is converted from gasoline to electric power and competes in the 1994 American Tour de Sol.

By Christen Johansen

Over the past sixteen years, our family has experienced many pleasures and occasional pain from a progression of used SAABs—a '75 99LE, a '78 99EMS, an '81 900T and our present '85, four-door, 16-valve 900T, which I consider one of SAAB's greatest sport sedans. After twenty-five years of messing about in SAABs, I became fixated with the idea of restoring a 96 and using it as a weekend runabout and letting my wife, Isabella, use the 900T. I had owned four 2-stroke SAAB 96s in the late 1960s - early 1970s while studying architecture at The Rhode Island School of Design. I can only guess that the indelible yet romanticized image of my first car, a used 1967 polar white 850 Monte Carlo 96, caused me to remember more of the high-performance spirit of these cars than the hours I had spent with my head and grease-covered hands in the engine compartment.

One of my interests in undertaking this project was to look into the practicality of alternative fuels for either a 2-stroke or a V4. My explorations led me through various articles about converting gasoline engines to natural gas combustion and into discussions with experts in the New York area who were converting fleets of commercial trucks. I discovered that it could be done by modifying the carburation of a standard V4 engine to control the injection of the pressurized gas. The changes were clear: new carburation, find a place to strap in a large refillable gas canister and don't travel too far from a source of supply. Another possibility was more radical: jettison all the internal combustion elements and convert the car to electric operation.

My interest piqued upon reading Shari Prange's article in *Kit Car* about Mike Brown's successful conversion of VW Rabbits, Chevy F-10s, fiberglass kit cars, etc., to electric power. Mike Brown is a former motor head with fifteen years of automotive mechanic's experience before he started



Sparky, the electric 96, was much admired by the crowd

Electro-Automotive, an EV conversion and component supply enterprise, in Felton, California in 1979.

At Mike's urging, Isabella and I visited the alternative fuel vehicle exposition at the Boston World Trade Center in October 1992. A wide variety of automobiles were on display from solar cell clad Tour de Sol racers to converted Geo Prisms, from motorcycles and go karts to GM's slick 2-seater Impact, but what won my heart was Vermont Electric Car's converted 1967 powder blue SAAB 96. Steve Miracle, one of the owners, told me that they had gotten the car after it had been driven up from Florida and its engine had seized. Steve admitted that in their nonstop effort to get the car ready for the expo, they hadn't packaged the components in the car as well as they could have.

With 16 6-volt batteries in the trunk and back seat, this now 2-seater had some handling problems to be worked out. Nonetheless, I exited the expo encouraged at having seen an electric 96.

Through NINES' SAAB Club network, I picked up two 96s and twenty-two years worth of parts from Mark Lazerson for \$850. Both V4 runners at the time, one was a white '69 with terminal rust and the other was his family's virtually rust free green '72 from Virginia. I pressed our 900T into service and towed them one at a time from Mark's place in Stony Brook out to my friend Chris Whitney's garage in Springs, on the southeast end of Long Island.

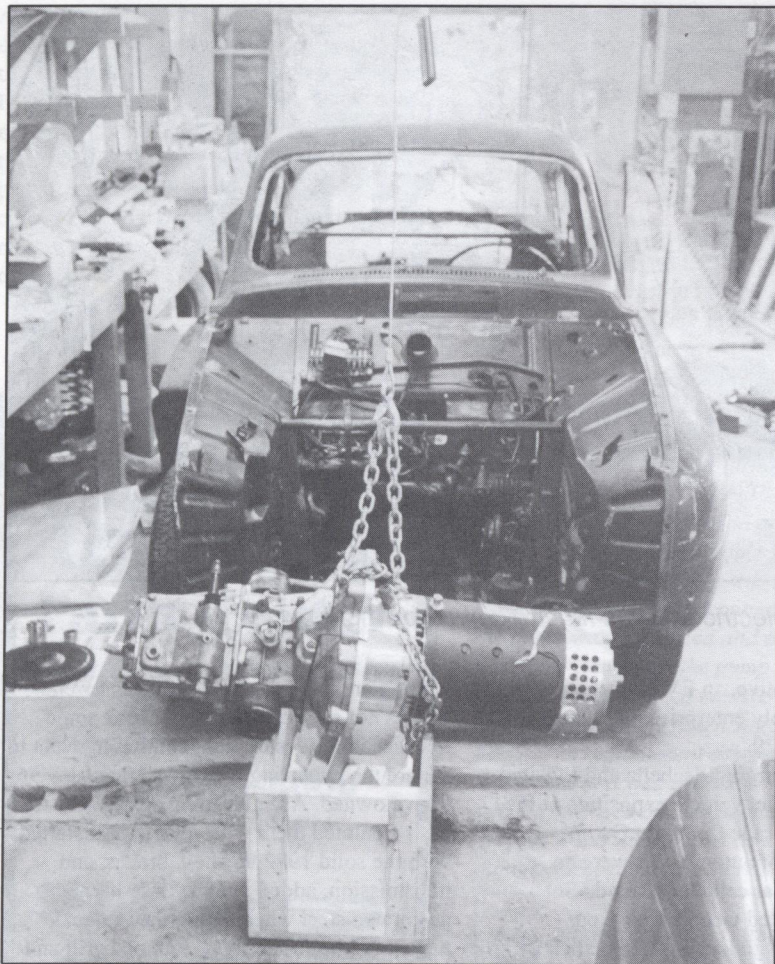
I completely stripped both cars of parts,

tagging and bagging each group as I went. This is not a pure restoration. I took some liberties in my restoration, combining what to me are the appealing features of the many 96s I have owned. After cleaning all the selected parts I painted them with -POR-15. I started with the solid 1972 96 shell, brakes, and transmission, added the gray interior and perforated steel wheels from the '69, and picked up the '67 fenders, stamped grill and airplane logo steering wheel from Dave Kronin to complete the basic car.

Concurrently with my restoration work, I researched components and sources for the conversion. Bob Batson, owner of Electric Vehicles of America in Maynard, MA, became my main source of direction and components. I sent him the specifications on the 96 and he prepared a performance and design manual for me to follow. Together with Mike Brown's step by step conversion manual and Bob's components and wiring diagrams, the project moved steadily ahead.

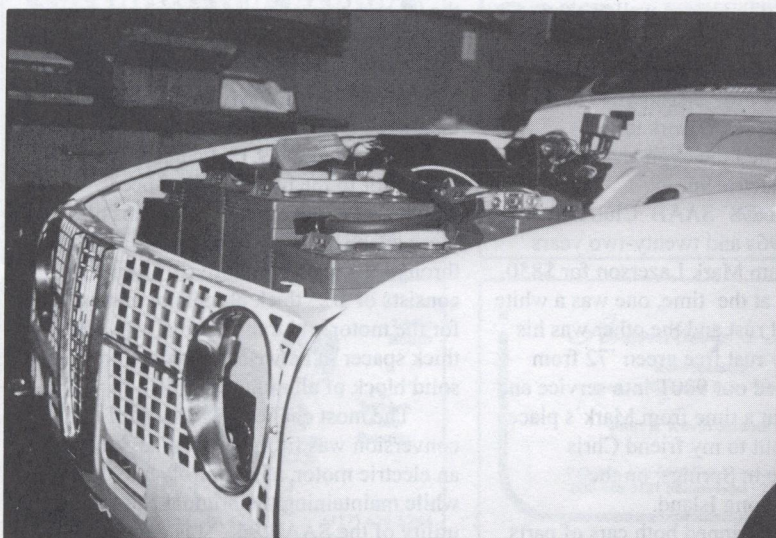
I mounted the 9.1" diameter Advanced DC motor to the original four-speed transmission bell housing by means of a three piece adapter designed and manufactured through Electro Automotive. The adapter consists of 1/2" thick aluminum mating plates for the motor and transmission with a 3" thick spacer in between, machined from a solid block of aluminum.

