

Nines



#229

The Saab Club Magazine

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Letters to NINES

400K reliable miles

I just read the article by Marcia Lee (NINES #228). It compelled me to write a novel about SAAB.

My wife and I have owned seven SAABs and a Volvo. When my wife and I met she had a 1966 Mustang and I had a 1968 Dodge dart. Our first SAAB was a 1970 99E. Drove it for 192,000 miles and sold it to a M.E. Professor. The second one was a 1974 99EMS. It has 216,000 miles on it. I still have this beauty in my possession to date. My wife at the same time had a 1972E that we sold with 130,000. It was still on the road five years after we sold it. And she drove it for seven years.

Then there was the 78 99T. 128,000 miles and five years. Mufflers, tires, batteries and a set of cooling fans. Then the 1973 99LE. I

bought this one just as a couple year winter beater. It had an automatic transmission in it that was shot. Installed a used 4-speed transmission in it with 130,000 on the transmission. The car had 60,000 miles when we got it. Redid the brakes, new water pump, new exhaust, shocks and four Hakkapeliitta NR09 tires. Ice raced this one. Owned it for nine years and 40,000 miles. Sold it three years ago and still pass it on the road.

Presently my winter beater is an '81 900T with 149,000 miles on it. It needed a new cylinder head two years ago. It's also had a complete brake job, shocks, exhaust, tune-ups, power steering pump, fuel pump and a paint job. Still going good. Just purchased from Greer Enterprises some Hocky 10's for better traction.

We now have added to the fleet a 9000CD Turbo. My only complaint is seeing the dash while driving it. Otherwise my wife loves it.

My wife and I have owned SAABs for 25 years now and over 400,000 miles combined. That's miles we've put on them. We've been in over 30 states. Gone to at least 10 national conventions. Even been to Dick Grossman's backyard picnic. We've only had them on the hook twice in all the years we've owned them. I've followed the recommended service in the owner's manuals and watched fluid levels. I use a combination of Snap-on, SK Wayne, Master Mechanic and yes, Craftsman tools on them. Even have used Brand-X with success. I recon we will continue to drive SAABs and not complain.

My suggestion to Marcia Lee is to buy a Corvair and get a hold of Ralph Nader.

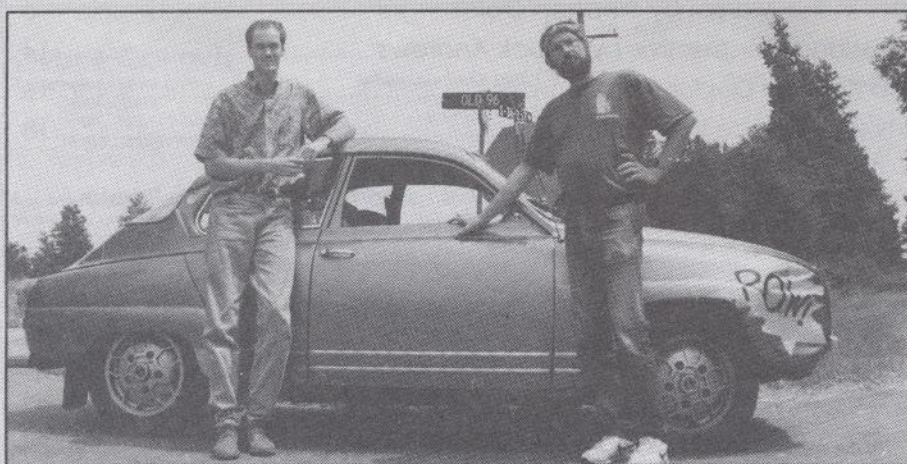
Tom C. Wydeven
Menasha WI

Love that V6

I've been reading through some recent issues of NINES and I must say that I can't find many positive comments about the new 900, particularly from traditional SAAB owners. I am not a lifelong devotee of SAAB like some of your members, however I am a convert within the last five years.

I am driving my second SAAB now, a 1995 900 SE V6 (yes that terrible compromise SAAB had to make for the U.S. market), after having put 140,000 miles on a 1991 9000S. Although I thought my 9000 could never be replaced, I have to admit I like the new 900 even better.

I do a lot of highway driving for my business, and I initially thought the 900 would be too small but I've found after 20,000 miles it is more than adequate. It is more fun to drive and still offers incredible room (we recently took two adults, two large dogs, luggage for six days and Christmas presents for twelve people

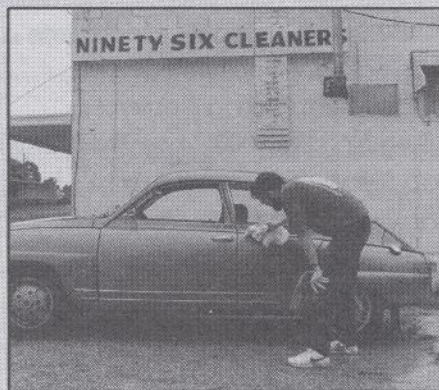


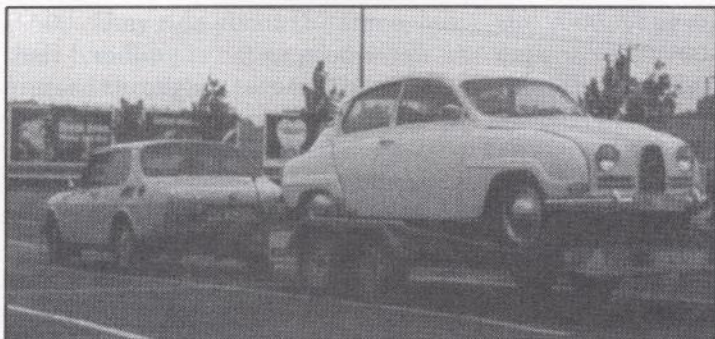
Ninety-Six

It was a pleasure to meet you at this year's National Convention. We had a bit of an adventure returning to North Carolina. Wanted to stay on two-lane roads. We drove through the hamlet of Ninety-Six, South Carolina. Please consider these hammy photographs for the cover of NINES.

Rob McLelland/John Poulton
Chapel Hill NC

*Considered and done. In return,
year's membership free. And thanks!*





David Barrow's 1963 SAAB 96: Just after picking it up (left), and the bare shell after its first coat of primer

with room to spare). I personally like the V6 because it does offer just enough extra power yet does not give you the stiffer ride the turbo has which frankly gets tiring when you drive a lot. This car has been a pleasure to own, the only negative being the inadequate, cheap sun visors (I've had both replaced because the one actually broke off at the hinge and the other vanity mirror cover broke).

I have some experience with the old 900 because I talked my mother-in-law into buying a 1992 900S convertible. I've driven it many times and it is a fine car but the new 900 is superior in design and quality of build. I personally like the new styling and the rear end, although not beautiful, does become more appealing over time.

The fact is that SAAB has to sell cars to survive and there is an incredible amount of competition out there. SAAB cannot survive just being unique and funky, and just about every car made now offers similar safety features. The 900 is a great car and still maintains its individual styling while being a please to drive and own. Buy it!

Richard McCullough
Durham NC

Restoring 96s

I think the NINES Magazine is well presented and has a high professional technical input. I hope this continues. I myself am very biased towards the older more pure SAABs. The new style 900, 9000

range are very good cars but I feel something is missing. Probably the overall shape. Even from a good distance away you can tell a bullnose is coming, but the new ones have to be almost on top of you before you can for certain put a tag on it.

This brings me to my small collection of SAABs: 1972 V4 Saloon (very modified engine), 1966 two-stroke 95 and a 1963 96 two-stroke. The 96 two-stroke is one I purchased from Sweden in 1991. It is currently undergoing a full bare metal restoration. It is in very good condition (or was) but I decided a few years back to completely restore it before it started deteriorating. After stripping, it only needed minimal welding at the usual 96 places: ends of sills (rockers), top corners rear wings. I have stubbornly done all the work myself - so far.

The hardest part of any restoration, I think, is the paint removal and removal or underseal after this. All the hardware is more or less complete. When the first etch primer coat is applied a new injection of enthusiasm is received. I hope to have it finished summer 1996 or at least at troling shell stage. I will keep you updated.

I hope my scrawlings have got some of you thinking of a restoration project. After all, if we so called 'enthusiasts' don't, there won't be any good cars left.

David Barrow
Cheshire England

Saab Olympic Pin

The reason for my letter and enclosed photo is, you may well remember the original SAAB Olympics and its commemorative pin from Los Angeles 1984. Well, in sorting out various old SAAB boxes etc. I came across a few virgin examples of the said pin and, as a poor, impoverished, self-employed caterer, realized that some eleven years ago I, and many of my colleagues from SAAB GB, were being offered between \$50 and \$75 each for them. I wondered if you could help me place these on the "pin collectors" market? If there is a pin collectors' magazine or a local sales agent, to whom I would be more than happy to pay a commission, or anybody else who could put a deal together, maybe you could let me know?

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Notes in the Margin by Stephen Goldberger

I wish to revisit the issue of tires, tire size, and rim size, especially as it relates to fitting 225/50-15's on a 9000. Steven Hendrick (NINES #223) installed Goodyear GS-C's in that size on his Saab, primarily to improve performance, and he was pleased with the result. I speculated that some of the performance improvement he experienced could be attributed to the formulation of the GS-C tire, rather than the size change, and suggested that someone try Kelly Charger HR's, a more modestly priced tire in the 225/50-15 size. Well, none of you did, but a kid in the paper was selling a barely used set (9/32") for \$250.00, so I volunteered myself.

Lacking a direct line to a higher authority, I base the following on published literature. Saab oem 15" wheels are 6" wide. In the 225/50-15 size, Dunlop lists the 6" wide rim as the "measuring rim" for the SP-8000, but lists a 7" rim for the related D40-M2. The "section width" for the SP-8000 is listed as 8.9", but 9.3" for the D40-M2. Pirelli claim a 0.4" change in section width for each 1" change in rim width, and the Dunlop's published figures bear this out. Kelly Springfield's modestly priced Charger HR is listed with an "acceptable rim width" between 6" and 9", and lists the 7" rim as the "measuring rim" yielding a 9.3" section width. 225 mm converts to 8.86", which matches the section width for all three tires on a 6" rim, using the Pirelli conversion formula as needed. By comparison, 205/55-15 tires on 6" rims, a sometimes Saab OE size, have a section width of 7.9" with a Pirelli P-600, but 8.3" with Dunlop D40-M2 or SP-8000. 205 mm converts to 8.1", a figure matched by the

Dunlops when mounted on Pirelli's claimed 5 1/2" measuring rim, but not by the Pirelli P-600, a former Saab OE choice. The Pirelli would need a 6 1/2" rim to meet its 205 mm rated width, according to the brochure.

The critical clearance for width on the 9000 seems to be in the back where the axle shifts to the left at full extension due to the panhard rod locating the axle. With D40-M2s in the 205/55-15 size on standard Saab rims, and there is a pinkie width's clearance at the right rear in full extension (both wheels in the air). Using the published data, the 225-50-15's should be about .6" wider than 205/55-15 Dunlops on the same 6" wide Saab rims. In fact, I measured .5" on the basement floor; close enough. Adding .3" to the tire's width on one side by mounting a 225/50-15 size would just about use up all the remaining clearance, giving the factory reason enough to not use them. Using a wider rim with the 225/50-15s would seem to be cause a problem, but Steven Hendrick didn't report one with his 7" wide wheels. Apparently his wider rim's offset was the same as the narrower rims, moving all the excess width outboard. With my stock wheels, there is also a slight rub at full right lock on the left front plastic liner.