The most challenging aspect of the conversion was fitting sixteen large batteries, an electric motor, and controls into the car while maintaining the original character and utility of the SAAB 96. This packaging of



*Above: The electric powerplant mated to the Saab transaxle, ready for installation in the restored engine compartment.*

*Below: The hood just barely clears the batteries up front.*



EV components and bottom-up restoration of the car was painstaking, consuming roughly 1000 man hours of my labor. After a year and a half of weekends, measurements, mock-ups, and prototypes, one car emerged from the many parts and bags of bolts.

The net additional weight to the car, after stripping the internal combustion components and adding the electrics, including 16 lead-acid batteries weighing 1200 lbs., amounted to 1000 pounds. After a lot of fitting mock-up cardboard batteries and weight calculations, I arrived at a workable layout with six batteries on a custom steel tray in the engine compartment straddling the motor, two in the middle of the back seat bench, and eight in the trunk, straddling the cross brace between the castoff gas tank and spare tire. By substituting heavier rear coil springs from a SAAB 99 EMS and KONI adjustable gas shocks, and custom-wound springs with KYB Gas-Adjust shocks in the front, the car sat perfectly at its original specified height.

Once the batteries were fitted, the push was on to complete the wiring and finishes in time to properly test the car before the start of the 1994 American Tour De Sol electric and solar car rally from New York City to Philadelphia on May 22. On May 1, I towed the car to Pier 40 in New York City and temporarily rigged the ignition switch wires so that I could make a first test run inside the garage. It worked. I was elated.

I worked frantically after work for the next three weeks getting the car ready to pass technical inspections and performance tests for the Tour De Sol race. The easiest inspection turned out to be the New York State inspections.

The car has enough torque in first to climb a wall, goes 35-40 mph in second, 50 in third and its top end is between 65 and 70, depending on prevailing winds. To ease steering and increase under-steer, the tire pressure was increased to 42 pounds on Dunlop 165 SR15's.

An electric vacuum pump in place of the normal suction from the V4 intake manifold assists the brake master cylinder. Two electric resistance heaters are fitted into the standard heater box in place of the original heater core and will only operate if the fan switch is on. The heater is intended to warm up the passenger compartment before disconnecting the charger and for windshield defrost/defog while driving.

On May 22, exhibition and race day one came. Sparky passed all inspections and tests and we were cleared to compete. This was a staged rally testing watt/mile efficiency, not speed. There were five classes of entrants ranging from production Ford Ecostar trucks to lightweight solar powered experimental rigs. We completed the first leg of the seven-day race, then went back to work for the rest of the week, while the others proceeded west and south through New Jersey and eastern Pennsylvania. I left work early on Friday the 27th and towed Sparky down to Boyertown, PA, home of the Vintage and Electric Car Museum, for the final leg of the race into Philadelphia on Saturday morning.

Saturday was a beautiful spring day. Sparky had a full charge and after passing a few of the slower solar powered

rigs we were clipping along at +55 mph through the sylvan countryside with spectators cheering our procession on to the Franklin Institute.

Did we win? No.

Was it fun and was it worth doing? Absolutely.

After some very relaxed service on Cape Cod and Long Island, preparations were made to run Sparky in the 7th Annual American Tour de Sol. This year's rally from Waterbury, CT, to Portland, ME, had longer stages and a few more hills than last year.

I worked with Todd Brown and three of his top high school senior science students from The Wooster School in Danbury, CT, to upgrade and fine tune Sparky for this new challenge. The students - Aavi Bakhur, Kevin O'Brien and Chris Weyl - undertook the project for school credit as their Senior Independent Study program.

For this race we have forgone the comfort of the rear seat to install six batteries in place of the original two, thereby increasing our operating voltage from 96 volts to 120 volts. The option of regenerative braking will be put off until we can afford a special motor controller and relay which will switch the 9.1" diameter motor to generator mode at the touch of the brake pedal.

On Sunday April 20th the Wooster team disassembled the control wiring, removed the front batteries and pulled the motor and transmission in order to reverse the worn CV driver hubs and make minor wiring changes, inspections and clean up. At 6:00 PM we were ready for a test run.

The results were better than we expected. With an additional 300 pounds of batteries and a driver and two passengers at over 500 pounds, our 120 volt car reached 50 mph in second gear and a top speed of 78 mph on eastbound Route 84 with strong acceleration. Tests of distance per charge, kilowatts/mile, continued to ensure that we could make the 75 mile legs of the Tour de Sol race. So far, so good.

Sparky was entered in the Discovery Channel Commuter Category (formerly the American Commuter Category) which had a field of 22 entries - 18 sedans and four small trucks. The total field of 45 electric and solar powered vehicles was divided into five categories, including Production, Hybrid, Solar and Open in addition to the Commuter category. The Wooster's Charge Team finished third in the Student Division and fourth among the commuter sedans.

This project attracted and benefited from the support and talents of a broad range of people and I consider them vital forces in its success:

Bob Batson	Electric Vehicles of America, Maynard, MA
Mike Brown	Electro Automotive, Felton, CA
Chris Whitney	Whitney Woodwork, Amagansett, NY
Mark Lazerson	Former SAAB owner, New York, NY
Steve Miracle	Vermont Electric Car, Montpelier, VT
Al Cook	Al Cook Metal Fabricators, New York, NY
Larry Helenberg	Helenberg's Sheetmetal, New York, NY
John Degan	Liberty Iron Works, Southampton, NY
Gene Simons	Gene's Garage, Springs, NY
Jack Ashcraft	Ashcraft Automotive Design, Medford, OR
Mike Sweeney	Southampton Auto & Marine Upholstery, Southampton, NY
Worth Auto Parts, New York, NY	
Campbell/Nelson VW SAAB, Edmonds, WA	
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Canal Rubber Supply, New York, NY	
Loeffler, Johansen, Bennett, Architects, New York, NY	
Grace & Warren Brandt, Watermill, NY	
Isabella, Daven & Nick Johansen, New York, NY	

This car has caught the interest of people interested in the vintage SAAB 96 and has surprised many with its motive power. It is an ongoing experiment and will develop with the technology of EVs, and the painstaking hours of restoration should be rewarded by a relatively maintenance-free life for many years to come.

Sparky has turned a lot of heads during the past year. Surprisingly, no one has been disappointed at not seeing the expected V4 under the hood. It seems that more than anything, people enjoy seeing a 96 on the road.

In response to those who would wait until EV technology improves before converting a car, most of the components -- motor, contactors and controls -- are not likely to develop as quickly as the energy storage component, i.e., the batteries. Lead-acid batteries, the most readily available, least expensive and most widely used electric power storage device, last for about three years/30,000 miles. Upgrading batteries is a recurring cost of operating an EV and the major factor in improving its performance and efficiency. If trends continue, future generations of batteries will hold more power and be lighter and smaller. The durability of the rest of the EV components, roughly 3/4 of the initial investment cost in EV parts, together with the low cost of charging an EV, make the strongest case for the use of EVs now. For the average American's daily car use of 25 to 30 miles per day, EVs are practical, dependable, not to mention fun.

Christen Johansen lives in New York City with his wife, Isabella, and their sons, Daven and Nick, and he is a principal in Loeffler, Johansen, Bennett Architects, PC.

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Satch Carlson and Rustly Link aboard the Hawg of Steel in the 1970s.