So the Kelly 225/50-15s fit the wheel well with factory Saab wheels, but how do they perform? Pretty well, I think. I find they have less ride harshness than the Dunlop D-40M2, 205/55-15s, due in part to the lower pressure ("90" or "91" load range tires carry a specified pressure of 28-32 psi, depending on load, while "86" or "87" load range are specified from 35-41 psi), and also

due to being rated "only" to 130 mph. The Kelly's seem not as quick responding as the D-40M2, due to the lower pressure and the lower speed rating. The Kelly's do not give the feeling of rolling over onto the sidewalls at my moderate cornering loads like the 195/65-15 "all season" tires I use during the 1994-95 snow season. The cornering limits are high, and the response is quite linear to beyond the limits I use. The close clearance and speed rating would prevent these particular tires from even being considered by Saab, but in terms of "feel" they are what a good OEM choice would be. That is, the car feels solidly planted to the road, whether rolling straight ahead or pressed hard through a curve, with enough flexibility to take the edge off the bumps. Cosmetically, the extra width looks cool, although it's a little pinched at the rim when using stock wheels. It's labeled as "M&S", but is awfully wide to work well in snow or slush. My brief experience with them this past winter shows that, at least, it is not suicidal to drive them on snow as most high performance tires are. The wear rate seems entirely consistent with the "240" label on the side.

My Kellys are well worth the price I paid for them, but they go for over \$100 each when new, which puts them in the same price class as the 205/55-15 D40M2 or BFG Comp T/A Z rated full blown performance tires (with admittedly shorter life expectancy). In the more "relaxed" HR category, 205/60 Dunlop D60A2's can be bought for about \$60.00 a pop and they are recommended by both Frank Freeman and Consumer Reports. I haven't tried them, but my favorite "all season tire" is the Pirelli

P-500. They ride about the same, but their handling is not as good when pressed through a corner. They are OK in the snow, about the same as the previously panned Gislaved Frost (circa 1988). Neither of those two tires "hold a candle" to Hakka 10s. The Pirelli's, alas, are apparently being discontinued in favor of the "4000", a tire which is not as good in rain and snow, but which has a higher "sticker" mileage rating.

225/50-15 is not a common size in "H," or even "V," speed rated tires. In any given speed and load rating, it carries a substantial price increase over "55" or "60" cross section tires of equal rating. The care required to build such a tire is reflected in this cost. I noted that my Kellys were made in a segmented mold, while those in other sizes which I have seen were made in a circumferential (old fashioned two piece) mold. In conclusion the 220/50-15 has a place in the universe of tire sizes which fit

the 9000. They out handle the less expensive 205/60-15s, and ride better than the equally expensive but shorter wearing 205/55-15s.

Speaking of value, what do you do when a tire is being discontinued just when you need to buy some? The price is right, but you risk that if one tire is ruined, you have no hope of matching it. Consider adding a fifth wheel and tire. Now that the ban on "cross rotating" radial tires has been discredited (think about it: our front tires "drive" most of the time, then brake, while our rears "drag" or "brake" all the time) you can rotate a set of 5 tires just like the old days. And if one tire gets trashed, you still have "four of a kind." Trash a second, and you now have a "full house" (three old, two new). Trash another, and you still have a full house. Trash a fourth, and you either have a bald fifth or you need driving lessons.

Amid all the advice given to owners of middle-to-high mileage Saabs, here are a couple of suggestions to the new-Saab purchaser. That torx flat-head screw securing the front rotors of 9000's, and probably some other models, will be a bear to remove by the time the rotors need to be taken off. Even if you don't do your own work, make sure that screw is removed and liberally (there's that word again) treated with anti-seize compound. Second, Saab's lifetime warranty on replacement exhaust systems suggests that you may want to have the dealer put a new exhaust system on your brand-new Saab. Since the bolts and hangars are all new and squeaky clean, you might be able to sweet talk the salesman into contributing the labor, and you can sell the original parts in NINES to a short-timer to partially offset the cost of the new parts.



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What the Hell is a "Real Saab"?

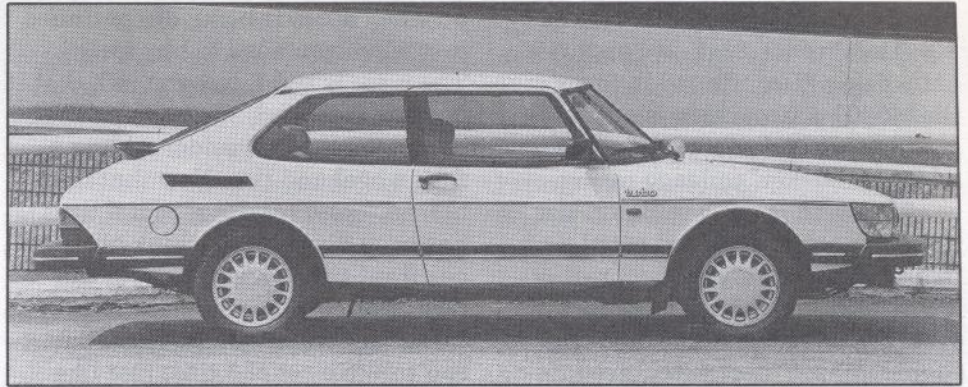
And whatever it is, is the New 900 one?

by Tim Crumlish

I have been riding the information superhighway a bit lately, and talking with a lot of Saab owners and fans out there. The single most popular subject among the Saab aficionados seems to be whether or not the Saab 900, in its current state, is a "real Saab." Many I have talked to doubt it. They question whether a 900, developed in part from the GM of Europe parts bin, can rationally be called a Saab. Others are not quite so subtle in their views. I have heard them state unequivocally that they will never own an "Opel 900," a state of mind summed up so beautifully at last year's Saab Owner's Convention by the owner of a Black, 1988 900 Convertible with a front license plate reading "No GM Saab."

I must admit that there are many compelling arguments to be made in support of this belief. The current generation 900 was indeed developed from an existing Opel platform. It uses an engine designed by GM, a 2.5L V-6. An engine that is even built in England, not Sweden. The car was developed by a company now half owned by General Motors, a company justly famous for its "beancounter" mentality. A company that also seems to have a real aversion to introducing exciting, world class automobiles.

When the marriage was consummated, the cries started almost immediately. Could this small company keep building interesting, quirky, and fun cars true to its well established heritage while having a 10 thousand ton gorilla looking over its shoulder? Then the news came out that the next generation 900 would be based off an existing GM platform and the groans were almost audible. And when the rumors started that Saab would slap their famous grille on Opel's amazingly mediocre Calibra and start selling it as a Saab here in the States, the obituary writers were sharpening up their pencils. This was the first step down the dreaded "Brand Engineering" route, and a route that, once started, would be very, very hard to stop. The logical next step was to start building the things in Detroit, and that



news couldn't be too long in the coming.

Well, most of that stuff thankfully never happened. But the 900 WAS developed from an Opel platform. To those of you who may not be familiar with Opel, they are like the Chevrolet of Europe, in that they are a builder of mass market automobiles. They, like Chevrolet, sell millions of the things. The Vectra, on who's platform the 900 was partially developed, has sales of like half a million every year. However, also like Chevrolet, there are very real questions of just how good Opels really are. Read any article on Opel in the British press and phrases such as "sloppy," "uninspiring," "uncontrollable body motions," and "bloody awful," jump out at you when used to describe the cars chassis. We are then forced to ask, "Is this really the platform from which a premium car should be developed?" And can a car developed from the same parts as a very substandard European kid carrier honestly be called a Saab?

Many Saab traditionalists say not. GM is the very antithesis of everything Saab stands for. You can use a multitude of adjectives to describe General Motors, most of which I will leave out of this family publication, but one of them surely ain't "quirky." GM builds and sells millions of cars ranging in driving appeal from outright embarrassing to, at best, "pretty good." Saab, on the other hand, has been a builder of specialty, fun to drive, niche vehicles. They have a

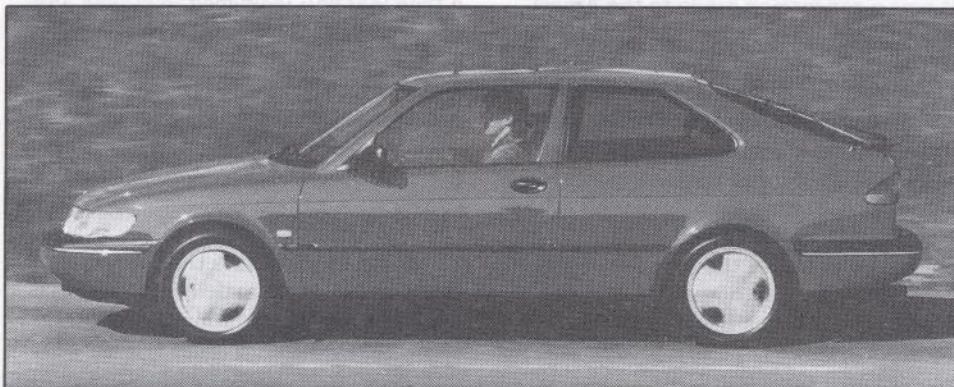
very small, but very loyal following. GM has anything but a very small, very loyal following. In reality, most Saab loyalists would be horrified to find out that their beloved cars have even a turn signal bulb from GM, let alone the knowledge that they own half the company.

"Hello, Honda....."

But look deeper and I think that an even stronger argument can be made that the current 900 is a true Saab. Now, I am relatively new to the Saab fraternity. And being the son of a GM, and now Saab, employee probably does not help my credibility here. But look deeply into just what makes a Saab a Saab, and I think you will find my arguments convincing. I'm sure that there were a lot of complaints from the then traditionalists when Saab replaced the two-stroke engine with the four-stroke. There were probably bombastic cries of how could a Saab be a Saab with a FOUR-STROKE engine!? Many probably thought any Saab that didn't belch enough smoke going down the street to knock at least 6 birds dead out of the trees in no way was a Saab. "How can a car be considered quirky when it uses a four stroke engine, just like every other car out there?" And like the current 900, I'm sure many considered the Saab 96 V-4 a boring, mainstream car. The 99 must have been positively frightening.

But why have Saabs always been considered quirky? In my opinion, the

Saab 900: The Next Generation



Saab was a quirky car because they did things unlike any other car company in the United States. They appeared in the U.S. in the mid 50's with a product unlike anything this country was familiar with. At the pinnacle of the Big 3's chromed out, 350+ cubic inch V-8 powered, 18 ft. long Ameri-barges, this weird Swedish airplane company introduced a small, strange looking, 3 cylinder, 2-stroke powered front wheel drive car. It was quirky because it was so different from any other car sold over here.

The next milestone in Saab's "quirkiness" was the 99 Turbo. At the time of its introduction the American cars were getting smaller, less powerful, and less fun to drive. At the same time the Japanese were penetrating the market with small, fuel efficient, but very uninteresting cars. And here came the Saab turbo, a car that had the gall to actually offer more power, more excitement, and more fun, even in the middle of a fuel crisis. It followed with a 900 Turbo that could scare the hell out of V-8 powered Camaros and Mustangs. The cars, from the start, seemed to fly in the face of conventionality. That is what made them quirky.

Today, though, many insist that Saab, under the strong-arm tactics of General Motors, is actively seeking the middle ground. They no longer consider the 900 a quirky car. Many I have talked to call it mainstream. Is the new

900, in fact, mainstream? To a point, when looking strictly at the car's specifications, I would say yes. It is mainstream in the sense that, on paper, there isn't anything special that sets the car apart in the market. And, looking at it in those terms, neither did the previous generation 900. I'd go so far to say that the 900 was in the mainstream by the early 80's. Saabs were always considered quirky, or weird, because they built a car so different than anything else in America. But by the time the Big 3 finally caught on to the fact that, in order to stay competitive, they must build smaller, better packaged, front wheel drive cars with smaller, more fuel efficient engines, Saabs were not so different any more. After 40 years, the Big 3 finally learned what Saab had been saying all along; to meet the demands of the modern auto consumer, you can no longer rely on a family car that has proportions and engines more suited to a luxury liner than an automobile. From a purely objective point of view, the Saab 900, new or old, is not that different than any other car on the market. So before GM even entered the picture, Saab was going "mainstream." But instead of Saab actively seeking to become mainstream, I feel that the mainstream has caught up to what Saab has been doing for the last 40 years.

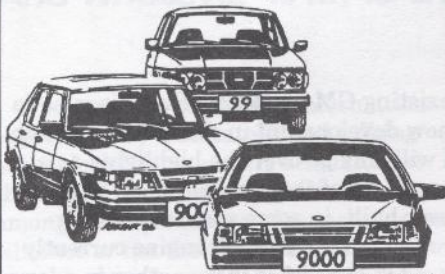
However, the anti-GM loyalists reply to all that is that the current 900, unlike its predecessor, was developed from an

existing GM platform. But this is not a new development in the history of Saab. I will only go over the highlights as a reminder of the fact that most Saabs ever built, in some way or form, borrowed parts. The V-6 engine currently used in the 900 is just another in a long line of engines Saab borrowed from other manufacturers. The V-4 was a Ford engine, and the inline four was from Triumph. The 9000 was developed on a shared platform with Fiat, who at the time was probably worse than GM could ever be. So digging around others' parts bins is nothing new for Saab. The current 900 just the latest to do so.

Now we finally get to what makes a Saab a "real Saab." Previously, I have said that when judged on its specifications alone, a Saab can be considered mainstream. However, when driven, it is easy to see that a Saab is decidedly NOT mainstream. Therefore, I have always looked at a Saab as a car greater than the sum of its parts. The specifications, general data, and performance numbers do not give a fair account of what the car is really like. The experience of the total package of safety, performance, driving feel, and utility are what determines a "real Saab." There are millions of cars sold in this country that now embrace the technologies that Saab has always used; mainly front-wheel drive and a highly efficient, powerful small engine, even turbocharging. What sets the Saab apart is this total package, and the fact that Saabs still fly in the face of conventionality. To be fairly judged as to its merits as a "real Saab," the new car must be judged on how it utilizes its parts, not where those parts come from. And, more importantly, it must be judged on how the car upholds the ideals the company has always championed. The ideals as I see them are listed below, along with why I feel the current 900 meets them:

1) *Getting a lot from a little* - Saab has always been very good at generating excellent power from as small an engine as possible. Today, they get 185 hp out of a 2.0L engine. Even the normally

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aspirated engine gives great power and fuel efficiency as compared to the competition. I do not include the V-6 as it was a concession made to the American market rather than any glaring hole in their product mix.

2) *Good Packaging* - Since the 99 appeared as a hatchback, Saabs have always offered a fun-to-drive car that could, at the same time, be useful. Steve Rossi put it well when he described the car to me as one of the very few that you can haul your sofa home at 140 mph. Unlike the 3 series BMW or C-class Mercedes, there is plenty of back seat leg room, and a huge trunk. I can put almost anything I could even think of carrying back there. The current 900 definitely meets this criteria.

3) *Fun-to-Drive, Communicative* - Despite their utility, Saabs are not boring cars. They must be fun to drive. The steering and break feel must be among the best in its class. Its handling must be well balanced. It must communicate with the driver. The new car does this. It's limits are far above the old 900, it grips a lot better, and is a ton faster through any turn. There is nothing like taking the new 900 out to harass unsuspecting BMW 3 series drivers (ultimate driving machine my butt). While the overall balance of the new car may not be quite as wonderful as the old one, it is still very good. Besides, it more than makes up for this in that it has capabilities far beyond the old 900. This is indeed a very fun car to drive.

4) *Innovation* - Saab should always be an innovative company. And not just with stupid, useless, marketing driven features; side air bags for example; but rather with needed, real-world improvements. Saab Trionic is a very good example of this, significant improvements in vehicle emissions with no performance loss.

5) *Safety* - Saab should always be an industry leader in terms of safety. The current 900 meets this.

6) *Looks* - There is something about how a Saab looks. I think a successful Saab design can be determined in a poll: a true 900 will look good to maybe 35% of the people, the rest will hate it. The current 900 "passes" this test. It still looks unlike anything else out there, if not as overtly strange as the old one.

7) *Center Console Mounted Ignition - Check.*

Most important is the overall feel of the car. I read an article on Saab in which the writer summed up Saab very well. He said that a Saab is a car that doesn't do any one thing better than all other cars. Instead, the genius of a Saab is that it does so many things so very well. There are very few cars out there that give the combination of utility, performance, and fun like a Saab does. I include the new 900 in that description. And while the car's chassis may be built from less than stellar GM parts, Saab has done a very good job massaging them into a very nice, compliant chassis.

As a driver who put almost 70,000 miles on my old 900, and almost 6,000 so far on my new one, I think I can be a pretty fair judge of this. I feel that the new car does live up to the old one. It is faster, handles better, rides better, is better built, tighter, quieter, and nearly as well balanced as the old one. It can still carry all kinds of stuff at high speed, in great comfort, and deliver good fuel economy. Those are the traits that make a Saab. I recently drove my new 900 the 750 miles between Detroit and the Owner's convention in Atlanta. I averaged about 75-80 mph and 28 m.p.g., showing that the new car shares those traits, no matter where the building blocks come from. I think it is very important to remember that it is not where the parts come from, but rather what you do with those parts. What Saab has done with those parts is create a worthy successor to a legend, a new 900 that is far better in almost every way. To the guy with the "No GM Saab" license plate, I feel sorry for you, you are missing out on a very nice car; a "real Saab."

Saab 900: The Next Generation

I read with interest your question posed on the SAAB Network sometime ago in regards to science fiction and SAABs and the perception that a lot of SAAB owners are also into sci-fi i.e. Star Trek.

Well, there is an interesting parallel that I see among SAAB 900 owners and Star Trek fans—the debate between the original or “classic” (never say old) and “the next generation.”

Some watchers and fans of the original Star Trek series are adamant in their opinion that “classic” cast and crew were the best. The relationship between the triumvirate-Kirk, Spock and McCoy were the strength of the show.

Combined with both an ethnically diverse cast the compelling action drama stories of hope and the future, Star Trek was a refreshing reprieve from the political and social turbulence of the mid-Sixties. Despite its short-lived 79 episodes, the adventures of the original Enterprise (NCC-1701) were forever preserved in reruns and later, on the “silver screen.”

However, the creator of the original series-Gene Roddenberry, was not finished. Another Star Trek series was in the works. Heresy, “classic” fans said. It won’t be like the “real” Star Trek.

Star Trek: The Next Generation debuted in 1987 aboard the brand-new Enterprise (NCC-1701D) with a new cast and crew, “continuing the voyages” the “classic” crew started. Star Trek fans everywhere had an opinion on the show—and comparisons to the “classic” series were inevitable.

Which show was better? Which Enterprise was better? Who’s the better captain, Kirk or Picard? Spock vs. Data? Crusher vs. McCoy? Comparisons ad infinitum.

“The Next Generation” would carve out its own identity and style

(and surpass the original series in episodes produced), and eventually “win over” even die hard “classic” Star Trek fans in the latter years of the series with well written, tightly-woven (yet politically correct) stories, superb acting and dazzling special effects. Soon comparisons between the shows became superfluous. Both shows were products of their time, with their own strengths and weaknesses.

In the last Star Trek movie “Generations,” an awkward but somewhat appropriate transition took place as the film torch was ceremonially passed from the “classic” crew to the “next generation” crew.

It is somehow ironic that the debate between owners of the original or “classic” and “the next generation” 900 series bears a striking similarity to the ongoing debate in the world of Star Trek.

Owners of the “classic” 900 seem to have definite opinions as to which car is the best. The “classic” 900—with its then “weird,” unconventional shape and quirky ergonomics—has a hard-core, loyal following equaling or maybe even rivaling that of Star Trek fans! As the last car to be solely developed by SAAB (sans GM) it is the quintessential SAAB to own for diehards. Having driven my parents’ ’82 900 Turbo for several years while in high school and college, I understand the devotion. I share it.

The 9000? Not purebred. A new 900? By GM? Heresy, you say. Won’t really be a SAAB.

Much to the delight of some and to the dismay of others, the “next generation” 900 debuted in the US in ’94 to (finally) replace the seemingly timeless, ageless 900. Its modern, aero-hatchback design pays homage to the “classic” 900. The floor-mounted (well, console mounted) ignition, high seating position and

the gun slit view from the driver’s seat were also carried over from the “classic” 900 and preserved in the “next gen” 900.

Even the heart and soul of the “classic” 900—the 2.0l 4cyl engine in 185hp turbo form—was transplanted into the “next gen” 900 for good measure. But which 900 is better?

Well, my first new SAAB—a ’94 900SE Turbo—in my opinion, is a SAAB regardless of GM’s influence. It both preserves and upholds the 900 tradition in almost every way. And I think it’s better.

In many respects, the “next gen” 900-like Star Trek “The Next Gen”—is superior to the original. Both originals were a product of its time, but its time is past. The original Enterprise, NCC-1701 is gone. The original 900 is now gone, too. Perhaps it is time to “pass the torch.”

But the question still remains—will it truly replace the original?

In Star Trek VI: The Undiscovered Country, there was a scene in Spock’s personal chamber where he confides to Lt. Valeris that this is his last mission aboard the Enterprise and he will no longer be serving as a member of the crew. Spock said to her that “nature abhors a vacuum. I intend you to replace me.”

She answers: “I could only succeed you....”

Ron Hernandez
New Orleans, LA
emger@aol.com

94 900SET w/36.8k+ miles

P.S. Shall we call the “next gen” SAAB, 900-D?

Ed. Note: To those of us who have been around Saabs since the ’70s, the ’94-on 900s are the REAL 900s. Since the previous 900 was a 99 chassis with an extended nose, technically it should have been the 99-B.

Don't Hafta Drive 55

By Jack Hagerty, Technical Editor
Overheard Cams Magazine
Alfa Romeo Assn. of California

Last month, in a rare display of sanity, the Congress passed and the President signed a bill repealing the much maligned and totally ignored 55 MPH National Maximum Speed Limit (NMSL). Instantly the self-appointed protectors of the public good proclaimed this to be a "certain death sentence for thousands of Americans annually." How many thousands depends on who was speaking. A spokesman for the Dept. of Transportation quoted an insurance industry figure of 6,000 per year. Roger Ebert (Roger Ebert?) in his syndicated column supposedly on movies, proclaimed that an extra 10,000 would perish annually. Both are wrong. I can tell you how many extra are going to die because of the repeal of NMSL.