## ALASKA RALLY TEAM REGRESSES TO INFANCY

*Plans To Run Old-Car Rallies With 96 V4*

The Alaska Rally Team has announced plans for the long-range restoration of two of its more illustrious rides, according to ART Spiritual Advisor Satch Carlson. "We can't sell them," he said in Anchorage in May, "because you'd never get anything for them the way they sit, and you'd never get your money out if you restored them first. Besides, these cars have too much history in them to be sold; these cars ARE the Alaska Rally Team! These cars are family!"

Carlson's 1985 SPG, the Blackbird, was in fact purchased specifically for long-distance marathon rallying. "We picked it up in London," he says, "and ran it up to Newcastle, where Safety Devices custom-formed a full six-point roll cage for it." The cage, which came to be known as the Gucci roll cage after Safety devices finished padding it and having it covered in Scotch Leather to match the rest of the car's interior, was never put to the test: in a decade of rallying, the Blackbird never left the road. "We came close, though," Carlson admits. In the 1986 Alcan 5000 rally, Seattle's Bob Chandler spun a complete 360 on an icy road in the shadow of Mt. McKinley. In 1988, Elliott Nelson, driving in the first Alcan Winter Rally, did a series of 180-degree

wigwags near Banff. And most recently, Group 6's Frank Freeman spun the car into a snowbank on the Yukon's Campbell Highway during The Rally of the Lost Patrol, smacking the snow so hard at one point that the rear hatch flew open. "It looked like a quarter-mile yard sale," he said of the equipment strewn along the Arctic road.

"How fast were you going, Frank?" asked one bystander later.

"Too fast!" he replied.

"WAY too fast!" added his navigator, Paul DuChene of Portland, Oregon.

The Blackbird, having crossed the AlCan at least six or seven times in the last decade, is understandably tired. "I think we'll go back to the boulevard cruiser status," says Carlson. "The car is obsolete for rallies like the Lost Patrol, where you just about have to have four-wheel-drive or traction control if you want to win. And it's too new for vintage events. So I think we'll basically rebuild the thing, re-do the paint and the pin-striping, put it down on lower springs, and crank up the stereo. From time to time, we'll probably run a few rallies with it — you know, those Flatland pussy rallies where they never leave the pavement."

A more perplexing situation involves

the car that started the Alaska Rally Team, the 1970 Saab 96-V4 known as the Hawg of Steel, after the comic-strip character Wonder Wart Hog. "We know some things about the car, and we've surmised some others," says Carlson. "It was apparently sold from the factory as a rally car; I think the original purchaser bought it to run the Acropolis Rally [in Greece]. We know it ran the last Trans-Canada rally in 1971 with Stan and Suzanne Crews taking sixth overall. They were also part of the winning three-car team, so they won \$184." The Alaska Rally Team acquired the car from the Crews.

Though cars sold to the public were never full-blown factory-prepared homologation specials — the engines were stock, for example — there were some unique characteristics to the "factory rally cars" sold to privateers. "The rear window and the back-seat side windows are plexiglass," says Carlson. "The gas tank holds about twenty gallons, and you can see where they covered the standard filler neck location. The trunk is set up to carry two spare tires, and the rear axle has been drilled to run a drive cable to the rally instruments." The driver's seat is a narrow Recaro bucket, the co-driver's a Recaro recliner. The steering wheel was a Sonett wheel, quickly replaced with a thicker Paddy Hopkirk wheel.

In the hands of the Alaska Rally Team, the red 96 suffered the indignity of being thrown into the U.S. PRO Rally circus, where it was once fitted with an over-the-roof exhaust system. "Hey, it was authentic!" says Carlson. "Saab used them in Baja, so we figured we could do it, too." A six-point cage (though never padded, let alone covered with leather) was added. "That one got some use," he admits. "In fact, we began to think that we were going about as fast as we could without rolling the car, so we wanted something with a lower center of gravity — and certainly a lower roll center."

When ART switched its focus to the lower, shorter Sonett (the Piggue of Plastique), the 96 was shunted aside and neglected for years. With the purchase of the Blackbird in 1985, the attentions of the team turned to marathon rallying instead of sprinting through the gravel, and the Hawg of Steel sat patiently through its metamorphosis through pupal hulkdom into its rediscovery as a classic. Finally, the siren call of vintage rallying stirred new consideration of its possibilities.

"I threw a stock 1500 motor in, just to get it running again," says Carlson. "It's a hoot! Step on the brakes, wait to see which



direction it pulls. Clunks on every bump! I think all the bushings have turned to sawdust. The water pump's leaking, and of course the thing's a stone with that piece-o'-shit Ford carburetor on it. But the exhaust system has rusted away, so there's a wonderfully hellish noise down there, and you can still drift sideways through the gravel and listen to the rocks singing underneath, so I think we've got ourselves some motivation."

Still, there's the matter of building another engine with a few horsepower and going through the suspension and brakes from fore to aft before getting serious at playing in the fields of the Lord. "We already missed one rally," says Carlson. "They re-did Mountain Trials from 20 years ago, and they sent me a copy of an old flyer — and there we were, me and Rusty Link and the Hawg of Steel! We definitely want to have the car there next year."

The famous Press On Regardless Rally features a vintage class, and at least on "vintage only" event runs in September, the Shell 4000 Retro Rally [in Canada]. "I ran it last year with Teresa Davenport in her Alfa," says Carlson, "and we're scheduled to do it again in '95. But I'd still like to see the Saab there in action." To that end, the Alaska Rally Team is recruiting assistance and talent from the broader spectrum of the Saab Club. "I don't think we'll have the car fully restored by then," he says, "but I think the Canadians would probably want it to run anyway, because of the historical significance. And while I'd like to wait until we have the time and money to strip it down to every last nut and bolt and properly rebuild the car, I know that's never going to happen in this incarnation. So I've started with some of the basics to make the car potentially able to win an event like the Shell 4000 or the Press On Regardless vintage class."

That rear-axle cable-drive assembly, for example, had rotted away, so Carlson spent two days driving out the old housing and engineering a new assembly. He has procured vintage instruments for proper rally navigation. "These cars used to come with a Halda Speedpilot," he says, so I had one rebuilt at a ridiculous cost, and then I found out they aren't very accurate anyway! But I also got my hands on a Halda Twinmaster, so anybody who can crank a Curta should be competitive." He is turning his attention to the wiring harness, hoping to rewire most of all of the car's systems before the Shell. "I figure we'll road test the thing before the rallies," he says, by driving it from Anchorage to Seattle."

"What I'd like for the car, and what it needs — at least to run a rally — are miles apart, of course," he adds. "It would be nice if I still had an 1800 motor with dual-port heads and cross-over Webers. It would be nice if somebody ran across a shiny new set of calipers and some Ferodo DS11 pads. It would be nice if I could find a pair of Cibie Biode headlights, and those little mesh guards they used to snap over them. But you know, the kinds of rallies they're putting on these days, we can win with just a stock 1500 engine, and these cars are so inherently strong you can sort of limp along from repair to repair. The shell is strong, so it's not going to rot out from under us. And if we ever find proper sponsorship, or I get a real job, all the cosmetics can be attended to in time."

The team is hoping some Saab Club brethren (or sistren) will have enough interest in the project to contribute money or parts in exchange for a ride. "It's a little tricky," Carlson admits. "I don't mind if I'm navigating, because the first time somebody abuses the gearbox I'm right there to whack his knuckles. And of course a lot of us in the Saab Club have been driving these cars since the Dick Grossman days, so I think we can find the personnel who would be an asset to the Alaska Rally Team, especially since all the team's had before have been liabilities. But I can foresee a situation where the Hawg of Steel would be in the hands of strangers, and I'd have to worry about both the driver and navigator. Are they double-clutching the downshifts? Did they put the right gears in the Halda? Are they wearing their mittens? I'd probably be waiting at the finish line, pacing like an anxious father."