Zero.

Not only that, but the traffic fatality rate will continue to drop. I'll tell you why in a moment, but first we should examine why the professional naysayers think it will rise dramatically. It's simple, really. As they correctly point out, the traffic fatality rate has been dropping steadily since NMSL was enacted in 1975. Reflexive logic tells us that if we repeal the speed limit, then the rate should shoot back up to where it was, right? Wrong. Such an argument assumes a cause-and-effect relationship between the speed limit and fatality rate that simply doesn't exist. One thing they conveniently don't mention is that the fatality rate had been dropping the whole period before NMSL as well. In fact, it's been dropping steadily since the first glimmers of safety design gave us "Safety Glass" windshields in the '40s and padded dashes in the '50s. There is no magic protection conferred onto traffic by the numerals "55" on a white sign posted by the freeway. The supposed benefits of the 55 MPH limit would be realized only if PEOPLE ACTUALLY DROVE 55; which, of course, they do not.

NMSL was enacted in an atmosphere of crisis in 1974. The Arabs had shut off the oil again for the second time in two years and the limit was considered an emergency conservation mea-

sure to control gasoline consumption. When faced with three hour waits in gas lines twice a week, most people complied. Within a few months, almost before the act took effect in January, 1975, the political problems had been resolved, the petroleum taps turned back on and the gas lines disappeared. The government, however, is very reticent to relinquish power once it's given itself the ability to control some facet of social behavior. Rather than admit that NMSL had no purpose, it simply changed that purpose to "safety" and allowed it to continue even though THERE HAS NEVER BEEN ANY STUDY LINKING LOWER HIGHWAY SPEED LIMITS TO REDUCED FATALITIES.

The sense of crisis had passed, however and the public was not convinced of any urgency to "Stay Alive, Drive 55." Speeds started creeping back up almost immediately and within a few years, certainly by 1980, speeds were back to their pre-crisis levels everywhere and they've remained there ever since. This, of course, points to the fatal flaw in the "death with higher speed limits" argument. Since 65 or 70 has been the de-facto norm for decades now, shouldn't all of this carnage already be happening?

Well, if the NMSL isn't responsible for the reduction in fatalities, then what is? Many things. First is automobile design. There have been huge advances in two areas: Passive Safety (features that improve your ability to survive a crash) and Active Safety (features that help you avoid accidents in the first place).

Some Passive Safety features are:

- * Body Structure - In all cars now, a rigid cage protects the passengers while the front and rear parts of the body crush in a controlled manner to absorb energy.
- * Side impact beams in the doors.
- * Mandatory head restraints.
- * Air bags and "window shade" seat belts for those too ignorant to buckle up on their own.

Some Active Safety features are:

- * Handling - The average car today is 1,000 pounds lighter with a much tauter, faster responding suspension

than its counterpart 20 years ago. In fact, the average "econobox" today has handling on a par with my 1974 Alfa GTV.

- * Brakes - In the mid '70s only the most exotic sports cars came with four wheel disc brakes. Today they are the norm on all but the cheapest cars. Additionally, sophisticated antilock braking systems (ABS) which prevent wheel skid in an emergency, are finding their way into lower and lower priced cars.
- * Tires - Like disc brakes, only high end "performance" cars came equipped with radial tires 20 years ago. Today, every single car sold in America comes equipped with these superior handling tires and the older style bias ply tires can only be found in special short runs done by the tire manufacturers for antique car restorers.
- * Ergonomic Control Layout - No more spaceships and jet fighter fantasies, today's automotive controls are designed with human responses in mind. For example, the most important controls, such as headlights and wiper/washers, can be reached without taking your hands off the wheel.

Outside of automobile design, other factors have been at work to reduce the highway fatality rate. These include:

- * Drinking and driving - The past quarter century has seen a significant shift in society's attitude toward driving under the influence of alcohol and other drugs. As a result, most states have greatly increased penalties for doing so and even enacted laws that bump up against the Fourth Amendment in their zeal for removing this menace from the roads.
- * Increased seat belt use - In the mid '70s, seat belt use was an abysmal 2% to 5% of people using both lap and shoulder belts. Today, thanks to vastly improved belt design and mandatory seat belt laws (which I don't agree with, but that's a topic for another time) belt usage is over 70%.
- * Decreased traffic congestion - There

are only so many spaces available on the roads. At freeway speeds, your car requires about 400 feet for itself plus a safe following distance to the car in front of it. The faster the average speed of traffic, the sooner you will get to your exit and make your 400 feet available to someone else. Higher speeds, therefore, mean a reduction in traffic density (cars per lane per mile) thus a lower exposure to traffic hazards. A good example of this principle is the way traffic gets much heavier in the rain as everyone instinctively slows down and occupies "their" space on the freeway longer.

* Increased traffic congestion - The flip side to the previous point is the great increase in traffic in all major metropolitan areas the past few decades. This is caused by, ironically, the freeways themselves spurring development, but then not being able to keep up with the increased traffic demand. Speeds during peak commute hours (you can hardly call them "rush" hours any more) have fallen precipitously the past few years and in the Bay Area are now in the 20 MPH range. Despite the increase in "fender benders," no one is going to be seriously hurt at these speeds with all of the new safety equipment in cars today.

* Applicability - Even though it's buried way down here in the essay, this might be the most important point of all in explaining why raising the speed limit will have little effect on traffic fatalities. The speed limits we've been discussing only apply to multi-lane, divided, restricted access freeways built generally to the Interstate Highway standard (which also includes some of the State Highway and older US Highway systems). Roads of this description carry approximately 40% of all traffic but only account for about 18% of traffic fatalities making them already some of the safest roads in the world. The rest come from city streets (including accidents involving pedestrians and bicycles), two lane back roads, mountain roads, undivided multi-lane highways, etc.; none of which are affected by the increase in speed limits. Additionally, some of the most heavily

traveled freeways in metropolitan areas and the smaller eastern states will remain at 55 MPH. Realistically, only about 25% to 30% of all traffic will be affected by the repeal of NMSL.

Finally, there is the assertion, usually seen in letters to the editor, that if people are driving 70 when the limit is 55, then they'll start driving 80 if we raise it to 65. Balderdash! People don't look at a speed limit sign and arbitrarily add 15 MPH when deciding what speed to drive. In fact, this presumption that there is a "cushion of impunity" when breaking the law is the most odious legacy of NMSL. An entire generation of drivers has grown up thinking that it's perfectly all right to break the law by 15 or 20 MPH knowing they'll rarely be challenged because "everybody does it." OK, so why does everybody do it?

People drive 70 MPH on the Interstates because the roads were very consciously and deliberately designed with many psychological features to make them comfortable to drive at those speeds. Some examples are the width of the lanes, the width of the shoulders, the physical separation from oncoming and cross traffic, the radius of the turns and the fact that the radius increases (i.e. gets less sharp) as you drive around it, the banking of the turns (which is designed to cancel out the effects of centrifugal force from the turn at 70 meaning that you'll feel neither outward pull from the turn nor inward pull from the banking) and the maximum steepness to the grades (more important going downhill than up). The fact that so many motorists cluster right around this speed when driving is a tribute to the road designers' skill.

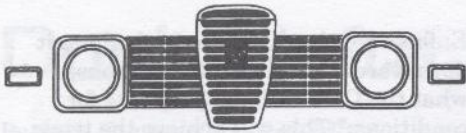
Speed limits should not be used as tools for social engineering or revenue generators for small towns and insurance companies. Their sole purpose is safety, and as such there is a procedure for setting them recommended by traffic engineers: Do a traffic survey to find out what speeds people actually travel on the road. Set the limit to the speed that 80% of the traffic travel at or below. This is the "comfort zone" where drivers are the most competent. Many studies have shown that it is the DIFFERENCE in speed between cars on the road, rather than the actual speed itself, that is the greatest contributor to accidents.

Enforce this limit strictly and adjust it downward for inclement conditions, what the CHP calls "appropriate for conditions." This will achieve the triple goals of allowing people to move quickly and easily to their destinations (conditions permitting), lowering the accident rate while engendering the proper respect for the law. Of course, such an approach requires considerably work and autonomy at the local level, neither of which will help get a Congressman re-elected as easily as a simple slogan like "Speed Kills" followed by a one-size-fits-all blanket Federal law.

My assertion at the beginning that the fatality rate will continue to drop despite the increase in speed limits is not just conjecture or wishful thinking on my part, it has already been established. A few years back when Congress first started relaxing it's grip a bit by allowing the speed limit on certain stretches of rural freeway to be raised to 65 MPH (still under Federal control, though) the safety (read insurance) establishment was quick to pounce on any local increase in fatalities with inflammatory headlines like "Dozens More Die Due To Increased Speed Limit." Naturally, what they left off was that increases in one area were more than offset by decreases in others, thus the overall casualty rate continued its downward trend, ignoring completely the numbers on the sign by the side of the road.

The rate will continue to drop thanks to new active safety features such as "smart" suspensions that read road's condition and adjust themselves to it faster than the driver can react. Passive safety features like side air bags and pyrotechnically tensioned seat belts are now being introduced. And, of course, programs to get the true cause of traffic accidents, drivers under the influence and reckless drivers moving too fast or too slow for prevailing conditions, will continue and hopefully be expanded now that less police manpower is needed to enforce the unenforceable "double nickel."

And finally, to Roger Ebert, please confine your movie column to the subject of movies. That is a subject that you apparently know something about.



Professional Perspective by Chuck Andrews

I wrote a couple of years ago about the National Association of Attorneys General (NAAG) investigation of auto repair fraud. At the time Sears had just made a \$46 million settlement for claims against them. I promised a review of the report, which has recently been published. While the national media seems quick to publish the sensational items like the Sears case, I have yet to see major coverage of the NAAG report or the Federal Trade Commission (FTC) report which came out at the same time. Many professional trade magazines have reviewed these reports and commented on them. The best I have read was in *Auto Inc.* magazine. The author was Bob Redding, ASA's (Automotive Service Association) Washington representative.

Mr. Redding pointed out that NAAG and the FTC had cooperated in preparing their reports. Both organizations had public hearings and listened to testimony regarding the fraud issue, which seemed to focus on mechanical repair shops rather than body shops.

The NAAG report contends there is overselling of repairs and that too many unnecessary repairs are being made. They listed several reasons for this problem; the incentive compensation system, technical incompetence, general "culture" of the shop, and diagnostic procedures that differ from the manufacturers' recommendations or industry standards. It also went over disclosure of flat rate time versus actual repair time. Along with this they stated that the customer should have access to the necessary manuals, etc., to determine if they are being dealt with fairly. Overall the NAAG report focused on improper industry practices rather than fraud.

The FTC report says that auto repair fraud is less of a problem than it is perceived to be. It summarizes: "Our investigation found that while questionable auto repair practices exist, the level of actual deception or fraud in the auto repair industry appears to be less commonly perceived." They also stated that any regulation must be flexible enough to allow "mechanics to exercise

their professional judgement, and to allow risk-averse customers the freedom to choose to have maintenance or repair performed in advance of the time they are actually needed."

The FTC did agree with the NAAG report about sales based incentives, use of flat rate manuals, and accelerated maintenance schedules being objects of concern. But they did state that none of these practices are "inherently deceptive or unfair under the Federal Trade Commission Act." The focus of the FTC report was not on deceptive practices, but lack of training and information vital to technicians. To quote the report: "The reality is that most auto repair problems are due to misdiagnosis and faulty repairs made in good faith." The report stresses the lack of current training programs, manufacturers service bulletins, and other technical information.

On Board Diagnostics II (OBD-II) should help these situations somewhat because some of the information will be available to almost everyone. But, we'll have to wait and see how that turns out in the real world.

Is Saab the best serviced car in

America? Would competent service at a reasonable cost be a welcome relief to many Saab owners? We talk to Saab owners every day that express this very concern in relation to their present and future Saabs. We believe Saab could help this by reducing the training and information deficit on their cars. All the talk on the subject at the National Convention last August seems to have been part of the hot air that was stifling Atlanta at the time.

Speaking of hot air, there has been a lack of it in some Saabs this winter as frigid air encased much of the country. A review of some of the lesser known heater solutions may be in order.

You may have changed the thermostat in your 16V Saab. It is important that you installed the new one correctly. There is a breather hole in the thermostat to allow a small amount of coolant circulation even if the thermostat is closed to keep an airlock from developing. The thermostat on the left of the photo has locating tabs so that it can only be installed with the breather hole up. Many of the replacement thermostats (right) have no tabs so it is possible



to install it upside down, which could allow an air bubble to form behind the thermostat. Even if you buy the replacement from a Saab dealer, you may still find the same problem as on one procured from an aftermarket source. As long as the breather hole is oriented correctly in the housing, it doesn't matter if there are tabs or not.

In some 900s (usually '90-'93) beside the usual heater control valves malfunctioning, and plugged or leaking heater cores, you also have to be aware that some cars have plastic heater control bypass valves that will allow constant bypass to the heater so that sufficient heat is obtained at idle, in stop-and-go driving, and at under 1500 rpm. Some of these valves have been failing, resulting in poor heat output at idle. The solution for some cars is to replace the bypass valve. Some models and engine configurations may require the addition of an electric circulation pump to obtain adequate coolant flow to the heater core at low (1500 or less) rpm. Saab has issued technical service bulletins on both the bypass valves and

the circulation pumps.

Two of the more common problems 9000 owners may face are heater motor failure and leaking heater cores. The motor failures are pretty obvious, but the heater core is a little more subtle. In the beginning it will cause difficult defrosting but will rapidly deteriorate to impossible. The odor of antifreeze is usually apparent.

Your Saab 900 or 9000 should generate plenty of heat for even subzero weather so don't let anyone tell you it is the nature of the car to be cold at those temperatures. Sometimes you have to take up the challenge to find the real solution.

The point of all this is to keep the heat on; Saab needs to sure that the maximum number of people are properly trained to fix their products. As far as I can tell, good service creates satisfied customers, which in turn leads to increased demand, which is good for all us Saab owners. Then we'll all be smiling even when the high temperature is forecast to be only -20 F.

Deanna Joyce Andrews 1943-1996

Deanna Andrews, wife of NINES columnist Chuck Andrews, recently passed away after a long battle with cancer. She was often a participant in the activities of the Minnesota Saab Club and attended several National Saab Owners Conventions with her family. Deanna was well known to customers at the family business, Andrews, Inc., of Princeton, Minnesota, where she served as receptionist, secretary, and bookkeeper.

Deanna was a member of the Milaca Christian and Missionary Alliance Church, where she taught Sunday school and served as a pianist. She was also actively involved with Faith Christian School where she was a teaching assistant. Memorials may be sent to the Faith Christian School, 11818 160th Ave. Foreston, Minnesota 56330.

In addition to her husband of 34 years, Charles, survivors include three sons and their wives: Don and Denise of Princeton, Dave and MaryAnn of Milaca, and Aaron and Brenda of Milaca; and 7 grandchildren: Nathan, Ben, Angela, Ethan, Alex, Micah and Brittany.

Our sincerest condolences to her family. She will be missed among the Saab owners community.

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Saab Klinik by Doktor Nio

I own an '88 900 8-valve with 90,000 miles. The car runs flawlessly except for one annoying problem, and if I can't fix it, I will get rid of the car and buy a Turbo (any excuse will do).

When I accelerate from a dead stop or any acceleration under 2500 rpm the car will slowly accelerate to 2500 and then finally take off. Even if I floor the car it will just sit there till the tach winds up to 2500. This is very dangerous when you are trying to pull out into traffic.

The car is completely tuned up, timing is on the mark and compression within specs. The fuel pressure is right on specs and I cleaned the fuel system twice with Techron. I have done the following modifications to the engine — performance cam (street cam), headers, 2 1/4" exhaust with Dynomax muffler and removed all the intake plumbing on the air box and installed a K&N air filter. But the acceleration problem was there prior to all these mods. There is no difference before or after, except I now have more power over the 2500 rpm mark. Your help would be greatly appreciated.

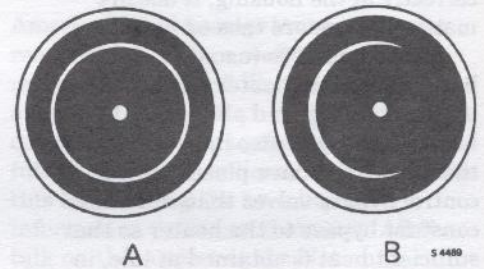
Chuck Bellish
Pinellas Park FL

The Bosch Continuous Injection System (CIS) was used on all 8-valve 99s and 900s from 1975 through 1988. Here are some potential problem areas to check:

- 1) Check the intake system for vacuum leaks between the air flow sensor and cylinder head and correct if needed.
- 2) Remove the air intake bellows at the throttle housing and air flow meter, clean the throttle housing with spray carb cleaner and a toothbrush. Open the throttle and clean behind the plate also. Wipe out the solvent and carbon with a rag.
- 3) While the bellows is off, check the air flow sensor plate for proper centering (Diagram 1). Adjust if needed by loosening the 10mm mounting bolt slightly and slipping a feeler gauge around the tight side to center the plate. Retighten the bolt.
- 4) Check the rest height of the air flow sensor plate. It should be flush to slightly below the bottom edge of the venturi (ridge) (Diagram 2).
- 5) Check the air flow sensor for binding (Diagram 3). Grasp the bolt on top of the air flow sensor plate with pliers, and pull up on the plate. The plate should move smoothly with even resistance. If it binds, remove the air flow sensor and check the pivot shaft for binding, excessive carbon buildup, etc. Clean and lubricate as needed.

WARNING: Vaporized gasoline is extremely flammable. For the following procedures, take care that there is good ventilation, that no one is smoking and there is no open flame in the vicinity.

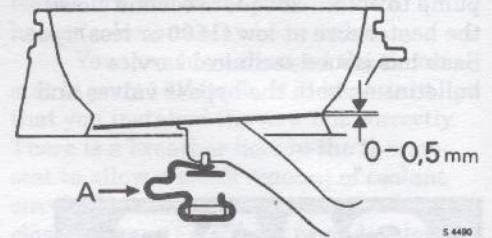
- 6) Remove the fuel lines from the fuel distributor, taking care not to lose the seal washers. Loosen the gas cap to relieve pressure on the fuel system to minimize gas leaking. Remove the air flow meter and fuel distributor as a unit and bend the bottom stop wire to achieve the proper sensor plate rest height (Diagrams 2 & 4). Reinstall the air flow sensor and fuel lines.
- 7) Remove the fuel injectors from the intake manifold, leaving the injectors connected to the fuel lines. Point them into a plastic bucket (Diagram 5). Remove the fuel pump relay from its socket in the fuse box. Install a jumper wire into terminals 30 and 87 of the fuel pump relay socket (Diagram 6). Grasp the air flow sensor plate with pliers and raise the plate; the injectors will begin to spray fuel. Raise the plate fully several times to force flush the injectors. Slowly raise the plate again and observe the spray pattern of each injector; it should spray in a fine cone-shaped mist (Diagram 7). Check particularly that this happens at low sensor plate heights. If any of the injectors don't spray properly, they will need to be replaced.



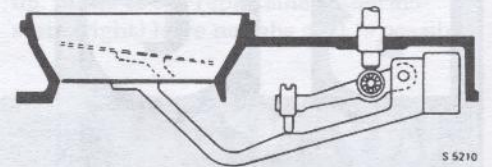
SENSOR PLATE CLEARANCE

- A. Correct
B. Faulty

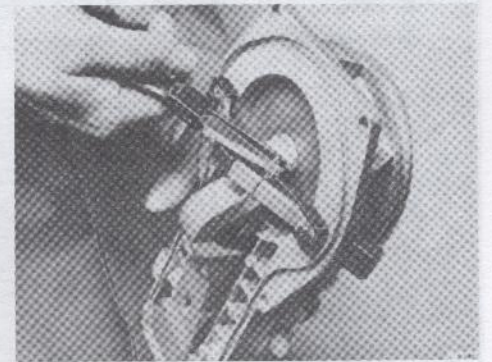
1: Air flow sensor plate centering.



2: Rest height of the sensor plate.



3: Check moving parts for binding.



4: Adjusting sensor plate height.

Check also that the injectors don't drip when the sensor plate is at rest position. A dripping injector will also need replacement. Remove the jumper wire, reinstall the fuel pump relay and injectors, and reinstall the intake bellows.

- 8) Run the engine until fully warmed. Make sure all accessories, lights, air conditioner, etc. are turned off. Using the 10mm bolt on the throttle housing, set the idle speed to 875 ± 75 rpm. For cars with Lambda (oxygen sensor), the air/fuel mixture can be checked with a pulse ratio meter (a Saab dealer tool) or a duty cycle meter connected to the 2-pole plug in front of the fuse box (Diagram 8). The meter should oscillate between 45 and 55%. If not, you will need to adjust the mixture. Locate the adjustment hole at the air flow sensor just forward of the fuel distributor. The mixture is set at the factory and normally does not require adjustment, so it may be covered with a metal plug. The plug may be removed by drilling into the top of it with a $1/8"$ drill bit. Drill to a depth of approximately $1/4"$. Screw a sheet metal screw into the plug and pull the screw and plug out with a Vise Grip. You can adjust the fuel mixture through this hole with a 3mm Allen key. A long one works best for finer adjustment. Turning the adjustment screw counter-clockwise will give a leaner mixture (higher percentage on the meter), turning clockwise will richen the mixture (lower percentage). See diagram 9.

Hopefully one of these will cure your problem. Bear in mind that by 1988, the 8-valve 900 was pretty anemic due to more stringent fuel economy standards and higher weight of the car. If this doesn't fix it, enjoy your new Turbo.