One thing is certain: Carlson will be in the car as driver or navigator if it is ever restored to the level required for his ultimate ambition. "They're putting on a retro version of the Monte Carlo rally," he says. "In winter. A chance to run the Monte the way it's supposed to be done — well, okay, Erik would say you need a 93 — without having to be a John Buffum or an Ari Vatanen! Who says there isn't a God?! What other proof do you need?"

*[Anyone interested in the Machiavellian schemes and aspirations of the Alaska Rally Team, the Blackbird, and the Hawg of Steel ("Especially body-and-paint shop owners," says Carlson, "or heiresses looking for a real good time") can reach Carlson at 503-285-2766 while he continues working on the 1996 version of The Rally of the Lost Patrol.]*

## Historic Rally Car Found

The two-stroke Saab 96 that won the 1960 R.A.C. Rally in England seems to have surfaced in Minnesota. Eric Johnson of Northfield, Minnesota, purchased the faded 1961 GT-750 at an estate sale in St. Paul in 1991. At that time the only real evidence of competition background was a tech inspection sticker on the dash pad identifying it as a participant in the 1961 Hershey Hill Climb. Eric's plan was to restore the car and use it to compete in vintage racing events. He described his find in NINES #208 (11/91).

Recently he had a relative in Sweden check the 96's serial number with Swedish motor vehicle authorities to determine the license plate number assigned to the car. That number matched the license on the car Erik Carlsson drove to victory in the 1960 R.A.C. Rally (entrant #178).

A hint as to how the car may have come to North America was revealed in a Saab press release issued for the 1961 New York International Auto Show, and found by Saab Club member Bob McNary. The release includes a photo of a 96 in action at the Finnish Rally of the Thousand Lakes, and states that a Saab factory rally car on display at the show "was entered and performed with distinction in... the Tulip Rally (Holland), Swedish Rally to the Midnight Sun, Norwegian Viking Rally, British R.A.C. Rally and Canadian Winter Rally." It is possible that the same car was later sold in the U.S. and saw further competition.

The release continues: "Perhaps the most outstanding victory was in the R.A.C. Rally wherein SAAB scored 1st overall, the first time in over 20 years that a non-British car has won the event. In the R.A.C. Rally the car was driven by crack Swedish competitor, Erik Carlsson, teamed with England's Stuart Turner as navigator."

Johnson is now seeking further details of the Saab's competition history and collaborating evidence that it is indeed the car the Saab factory entered for Carlsson at the 1960 R.A.C. and other rallies. Any help would be appreciated.

Write to:

Eric Johnson  
613 Union St.  
Northfield, MN 55057

The 96 is in the process of restoration, and has recently returned from Andrews body shop in Princeton, Minnesota, where the stripped chassis was repaired and painted. Johnson has promised updates on the car as he finds further details and as restoration progresses.

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## Saab Stock Cars at Linda's Speedway

Rudy Zwiebel and I are fanatical collectors of old Saab parts, dealer literature, Saab models and other promotional items. Before leaving on our most recent trip to the Import Swap Meet in Carlisle, Pennsylvania, Rudy suggested we call Tim Brown and Kevin Booth at Lititz Auto Service. We had read in NINES #226 that they race Saab 99s Friday nights at a racetrack near Carlisle. They were offering "open seats" in their cars for warm up laps. We thought that the available seat would be the passenger seat. We found out after our call that the "open seat" was the driver's seat. All the better!

At 6:00pm on Friday we arrived at Linda's Speedway, an oval, quarter-mile, dirt racetrack. Tim, Kevin and their friend Lynn Hyle all race Saab 99s there every Friday night in the "Thunder Class." They compete against other small front and rear-wheel-drive, four-cylinder cars. Few modifications are allowed, so the cars are basically stock. The cars in their class have been stripped of non-essentials, such as all glass, interior and gauges.

The oval is wet down in the beginning of the night. Before the first heat starts the cars go out by class to warm up and dry off the track. Tim and Kevin were generous enough (or ignorant enough) to allow Rudy and I to take their cars out for warm up laps. We put on the driving suits, helmets and gloves and climbed in through the driver's door window. This was necessary since the doors were welded shut. Strapped into the racing seat and held in place with the competition safety harness, it was impossible to move, much less turn around. Since the car had no mirrors (more non-essentials?) you had no idea who, or what, was behind you. We were advised to stay to the left and go easy until we got the feel of the car. The car I was driving had wheels with extra offset and a welded differential. It took me about two laps on the wet track before I felt I was starting to be able to control the car. The fact that everyone else on the track was blowing by us at full speed made control very important. All too soon it was over as our class was waved off to the pits. We had managed to stay out of everyone's way and returned the cars without any fresh dents. It was a lot of fun.

Tim easily won his heat, and Kevin and Lynn also made it through the preliminaries to the feature, but Lynn had a few problems.



Rudy Zwiebel suited up for a chance to drive a Saab 99 stock car.

His car was hit, and after his heat it proved to be a valuable lesson in just how tough these cars are. His right rear hub was bent, as was the rear suspension's transverse bar. The bent transverse bar was straightened somewhat with a pry bar, but the hub could not be fixed. It might not have been critical except that the tire was rubbing on the spring link. A few hammer blows to the spring link moved its edge over a quarter inch or so, but the wheel still rubbed. Some flat washers between the hub and wheel took care of that and soon it was time for their feature race. Tim and Kevin did well, but Lynn, bent hub and all, did the best. He finished with second place. A Saab 99 can take a lot of abuse and still keep going.

It was an interesting scene at Linda's. They race on 29 Friday nights throughout the season. It is both a very competitive and a very friendly atmosphere. They compete as hard as they can, but they are really out there just to have good, clean and mostly cheap fun.

We would like to thank Tim, Kevin and Lynn for a very enjoyable evening. Although my primary Saab interest is old cars, not motorsports, as soon as I crawled out of that 99 I started to get withdrawal pains. If I lived in the area I think I would stop in at Lititz Auto Service regularly to see if they had an "open seat" that Friday. If I hung around long enough I might even consider building my own budget 99 race car.

Pat Greer  
Milwaukee WI

## Goose on the Loose

*It's the stuff Urban Legends are made of. A lawn gnome disappears, then the owners begin to receive post cards from all over the country, indicating that the plaster elf is having a wonderful time on vacation. Then one day the statue returns home, maybe sporting a Hawaiian shirt or dark glasses, or a tan. Jan Harold Brunvand has written about such pranks in his books on Urban Legends, The Choking Doberman and Curses! Broiled Again.*

*It happened again last summer, but this time the prank made national news. Here are the details as told by one of the culprits.*

Graduation had come and our college lives were about to end. We were supposed to go out in the world and get jobs to become productive citizens of society. But a few of us wanted to hold on to the college life for just a little bit longer. So three of us, Jeff, Nicole and I (Mark) decided to do just that.

Nicole and I, recent grads from Virginia Tech, hopped in Bessie and drove to Harrisonburg, VA to pick up Jeff, a recent grad from James Madison University. We then began the graduation trip of '94, a journey across the U.S.A. You ask who Bessie is? Bessie is a 1987 Saab 900 3 door.

Our first stop was Akron, Ohio. One night, after visiting many of the fine beer establishments in Akron, we decided to pick up one more passenger for the trek across the U.S. Of course, our judgement for a travelling companion was a bit off balance considering how many of those establishments we had visited. After walking around Akron for a while, we stumbled across the perfect travelling companion -- a 77-pound concrete goose lawn ornament wearing sunglasses, a wig, and a gold metallic bikini—and we named the goose Bill!

With our new friend tossed, ever so gently, in the trunk of the Saab we headed for our second destination—Chicago. Chicago was great—nobody vandalized Bessie! Continuing on the trek we went through Duluth, Minneapolis, Mt. Rushmore, Billings, Spokane,

Seattle, and Salem. All the while, Bill was writing home to his/her mom and dad telling them how much fun he/she was having.