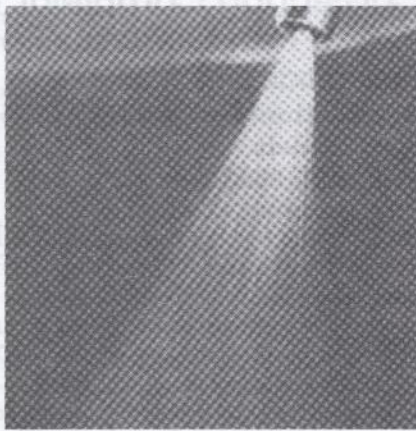
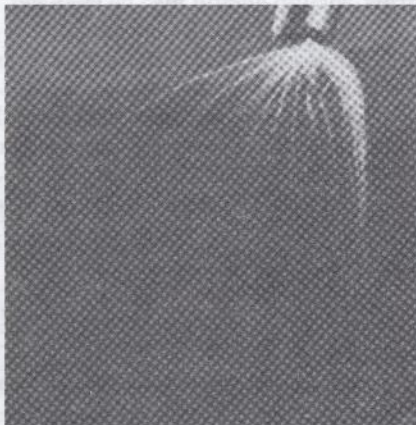


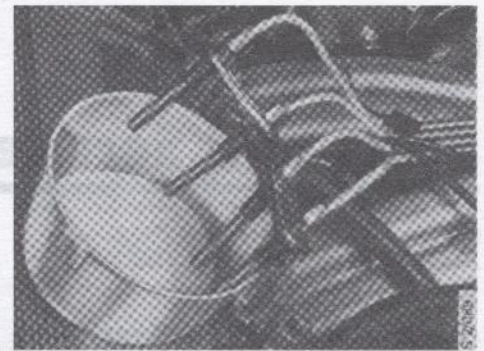
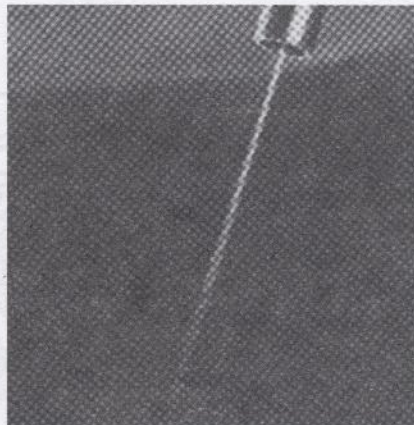
Diagram 7:
Perfect atomization



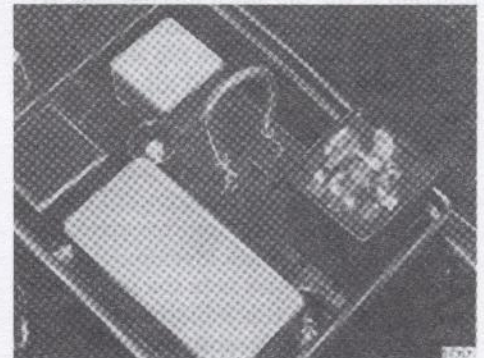
Acceptable atomization



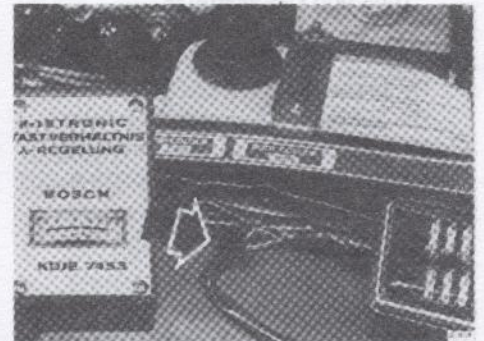
Examples of poor atomization



5: Checking injector spray patterns.



6: Jumper wire in fuel pump relay socket.



8: Pulse meter plugs into 2-prong socket.



9: Adjust mixture with 3mm Allen wrench.



Parts and Service Information

Adjustment of Fifth Bow Latch Motor

Application: '95 900 Convertible
PSI 10/95-0628, Sec. 8/Pg. 130

Correct adjustment of the fifth bow latch motor is crucial to the proper function of the top stack mechanism. If the fifth bow does not release when instructed to do so by the top stack ECM, the top may not operate at all, or, damage to the Tonneau cover flaps may occur.

Before performing any adjustment make certain that all steps in PSI 03/95-0554 (Sec. 8, pg. 104) "Improvement to Operation of Top Stack Mechanism" have been performed. Also note the improvements covered in this bulletin may have been performed differently on the production line.

Cars Affected:

1995 900 Convertibles

Action:

1. Cycle the top until the 5th bow and the Tonneau cover stand up fully and the cover flaps (5th bow latch motor) are in the closed position.
2. Remove the 5th bow latch system cover from the bottom of the Tonneau cover.
3. Measure with a 1.0mm feeler gauge that there is play between the last gear tooth and the blank part of the upper and lower gear rack. See Figure 2.

If there is no play, continue with the

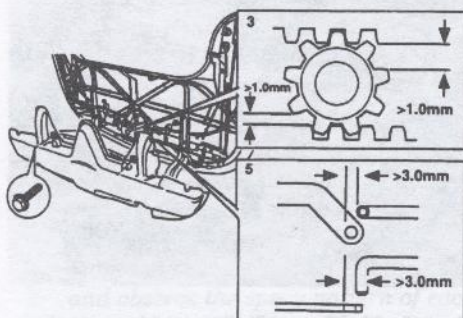


Figure 2: Adjusting 5th bow latch motor

adjustment as detailed below.

NOTE: Standard feeler gauge may be too wide and may need to be cut to make this measurement.

Adjustment:

1. Release the latch rods.
2. Connect ISAT and maneuver the 5th bow latch motor one full cycle via ISAT command:

TSAS

ACTIVATE

5TH BOW LATCH MOTOR

Make sure that the latch motor is in fully latched position.

3. Remove any extra lock nuts (if fitted) from the clevises on the latch rods. This will allow for more adjustment.
4. Fit the latch rods to the latches.
5. Adjust the rods so that they are at least 3mm short of the mounting holes (won't reach the mounting holes in the racks) and that they are as equally short on the left-hand side as on the right-hand side as possible. This might require some extra turns of the threads on the latch rods. If so, use a M5 threading die.
6. Connect ISAT and drive the latch motor to the fully open position via ISAT command:

TSAS

ACTIVATE

5TH BOW LATCH MOTOR

7. Check as you stand behind the car, looking straight down through the holes in the Tonneau cover that you see a maximum of 1.5mm on the tip of the latch tongue. See Figure 3.

If more than 1.5mm of the tip of the latch tongues are visible, go back to step 5 and lengthen the rods slightly.

8. Fit the 5th bow latch system cover.
9. Cycle the top and check the function. If necessary, adjust the 5th bow strikers (inward).

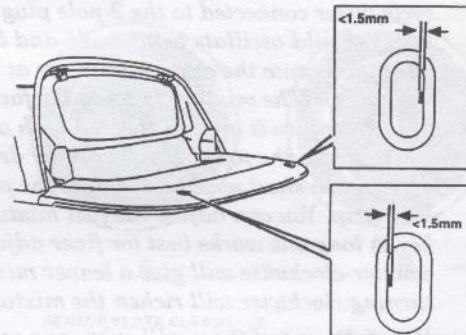


Figure 3: Measuring tip of latch tongue.

Correcting Complaint of Failed Fan Control/Fan Resistor

Application: Certain 1992-1995 9000 Models
PSI 10/95-0633, Sec. 8/Pg. 131

On certain cars the fan control (ACC) or fan resistor (manual A/C) can overload and break. This is caused by a ventilation fan that is too sluggish. A sluggish fan consumes more current in maintaining the speed set by the ACC control module or fan control. This higher current draw may be enough to cause overloading of the fan control or fan resistor.

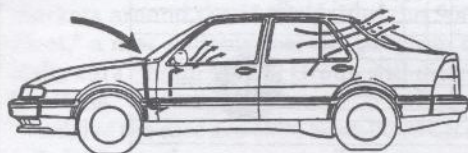
Manual A/C system: To rectify the fault, change the fan resistor and check the fan using the method described below. If the fault is due to excessive draw, the fan should also be changed.

ACC System: To cure a fault, a new fan control with automatic overloading cut-out has been developed. The overloading cut-out turns off the ventilation fan under certain driving conditions. The ventilation fan should also be checked by the method described below. If current draw is higher than permis-

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sible limits, the fan should be changed.

Modified fans consume less current than fans of earlier types, but have the same part numbers. Stock of earlier design fan have been scrapped.



Cars Affected:

1992-1995 9000 models within VIN
Serial No. Range: N1000001-
S1005461, inclusive.

Parts:

Fan control with overloading cut-out	46 32 477
Modified ventilation fan	96 28 587
Fan resistor	46 34 564

Tools:

Digital multimeter (DVOM)
Inductive ammeter

Action 1a:

Cars with ACC (see Figure 2).

1. Remove the rubber seal and cover

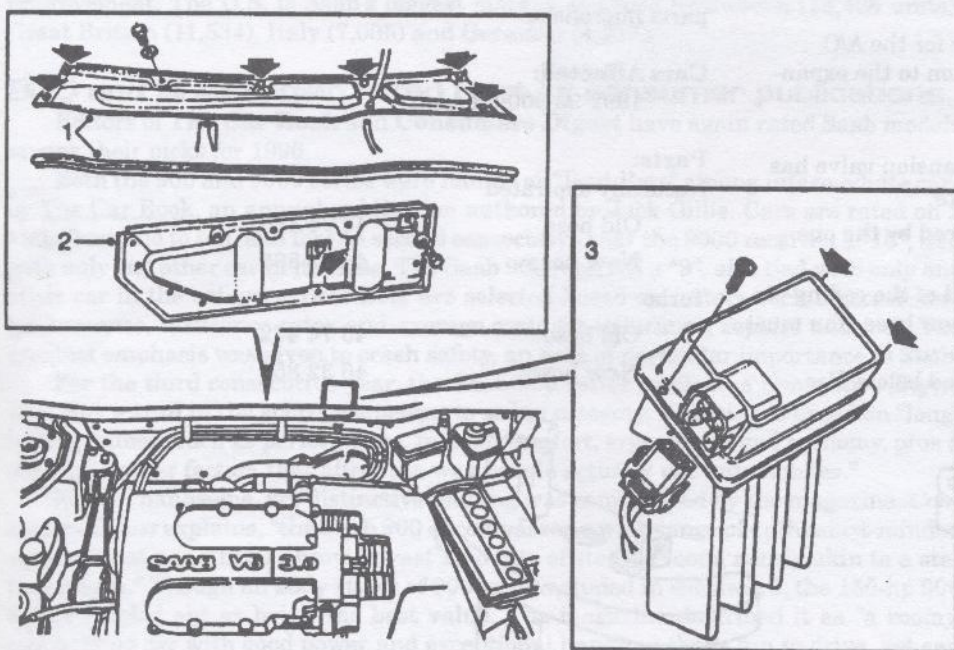


Figure 2: Replacement of fan control.

panel over the bulkhead partition space. Disconnect the washer fluid hose.

2. Remove the right-hand screening panel.

WARNING: The fan control's heat sink is live until the connector is unplugged.

3. Unplug the fan control connector and remove the three retaining screws. Lift out the control.
4. Fit the new fan control and three retaining screws. Plug in the connector.
5. Check the fan's current consumption as described below.
6. Refit the screening panel.
7. Reconnect the washer fluid hose to the cover panel and refit the panel and rubber seal over the bulkhead partition space.

Important

On calibration, all previous diagnostic codes (DTC's) will be cleared. Obtain readouts of all stored DTC's before starting calibration.

8. Calibrate the ACC system by pressing the "AUTO" and "VENT" buttons simultaneously, or by using ISAT.

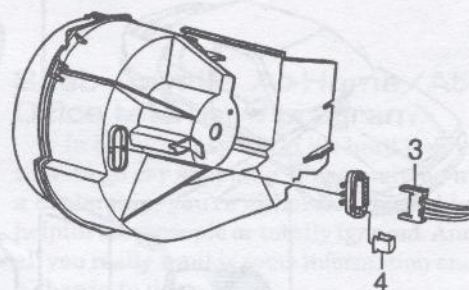


Figure 3: Changing the Fan Resistor

Action 1b:

Cars with Manual A/C (See Figure 3)

1. Remove the rubber seal and cover panel over the bulkhead partition space. Disconnect the washer fluid hose.
2. Remove the right-hand screening panel.
3. Unplug the fan resistor's connector.
4. Undo the clip and withdraw the fan resistor.
5. Fit a new resistor.
6. Plug in the connector.
7. Check the fan's current consumption as described in #7 below.
8. Refit the screening panel.
9. Reconnect the washer fluid hose. Refit the panel and rubber seal over the bulkhead partition space.

Action 2:

Checking Ventilation Fan Current Consumption.

1. Set the controls in the following positions:
 - All dashboard vents open
 - Fan control in maximum speed position
 - Maximum air to dashboard vents
 - Temperature control set to cold
 - Recirculation flaps in fresh-air position
 - Windows and doors closed
2. Remove the cover panel from the bulkhead partition space.
3. Unplug the fan motor connector and insert a stripped cable (max. 0.5mm²) in each of the sockets of the female connector. Plug in the connector and connect the multim-

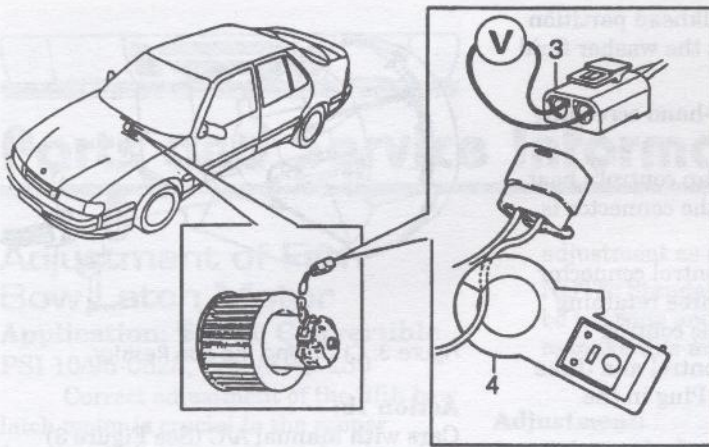


Figure 4: Checking current consumption.

eter to the two cables. (Figure 4-3.)

4. Connect the inductive ammeter around the green cable. (Figure 4-4).
5. Turn the ignition switch to the ON position.
6. Note the voltage reading on the multimeter and the current draw on the inductive ammeter.
7. Check that the fan's current draw for the voltage reading obtained is correct according to the graph at right.
8. If the current draw is too high, the fan should be changed.
9. Remove the test cables from the connector and refit the cover panel over the bulkhead partition space.

Replacement of A/C Hose

**Application: 1992-93 9000
PSI 11/95-0640, Sec. 8/Pg. 132**

When replacing the A/C hose assembly for the A/C compressor, you will notice that the connection to the expansion valve has been redesigned.

There are two major differences:

- A hole for the coding pin on the expansion valve has not been provided in the new connection plate.
- The three mounting holes are replaced by the one mounting hole on the connection plate.

These changes will require the removal of the coding pin from the expansion valve before fitting the new hose. You must then use just one central mounting bolt to secure it.

The old and new part numbers are listed below. For

additional information, see M90-93, Ed. 16, Grid 5-H20 spare parts microfiche.

Cars Affected:
1992-93 9000 models

Parts:
Naturally aspirated

Old hose	40 74 480
New hose	46 32 865

Turbo

Old hose	40 74 472
New hose	46 32 857

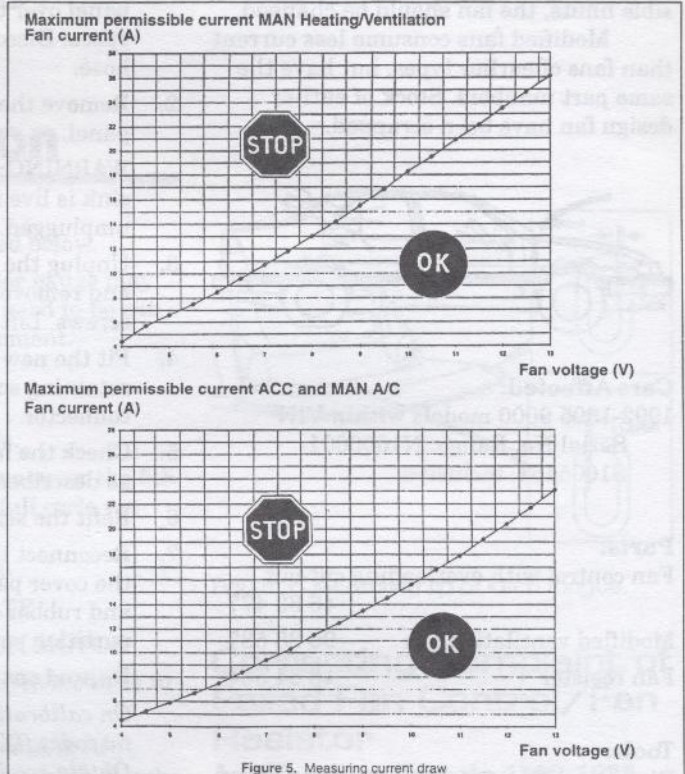
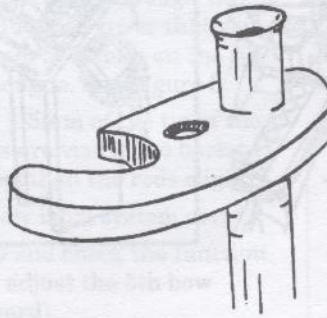
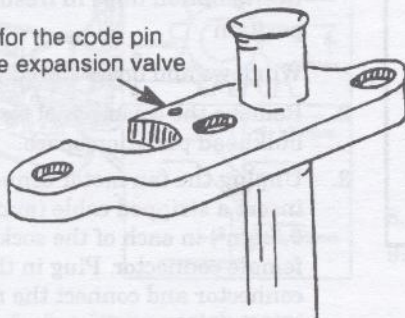


Figure 5. Measuring current draw

Hole for the code pin on the expansion valve



Saab News

Rent a Saab from Budget

Budget Rent a Car and one of its licensees, Team Rental Group, have ordered a total of 2000 new Saab 9000 CS cars, to be put into service in a limited number of markets around the U.S. Half of the 9000s will be included in Budget's "WorldClass Fleet," a new customer service program that offers a wider variety of luxury and specialty cars. Team Rental Group will distribute its 1000 Saab cars at approximately 15 locations.

All of the cars are 1996 Saab 9000 CS models with automatic transmissions, leather upholstery and power seats. The cars are powered by Saab's 2.3-liter Light Pressure Turbo engine.

The 9000s will be delivered to Budget and Team Rental Group beginning in April of this year. Over 20 locations will have the cars available, including: Albany, Rochester, Boston, Hartford, Philadelphia, Pittsburgh, Washington DC, Richmond, Charlotte, Orlando, Tampa, Cincinnati, Dayton, Ft. Wayne, Minneapolis/St. Paul, Denver, Dallas, Phoenix, San Diego, and Seattle.

Other luxury models in Budget's WorldClass fleet include the Jaguar XJ6, and Lincoln's Continental, Town Car and Mark VIII. Budget also offers a wide selection of 4-wheel drive vehicles, minivans and convertibles.

Companies associated with Budget currently offer Saabs as rental cars in Europe. The Sixt Rental Organization of Germany recently ordered 400 various Saab models to use as rental cars there.

U.S. Sales up 18.1% for 1995

The figures are in and Saab's 1995 sales are up an impressive 18.1 percent over the 1994 total. The final tally was 25,595 cars, compared to 1994's total of 21,679. This despite a decline in the overall U.S. car market by 4% in 1995.

The top selling bodystyle for '95 was the 5-door 900, with sales of 9,912, followed by the 900 Convertible at 6,312. The most popular engine choice was the naturally aspirated 2.3-liter four cylinder, powering 11,357 of the 900s sold last year.

The 9000 reached 6,034 units, or 23.6% of the total. The 9000 CS, with the award winning light-pressure turbocharged engine, led 9000 sales with a total of 2,527.

Worldwide, Saab sales increased from 88,709 in 1994 to 98,713 in '95 for an 11% improvement. The U.S. is Saab's biggest market, followed by Sweden (18,408 units), Great Britain (11,534), Italy (7,005) and Germany (4,277).

900 and 9000 again rated Best by consumer publications

Editors of *The Car Book* and *Consumers Digest* have again rated Saab models among their picks for 1996.

Both the 900 and 9000 series were named as "Best Bets" among intermediate cars by *The Car Book*, an annual publication authored by Jack Gillis. Cars are rated on a scale from one to ten, and for the second consecutive year the 9000 received a "10", tied with only one other car in its class. The Saab 900 received a "9", also tied with only one other car in the category. Best Bets are selected based on factors such as crash test performance, insurance rates and average costs for insurance, repairs and fuel. The greatest emphasis was given to crash safety, an area of particular importance to Saab.

For the third consecutive year, the Saab 900 series received a *Consumers Digest* Best Buy award in the sports coupe/sports sedan category. Selection is based on "long-lasting values, such as performance, interior comfort, ergonomics and economy, plus a variety of other factors that affect the way people actually use automobiles."

Saab's "handsome, yet distinctive" styling was commended by the magazine. *Consumers Digest* explains, "the Saab 900 encompasses a wide range of enthusiast-minded vehicles that nonetheless provide vast amounts of storage room, nearly akin to a station wagon." Though all body styles of 900 were included in the award, the 150-hp 900 S was singled out as being the best value. The magazine described it as "a roomy, comfortable car with good power and exceptional handling that's fun to drive, yet can cart the whole family around for long vacations."