Bill was always in the way, he/she was very heavy, and he/she wasn't treating Bessie's trunk very well. Considering all of this, we had planned on leaving Bill out in Oregon hoping that maybe he/she would fly home. However, we were too kind to leave our friendly fowl out in the middle of nowhere so we tossed Bill back in the trunk and headed for the Redwood Forest. On to Reno, then Richfield, Utah, where a picture of Bessie's license plate—IM SAABN — made it onto the wall of license plates at a campground. Next stop Aspen.

Once in Aspen, Bill called home and found out that he/she was a missing child and had been all over the local newscasts and newspapers and was even on a national news show—ABC's *Primetime Live*. Once Bill found that out, he/she started writing a lot more to home so that his/her parents knew that he was having a good time and would return home—some day. The trip continued... Santa Fe, Dallas (oops, Bessie got a speeding ticket, she likes to drive fast but decided

not to outrun the Texas trooper), and New Orleans. Ahhh, New Orleans, the sights, the drinks, the fun, the drinks, the geignets, the drinks... From New Orleans, we went to Spartanburg, SC and then back to our Alma Mater in Blacksburg, VA.

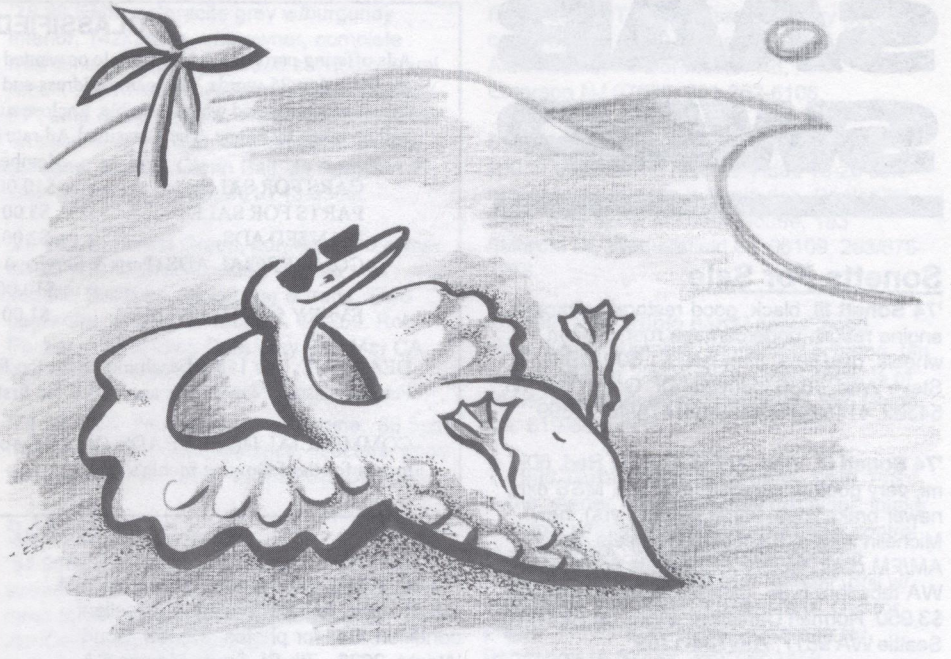
10,000 miles in six weeks and the trip was over. Bessie had only two problems from all of that — a nail in the tire while in Aspen and a dead battery from Santa Fe to Blacksburg (push starting is great when you have no money to buy a battery). Oh, plus a few scratches in the trunk from Bill.

What ever happened to Bill? He/she was finally returned home where he/she was met by local TV crews with their cameras and newspaper journalists with pencils in hand. Bill's homecoming was on *Primetime Live* Thanksgiving night.

And what happened to the others? Nicole went on to Grad School at Virginia Tech, Jeff works in his dad's office and I am still looking for a job (B.S. in environmental science hint, hint).

Oddly enough, while on the trip Bill's owner's son had bought a 1994 Saab 900S 4 door.

Mark Gannon  
Akron OH



Drawing by Andrey Feldshtyn

# SAAB SWAP

## Sonetts For Sale

'74 Sonett III, black, good restoration project, engine rebuilt, undercarriage rust, 5 alum wheels, new tires, manuals, \$1,800 OBO. Steve Wad, 1836 Industrial Dr, Green Bay WI 54302. 414/468-5056 or fax 414/468-1399.

'74 Sonett III, VIN# 97745000623, Red, 60k mi, very good to excellent in & out, MSS exh, newer brake lines, Imron paint (6 yrs), new Michelin XZX's, 5 soccerball wheels, Sony AM/FM cass, factory A/C, needs compressor, WA tabs thru 5/96, garaged, delivery possible. \$3,950. Norman Carlstrom, 9228 1st Ave NW, Seattle WA 9817. 206/784-1789.

'73 Sonett III, Burgundy. Good engine, body, & paint. MSS exhaust, 2 bbl Weber, new Pirelli 185/65, many extras, needs tranny work. \$1,000 OBO. Bill Magi, 82 Black Birch Ct, Shelton CT 06484. 203/386-0564.

'73 Sonett III, good restorable condition. '74 Sonett, disassembled in boxes. Many extras. Pick up during '95 convention. All for \$1,000 OBO. Marc Maxwell, 1045 Summer Hill Ct, Acworth GA 30102-6327. 404/591-8334.

'73 Sonett III, Orange, rebuilt engine & trans, minor rust in usual spots, runs great, looks good. Best offer. Pete Furman, 17633 Lorence Way, Eden Prairie MN 55346. 612/934-0857.

Sonett III's for sale. 1-'72 and 2-'73's. All pumpkin orange. No rust. \$1,200 each. Mark Rheude, 781 E Swanee Ln, Covina CA 91723. 909/394-6272. Fax 909/394-6209.

'71 Sonett, recent rockers & floor work, Weber carb, sport exhaust, transistor ign, good runner. \$2,000 OBO. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

'67 Sonett, #183, two-stroke, collector quality, new paint & interior, fresh mechanics, Sonett III soccerball wheels. Clean, strong runner. Looks great. Will sell worldwide. Daniel Wing, PO Box 923, Millbrae CA 94030. 415/593-7402 anytime.

## 93s, 95s, & 96s For Sale

'73 96 V4, 80K miles, complete, exc. cond, no rust, factory A/C (not working), new interior, never wrecked, looks & runs great. \$2,850. Charles Short, Mrtta GA 404/429-8263.

## CLASSIFIED AD RATES

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

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

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

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

'73 96, White, body perfect shape, no rust, rebuilt trans, fine performance, excellent condition. Call for photos. \$2,300. Bond Wright, 2636 - 7th St, Santa Monica CA 90404. 310/399-7448.

'71 96 in good shape, new tires, needs paint, \$2,000 in recent repairs. \$2,000 OBO. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

'68 96 Deluxe, low mileage, solid floor, good engine & trans. Needs paint, carb, & manifold. \$900 OBO. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

'67 96 V4 in PA, 20k mi on rebuilt eng, exc compression + pts & repair kit, orig. owner. \$950. Paul Somers, 171 Fitchburg Rd, Ashburnham MA 01430. 508/827-4301.

'67 96 3-cyl, rare find, California car, rust free, 85% restored, garaged, great condition, many new parts, wife wants garage back. \$2,495. Paul Ruch, 13302 Sussex Pl, Santa Ana CA 92705. 714/633-9013.

'66 96 two-stroke, 49K mi, 90%+ restored, many new parts, everything works, looks and runs great. Call for more info. Dean Kjoson, 110 9th Ave, Indialantic FL 32903. 407/725-9548.

'Five 96's. 3 '65 3 cyl. 1 '63 3cyl. 1 '67 V4. Also '67 95 V4 wagon. Various conditions. Make offer for 1 or all. Lester Eckart, 4273 Granger Rd, Akron OH 44333. 216/666-2030.

'62 96, fully correct, highly detailed, mint condition. '88 Convention concours winner. Includes literature, many spares and period accessories. \$6,800. Kurt W. Krauss, 38 Lockley Ct, Mountain Lakes NJ 07046. 201/402-5123 lv msg.

'59 93B, solid body has been thoroughly prepped and painted, ready for finish paint and assembly. Car drives well. Will deliver within 500 miles. Must sell, too many cars, need airplane. Reduced to \$3,000 OBO. Stephen Miracle. 802/223-3524.

'57 93, in good shape, no rust, good running condition. Gabriel Boenzli, 35221 Riverside Dr, Albany OR 97321. 503/967-7276.

## 2-Stroke & V4 Parts For Sale

Most anything '58 - '72. Reasonable prices. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

Huge inventory for sale: New & used 93/95/96/97 body pieces & glass, used & rebuilt starters, Hi-amp rebuilt alternators, interiors for all models, gauges, mirrors, bumpers, grilles, hubcaps, dashboards, steel & alloy rims, emblems, 2-stroke & V4 engine blocks & heads, transmission pts, rebuilt 2.2 steering racks. We have more than can be listed. Nordic Motors, 617/648-6050, 9am-5pm EDT.

96 parts - variety of parts from body panels to interior parts to transmission, off a beige 1973. Call or write for a list and prices. Tom Ludwig, 421 Touraine Rd, Grosse Pointe MI 48236. 313/885-2270.

V4 Needle bearing rocker arms. Hardened bearing steel shafts. Check nut adj. screws. Hi Performance, low friction. Geo. Celedinas, 14 Cassilis Rd, W Hartford CT. 203/521-1649.

Comp parts car in NY. '69 sonett V4, \$1,000. Misc '70's V4s: 3-95 & 1-96, \$300-500. '58 93B, \$750. NOS V4 front airdam, \$300. Also, tons of misc 2-stroke & V4 parts & manuals in FL. Rob Allen, 1318 SE 119 Ave, Micanopy FL 32667. 904/466-4970.

**Correct yellow labels** for bullnose pie plates. The finishing touch for your restoration. \$10/ set. Kurt W. Krauss 201/402-5123 lv msg.

**95, 96 & 97 parts:** 20 yrs accumulation, priced to go. Also manuals & brochures. Send SASE for list or call. Bernie Wassertzug, 11825 Enid Dr, Potomac MD 20854-3455. 310/299-8561.

## 99s & 900s For Sale

**'89 900S,** dk blue, 3dr, 76K mi, Std trans, sunroof, PA area. \$7,500. Don M. Hawkins, 331 Church St, Delmont PA 15626. 412/468-4457.

**'87 900 SPG,** 76K miles, 5spd, clean inside and out, runs like new, new exhaust & brakes. \$6,500. Michael O'Malley, 28 Adrian Dr, Greensburg PA 15601. Day 412/523-6536, night 412/838-0728.

**'87 900S,** 4dr, 5spd, 93K mi, Rose Quartz, clean, recent clutch, water pump, heater valve, ball joints, 2 tires, exhaust, \$4,100. Service records. Jim Laman, 617 Beechwood, Holland MI 49423. 616/335-5215 eves. 616/654-5002 days.

**'86 900 Turbo,** 3dr, plat. blue, 114K mi, auto. Most work done, still searching for gray leather seats, otherwise refurbished. \$4,000. Rob Allen, 1318 SE 119 Ave, Micanopy FL 32667. 904/466-4970.

**'86 900 4 dr,** automatic, real sharp car, new tires. Was my daughter's car. \$3,000. Michael J. O'Malley, 28 Adrian Dr, Greensburg PA 15601. Day 412/523-6536, night 412/838-0728.

**'85 900 Turbo,** black/beige, 115K, leather, loaded. Exc interior, engine, trans, wheels, etc. Front end and frame damage. Good for parts or repair. \$1,300. Snow tires & rims, \$175. Roy Derevyaniuk, 52794 Blue Ridge Dr, Shelby Twp MI 48316. 810/254-3684.

**'85 900T,** 3dr, 5spd, 114K well maintained mi. Black w/maroon interior. Excellent inside & out. Recent turbo, tires, brakes, and tune-up. \$3,150. Munnsville NY. 315/495-6198.

**'84 900,** 4 door, auto, 78K mi, maroon w/tan interior, solid body, clean inside, recent brakes, excellent driver. \$2,900. Munnsville NY. 315/495-6198.

**'79 900 4dr hatchback,** no rust, new tires, recent trans and mech work. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

**'78 99 GL,** 3dr, brown, 141K, alloy wheels, new exhaust, clutch, timing chain, damaged, left rear fender. \$1,000 OBO. Herb Wheeler, PO Box 127, Keene VA 22946. 804/286-3653.

**'78 99 EMS,** anthracite grey w/burgundy interior, 142k miles, one owner, complete maintenance records & Saab service manual, rebuilt transmission, Nakamichi tape deck w/ PPI amp & 6 speakers, 4 Gislaved snow tires on steel rims, no rust, original paint, always garaged. \$2,400. Glenn Ball, 34 Appleton Pl, Glen Ridge NJ 07028. 201/743-3550.

**'75 99 LE,** Forest Green, 2dr, 4sp, 2nd owner for 15 yrs, no wrecks, 225K mi, like new interior, Bilsteins, rebuilt eng & trans, EMS upgrades, spares, all records. \$1,250. Rob Peccar, 12952 Long Boat Way, Del Mar CA 92014. 619/793-2521.

**'74 99 EMS,** 2dr, 60k mi, new engine. '86 5sp, new paint, tires, CVs, electrics, injectors, good interior/headliner. Char Willits 202/358-1985.

## 9000s For Sale

**'94 9000 Aero,** black, 5spd, 30K hwy miles, snows on rims. I'm returning to school and need to sell this beautiful car. Best offer. Jim Dailey, 58 Stanwyck Dr, Iowa City IA 52240. 319/354-8171.

**'89 9000S** black, 84k miles, loaded, leather, dealer installed new auto trans & more. \$8,000 OBO must sell. Michelle, day: 610/436-6050, eve: 610/793-3225.

**'86 9000T,** manual, cloth seats, silver, factory tow package (never used). Always in Vegas, one owner, great condition. \$5,500. Peter Zavattaro, 3900 Woodhill Ave, Las Vegas NV 89121. 702-458-7279.

## 99, 900, & 9000

### Parts & Accessories

**Stereo equalizer** from '88 900T, \$100 OBO. Bob Plucinski, Wheaton IL. 708/668-9293.

**99 & 900 parts:** Too many to describe here. Also manuals and sales brochures. Send SASE for list or call with wants. Bernie Wassertzug, 11825 Enid Dr, Potomac MD 20854. 301/299-8561.

**Saab parts '80-'94.** New, used, rebuilt. High performance parts, etc. Sheldon Singh, Brooklyn NY. 718/941-1640 days, 718/462-1970.

**Two Group 6 free-flow mufflers** for '86 9000T. 1 twinpipe, tested only, \$60. 1 single pipe, used, \$30. New AIC valve, \$100. +shpg. Ivan Watson, 241 Davis Ave, Piscataway NJ 08854. 908/968-5861.

**SPG panels/skirts,** comp set, \$500. BBS, RS-style 3-pc alloy sheel, \$250. Parting '83 4-dr, white, '87 900S motor, 27K, \$1,000. Lost more misc 900 parts. Rob Allen, 1318 SE 119 Ave, Micanopy FL 32667. 904/466-4970.

**Four '85 900T steel wheels,** in very good cond, w/tires. \$100 +shpg. Alex Avedis, 74 Dorchester Rd, Emerson NJ 07630. 201-262-6106.

**Saab Performance APC module,** fits '85-'92 900 or 9000 Turbo models. Adds 10-20 safe horsepower, installs in 5 minutes. Dealer list, \$350, only \$200. Michael Plouffe, 183 Stillwold Dr, Wethersfield CT 06109. 203/676-6278.

**'89 900 Convertible parts:** doors, hood, trunk, lights, bumpers, windshield & frame, tan leather interior, dash, misc. Good cond, 1/2 of dealer quote. Matthew Carrington, San Diego CA. 619-693-2534.

**'82 900 Turbo parts:** 5spd trans, \$500. P/S pump, starter, alternator, fuel distributor, intake manifold w/throttle housing, electronic control module & APC control module, warmup regulator, oil cooler, ft & rear bumper, grill w/trun lamps, A/C & rad. cooling fans. Call for prices. James Burt, 5220 Coachman Rd, Bettendorf IA 52722. 319/332-1459.

**Saab parts,** 900 & 9000, '80 to '94. Many late models. New, used, rebuilt. Engines, transmissions, doors, nose parts, interior, axles, wheels, wiring, suspension, radios, turbos, engine parts, transmission parts, exhaust. European Car Parts, Wallingford CT. 203/949-4881.

**SPG spring set,** \$50. 900 injection and body manuals, \$8 ea. '87-up 900 passenger signal/cornering lamp, chipped along edge, \$8. All +shpg. Paul or Stephan. Phoenix AZ. 602/870-9509.

**4 Saab/Shelby wheels,** silver w/polished rim, VG cond, complete. 99/900-87, \$350. Reese hitch, 87-900, \$50. 75-99 factory manual, perfect, \$55. Jim Laman, 617 Beechwood, Holland MI 49423. 616/335-5215 eves. 616/654-5002 days.

**900 automatic trans,** out of '84, 80K mi., recent work done, shifted flawlessly, \$400. Nordic Motors, 617/648-6050, 9am-5pm EDT.

**99 parts:** 4 soccerball alloys, true, never used in winter, mounted with 2 almost new Michelins & 2 good Semperits. \$200 +shpg. LF door, no rust, \$50. Brake pads, \$15. Factory service manual, other parts. Glen Anderson, 608 Whitehills Dr, E Lansing MI 48823. 517/337-7223 H, phone/fax 517/355-4592 W.

**99, 900, V4, Sonett parts,** new & used. Large inventory. Body, trans, engine, elect, wheels, interior, more. Complete Sonett, \$500. One Stop Saab Service, 400 E Fulton St, Columbus OH 43215. 614/228-SAAB.

'78 99T & '74 99 for parts. 99T has been hit in front. Many good parts, all must go. \$350. Ron Raymond, Munnsville NY 315/495-6198.

**Saab accessories:** Candy, pens, posters, mugs, T-shirts and more. Also new & used parts for 99s, 900s and 9000s. High Peaks, Asheboro NC. 910/626-7117.

**99T, B-series 900T parts:** Alternator, \$30. Starter, \$25. '78 turbo gauge, \$15. T-wastegate, \$25. Elec. mirrors, \$10 ea. 99 frt lens, \$15, 99T cooling fan, \$40. VDO oil gauge, \$15. 99 hood, nice, \$50. Rear shoulder belts, \$20. 99T cat., \$40. Sony XR7050, AM/FM cassette, removable, \$60. Michael D'Aleo, 23 Hutchins St, Saratoga Springs NY 12866. 518/587-0457.

**99, 900 Headliner kit,** comes w/ glue, 3½ yds and complete instructions. \$87.50. Other parts available. Trollhattan Motors Inc., Baltimore MD. 410/682-4688 or 1-800-32-TROLL.

**From '80 99:** 14" leather steering wheel, saab logo, \$25. Ignition box, \$30. Computer box, \$50. Head, \$50. Intake manifold, \$10. Gear shift cable for automatic, \$10. Starter, \$25. Front bra for '81 900T, \$20. All +shpg. Michael Brotzge, HC 63 Box 2710, Skyline KY 41821. 606/633-5828.

**Wanted, All Models**

'86-'92-1/2 9000 leather shift boot, w/ or w/o knob. Also want clean passenger side headlight and wood dash board. Michael Plouffe, 183 Stillwold Dr, Wethersfield CT 06109. 203/676-6278.

'86 Turbo buffalo grey leather front seats. SPG alloy wheel, factory tools for 900, manuals, sales literature, memorabilia, dealer signs, etc. Rob Allen, 1318 SE 119 Ave, Micanopy FL 32667. 904/466-4970.

**Sonett II Owners Manual** wanted. Must be original and in decent condition. Will pay more than a fair price. Lewis Eig, 150 Pinewood Cir, Kissimmee FL 34743. 407/344-3400.

**All NOS or "as new" parts** for a 1963 95. All interior (red/grey), chrome, trim, rubber, and mechanical parts considered for purchase. Bruce Turk, 333 St Andrews Rd, Walden NY 12586. 914/778-2469 eves, 914/647-9778 fax.

**Tan/natural sheepskin seat covers** for 900, in good or better condition. Clean hood to fit '83 900T, prefer Cherry Red. John Swansey, 101 W Markham Ave Apt 2, Durham NC 27701. 919/682-5002.

**Seeking a female Saab mech./tech.** with/without experience preferably in MA and a single female Saaber wishing to start the best Saab club. Marcia Lee, PO Box 579, Shrewsbury MA 01545.

'67 or '68 96 V4. Restored or restorable car with good motor & trans, Solid pan (never welded), straight, rustfree doors. A clean '69-'73 V4 or a 2-stroke might be a consideration. Chris Connelly, Long Island NY. 516/399-7310 H, 516-281-3643 W.

**3-cylinder engine and parts:** Specifically need GT crankshaft, block w/water pump cast in front, water pump. Parts for Sonett II Vintage Group 1 project. Bates McLain, Charlottesville VA. 804/974-1947.

**9000 CS/CSE matched wheel set,** true, no curb scrapes or bumps. Cash or trade for '91 SPG wheels, like new. Phil Duckert, 4705 Isabel Ave, Mpls MN 55406. 612/729-2669.

**Shelby/Saab spoke wheel set** to fit '87 and older 900. True, no curb scrapes or bumps. Cash or trade for '87 SPG wheels, VG shape, no curb scrapes or bumps. Phil Duckert, 4705 Isabel Ave, Mpls MN 55406. 612/729-2669.

**For Sonett II:** Float bowl p/n 73-32-125 or float bowl cover 78-66-858, oil tank, 2 seats from Sonett V4 or III. Nicholas Wilson, 520 N Hancock Ave, Colorado Springs CO 80903. 719/473-6935.

**Horn button assembly** for Sonett II or Monte Carlo. Bob Grant, S Quinette Ln, Salt Lake City UT 84124. 801/273-0369.

**Electric window motor** for '87 9000T. Existing motor is Brose 680 58 420-7. Mike Gilmore, 5288W Lake Rd, Auburn NY 13021. 315/255-5234 days, 315/255-2930 eve.

'60-'64 96, clean body, nose, valance, trunk. Glass fenders a plus. Send picktures of trunk, valance, floor, & front, and price. James Petriola, 4 Summit Rd, Gilbertville MA 01031. 413/477-6157.

**Distributor for GT-750** and Halda Speedpilot. Will pay cash. Charles Farrington, RR1 Box 1129, Cambridge VT 05444. 802/644-5968.

**900 Turbo 4-dr,** 16-valve, 5-spd, in excellent condition. Looking for a keeper. Poss. trade for Turbo BMW cycle. Michael Keehan, 3025 Hozoni Rd, Prescott AZ. 520/771-0176.

'90-'91 900 SPG, Black on black, low mileage, excellent to mint condition. Ralph Santosuosso, 169 Gardiner Rd, Quincy MA 02169. 617/471-7861.

**Misc. For Sale**

**Beat Pea-ESP!** You demand performance, quality and soul in your cars. Why not demand the same in software for you and your kids? Pea-ESP! is a fun, challenging, scientifically-correct, and colorful DOS software game for all ages and player skills. No sex or violence! Educational. Rated \*\*\*. Requires 386 or better PC-compatible, VGA color, mouse and 1.7 MB of hard disk space. ONLY \$29.00 for your registered copy. Send name address, telephone, floppy size (3.5 or 5.25) and check made payable to: Triple-U Software, SB1 / P.O. Box one-eight-nine / Wayland MA 01778-0189. Allow 3 weeks.

**You own the car, now own the aircraft.** Scale plastic models. Heller 1/72 1945 Saab J-21 A1, \$6.95. Heller 1/72 1951 Saab J/S-29 Tunnan, \$6.95. Heller 1/72 1955 Saab J/S-32 Lansan, \$12.95. Airfix 1/72 1959 Saab J35F Draken, \$6.95. Minicraft 1/44 1971 Saab AJ37 Viggen, \$4.95. Revell 1/44 1992 Saab JAS 39 Gripen, \$5.95. Include \$3.00 for shipping. Buy one of each, save 10%! Ed Lorenz, RD #1 Box 275, Oneonta NY 13820. 607/432-6276 eves.

**Saab original sales brochures** showing all Saab models, interiors, features. Great for restorations or gifts. 1956-59, \$20 each yr; 1960-69, \$15 each yr; 1970-79, \$12 each yr; 1980-present, \$9 each yr. Add \$3.50 shpg. Visa/MC. Specify year, model. Have literature on all cars/trucks/motorcycles worldwide. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. 315/432-8282. fax 315/432-8256.

**Orange Coast SAAB**

Costa Mesa, CA.

Used SAAB Parts Headquarters!

900 Window Motors	\$55.00
900 Cooling Fan (Turbo style)	\$50.00
900 Grills (up to '86)	\$60.00
900/9000 Mini-spare tires	\$40.00
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- 130 mph (up to '80)	\$80.00
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## Rear View

An apology is in order for the lateness of this issue. It has been an *extremely* busy year and doesn't show any signs of slowing.

You may recall last year that I had been challenged by Ken Payne to get my 1960 93F ice racer into shape for vintage racing, and to meet for a showdown at Mid-Ohio. It didn't happen. Several things got in the way.

One of them was the return of the "Second Banana", the second of my Alabaster Yellow 1979 99LEs that now serves as a race car in SCCA's Improved Touring category. It was badly damaged in a rollover at Brainerd raceway early last season and sat at Andrews' body shop awaiting parts. I picked it up on April 25th.

Over the next two months, the 99 occupied virtually all of my after hours time. During a four week period, it was driven in a Divisional PRO Rally, two regional races, a Solo II, and a National Touring Rally. More details on my "Month of Living Dangerously" in the next NINES.

About that reference to a "Moving Sale" in Classified Report #226-S: My significant other, Diane, and I have decided to combine our separate households and have been spending many hours in the search for a new domicile to accommodate both of our wants and needs. With eight vehicles and a trailer comprising the fleet, a 20' by 20' detached two-car garage in town just doesn't cut it. The search for that "perfect" place has taken us to dozens of potential home offices, most in rural areas, but none that really meets the preferences. That effort has been stepped up since late June, deleting further racing activities from the schedule for this season.

In preparation for the move, my current house is finally getting a going over -

patching and a much needed paint job - in an effort to make it more saleable. Plus there are plenty of boxes to pack, many of which contain Saab Club archives.

In the midst of all this, I was counting on my assistant, Clare Dodge, to handle more day-to-day work. However, she took another job which instead left me to handle my chores *and* the assistant's chores (plus catching up on quite a bit that she had been putting off). Efforts to find a replacement have been very slow.

I had intended for the Mechanics List to appear as part of this issue, but there were only 50 responses to the requests for information on Saab repair shops. An effort to reach the 200+ shops that get NINES is underway, but would have held this issue up several more weeks. It will instead be sent in a separate mailing.

While I am ever the optimist, there are times when that fella Murphy insists on reminding me of his well known law. Bear in mind that I get paid by the issue. The fewer issues that get printed in a year, the less I make. Though most of you have been understanding about the problems of trying to keep a reign on an operation this small, there have been concerns expressed by a few readers. You will still receive six issues for your \$30, no matter how long it takes to crank them out. Thanks for your understanding and continued support.

Many Saab Club members have taken advantage of contacting me via the E-mail address on the masthead of NINES. I check in on CompuServe several times a week to keep up with news in the auto industry and auto racing, and to help answer the occasional question by a Saab owner.

I recently responded to a question posed to members of the Automobile Forum by CompuServe Magazine's Senior Editor, Gregor Gillom. He wrote back that he'd like

to quote me in an article on the automotive forums in the September issue. In addition, a local photographer took a photo of me in front of my Alabaster Yellow 1979 99 LE, the NINE-T9, to appear in the magazine.

CompuServe has over 3 million subscribers, so I figure there are about 10,000 Saab owners who may see the article in the magazine. Hopefully some will see fit to join this fine group.

With the expanding world of computer users, I have been investigating making NINES accessible on line. Nothing definite yet, but I believe the computer will be a major part of our information gathering in the future. I don't expect the computer to replace magazines any more than radio and TV replaced the newspaper, but it can be an additional source of information.

Another resident has moved into Saab Club HQ, a female black and white kitten who has been christened "Guibo" (pronounced GEE-bo, though it may be GWEE-bo). I consider myself to be more of a dog person than a cat person, but this critter certainly keeps me entertained (except at 4 am). She was literally a stray, very skinny and cold, when she showed up at the patio of Diane's apartment. Diane already has three cats and wasn't looking for another, but this one was friendly and got along with the other animals, so it has found a home. Guibo has become the "Transition Cat" so that Viggen the Rally Dog, a 7-year-old Shepherd mix, gets used to having cats sharing her territory. Viggen has been tolerant of the kitten's playful ways, but still avoids the cat when she can.

Here's where your automotive knowledge is tested. Do you know what a *guibo* is? A hint: It is best known on BMWs and Alfa-Romeos. Do you know where (if any) guibos may be located on a Saab?

Tim Winker  
Editor/Publisher

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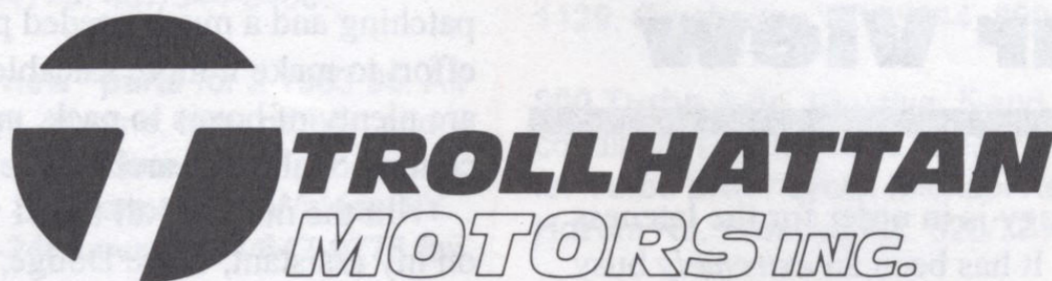
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