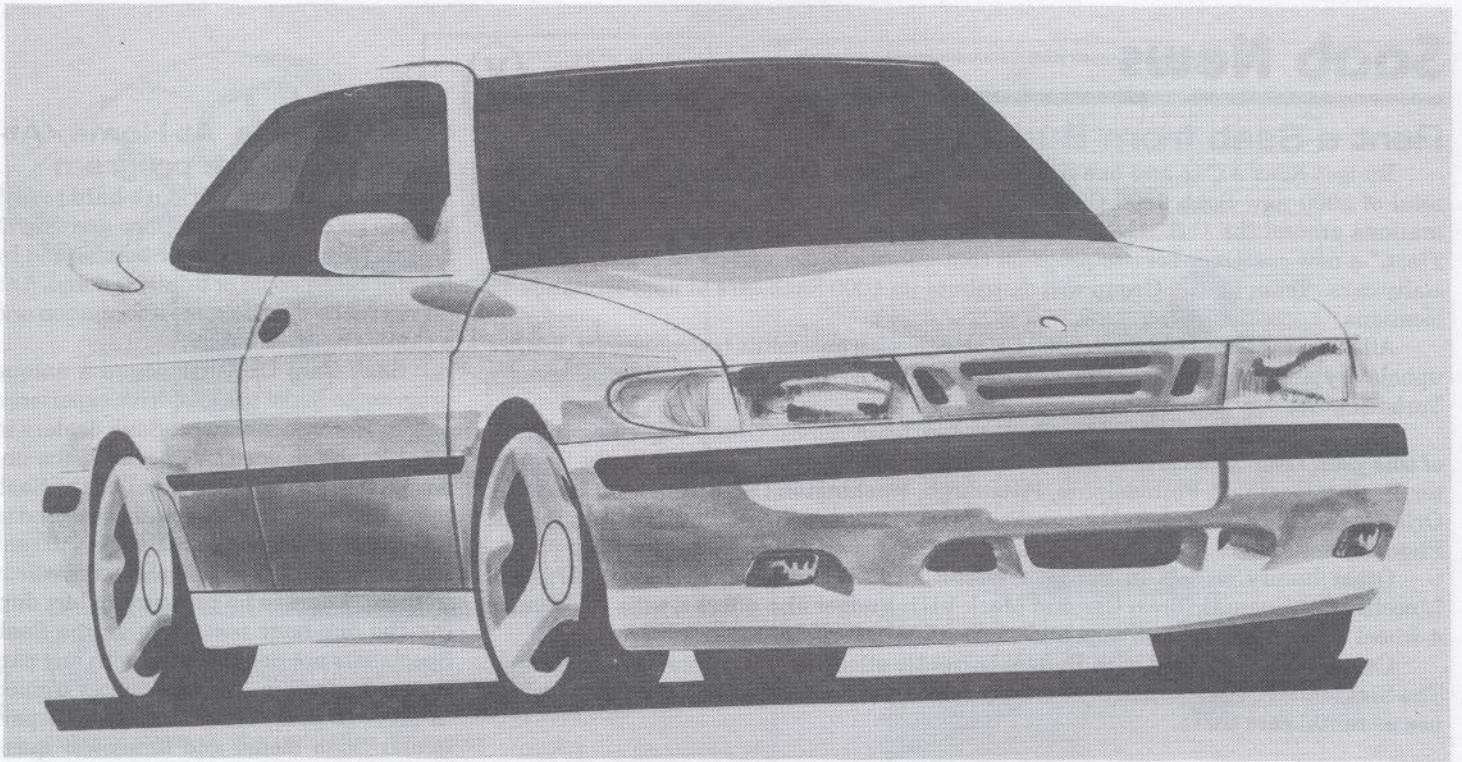
Saab unveils At-Home/At-Office test drive program

In today's busy world it's hard to find time to go car shopping. Once arriving at a dealership, you're either bombarded by helpful salespeople or totally ignored. And all you really want is some information and a chance to drive a car.

Saab Cars USA has begun a unique program to make the test drive experience easier. In conjunction with Saab dealers in 12 of Saab's major U.S. markets, the importer offers a free service called the Saab Specialist Test Drive program, designed to introduce customers to Saab's current model range at a time and place convenient to them. There is no pressure to buy during the one-hour test drive as the Saab Specialists are not affiliated with any particular dealership. They are factory trained in order to point out features of the particular Saab model and to answer questions.

The Saab Specialist program will be offered in 12 markets, including: Atlanta, Boston, Chicago, Denver, Hartford/New Haven, Los Angeles, Miami, New York, Philadelphia, San Francisco, Seattle and Washington, DC. The appointment is made by calling the toll-free 1-800-582-SAAB information line. Those who reside within a zip code where the Saab Specialist program is available are extended the opportunity to test drive a car for one hour at their convenience. Appointments are available 7 days a week from 8 a.m. to 7 p.m. At the customer selected time and place, the Saab Specialist delivers a choice of a 1996 Saab 900 Convertible, 900 SE 5-door or a Saab 9000. Following the test drive, customers who want to discuss a potential Saab purchase are referred to a local Saab dealer.

"Saab customers are ideal prospects for programs that spell convenience and personalized service," said David Krysiak, director of marketing, Saab Cars USA. "Our target customers are highly educated—over 50% have post-graduate degrees. They are also affluent and lead extremely busy lives both professionally and recreationally. Eliminating the need to travel to the dealership just to take that initial test drive received incredibly high marks in both focus groups and test market programs."



Two High-performance Concept 900s Debut in Geneva

A pair of new concept cars based on the Saab 900 were recently unveiled at the Geneva Auto Show. The cars - a coupe and a convertible - feature all-new aerodynamic ground effects, bold front and rear spoilers and radical alloy wheels. The high-output turbocharged engines and high performance chassis modifications will excite any sporting car enthusiast. The final touch is an exclusive paint treatment to complement the dynamic exterior and interior styling.

Details were not available at presstime, but engine horsepower is believed to be in the mid-200 range. Though plans to produce the cars have not been announced, that could happen as early as the 1997 model year.



Abbott Racing products to be available in U.S.

Abbott Racing Motorsports, the world's premier tuner of Saab cars, has named Accelerated Response Motoring as the distributor for their performance enhancements in North America. Abbott has been most visible in their racing endeavors in

Great Britain and the European continent. They won the UK Production Car titles in 1992 with a 9000CS and in 1994 with a 900SE Turbo.

Abbott Racing has developed a series of performance products for 900 and 9000 models, including the pre-1994 900s. Among the products offered are reprogrammed engine management systems, reworked cylinder heads, stainless steel exhaust, suspension kits, front and rear spoilers, and 16" and 17" wheels. Complete tuning packages claim 270bhp from the 2.3 liter turbo engine, 245bhp from the 2.0 liter powerplant.

As an introduction, Accelerated Repsonse Motoring will offer a special discount to Saab Club members for a limited time. For a list of items, prices and details, contact them at: 842 Wilson Avenue, North York, Ontario, Canada M3K 1E5. Tel: (416) 806-8667; fax: (416) 630-9066; e-mail: 103343.50@compuserve.com.

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900 Roof Rack 94-70.00
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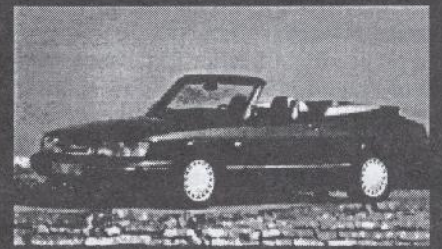
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Shielding Occupants from Injury and Death

By Len P. Vidger

"Accidents observe no holidays, escalating life and property destruction on these days."

Accident, n. An inevitable occurrence due to the action of immutable natural laws. (Ambrose Bierce, *The Devil's Dictionary*.)

T'was not the night before Christmas but three days preceding and the freeways were all but quiet. In this season of the year, they are occupied with anxious, aggressive, and sometimes inebriated drivers. One's safety cannot be regarded lightly on these vehicular racetracks. The risk enhances when these impatient and impetuous operators approach careful and cautious drivers traveling at reduced speed.

The above characterizes two types of driver in the account which follows. Alice, the writer's wife, a Type C Driver (Careful, Conservative, and Cautious), was proceeding on a section of Freeway 280 on the outskirts of San Francisco. This woman, operating a 1970 Saab, V-4, Model 96 had just approached a freeway overpass and was negotiating a curve to enter the main section of the freeway heading north into San Francisco. In the left lane of this two-lane freeway entrance she observed through rear and side view mirrors an approaching vehicle varying from right to left traveling at an

excessive speed. The driver, answering the Type A characterization, insisted in a demanding and menacing manner claim to the faster left lane.

Fearful of this threatening approach and maneuvering to avoid a collision, the Saab driver quickly vacated the left lane and moved into the right lane. Traffic in this lane was congested, moving more slowly than judged. The space to accommodate an escaping vehicle was insufficient.

The outcome: The Saab collided into the rear of a Pontiac Sunbird creating a serious accident. The impetuous Type A driver, having succeeded in his bluffing, sped by without taking account of the collision.

The damage inflicted: The Saab driver was removed and hastened to a local hospital via ambulance. There, in the emergency room, she was treated for numerous bruises and lacerations to the head, body, and leg. Later, X-ray films as developed, revealed the fracture of three ribs and the sternum.

Considering the driver's aversion to enclosure in a seat belt, the impact could have been fatal. Three days of hospitalization and many weeks enduring pain of slowly healing fractured bones were experienced. Further, the Christmas Holidays were sacrificed which were to have been enjoyed with children and grandchildren. All perhaps being a small

price to pay considering a more serious outcome had not a Saab shielded the occupant.

As for the vehicles, the Sunbird sustained substantial rear-end damage from the impact and had to be totaled. The surprised and jostled passengers were inflicted with minor injuries. As the accompanying photos disclose, the little "96" sustained extensive damage to the windshield, body, frame, and engine.

Although the victim eventually fully recovered from the accident, it was too much to expect that restoration of the Saab could be as successful. After a period of analyzing the damage, it was concluded that the vehicle must be "parted out." Its removal from garage storage provided space for a replacement which ultimately was another Saab, a 1984 Model 900.

It was not easy for the writer to "part with" this vehicle which, over the years, he and his son, Don, had devoted considerable time and detailed work to maintain in mint condition. Many of these preoccupations and modifications have been published in various Saab Club Newsletters. For the benefit of those readers attentively caring for this vintage auto, they are listed below.

Mini Bibliography

- "'96 Decel Valve Hose Leak Causes Problems," April 1981, p.4
- "Garden Hose Helps Pour 96 (&99) Gear Oil," July 1982, p.5
- "PCV Valve Clearance Solved on Weber Carb," Nov/Dec 1982, p.3
- "High Fuel Pressure Causes Weber Carb Woes," September 1983, p.3
- "Troubleshooting Malfunctioning V-4 Wipers," January 1984, p.2
- "Tool Interchangeability Between 96 and 900." July 1984, p.10
- "Social Responsibility" (Re oil filter removal), May 1989, p.2

And, while neither woman or auto in this account being immortal, the writer takes some satisfaction in the outcome. The Saab's parts may have postponed the demise of other Saabs to the appreciation and enjoyment of their owners.

For reflection: Might the little Saab have diminished the severity of injury had the driver affixed the seat belt?

International Saab Club Meeting 1996.

Under the motto "Family-arrangement for all Saab-enthusiasts" are the Danish Saab Clubs looking forward to welcome you and your family to International Saab Club Meeting '96 in Denmark. The meeting will be held in the Whitsuntide from May 24. to 27. 1996 in Billund, where we have arranged a various program for the whole family.

The surroundings of Billund are contrasts between the hilly East Jutland and the flat West Jutland the perfect place to have an arrangement such as the International Saab Club Meeting. Here will find unspoilt nature, monuments of antiquity, old churches, museums and cosy small towns - but also rapidly growing farming and three of Denmark's largest tourist attractions.

Center Mobilium, 3 exiting museums under the same roof: The Aviation Museum of Denmark, The Car Museum of Denmark and the Falck Salvage Corps Museum. A profusion of real planes, beautiful vintage cars and Falck rescue vehicles.

A visit in **LEGOLAND** park is for the whole family. Come and explore a wonderland of amusing and enlightening play. Miniland with buildings from the whole worlds. Legoredo Town with Wild West atmosphere. Entertainments for children and adults. Worls-famous collection of antique dolls and dolls'houses, mechanical toys. Titania's Palace, the world's finest miniature palace.

Givskud Lion Park. Large park with animals from the whole world. Visitors drive in their own cars among animals and lions of the savanna. Chimpanzees, elephants, giraffes, camels, buffalo etc.

Saturday May 25. is the opening of the biggest specialexhibition of Saab-Cars in Denmark in Center Mobilium. Here all Saab-enthusiasts will have the possibility to see Saab-cars, from the oldest to the latest new model.

The Saab Performance team is visiting us with their show in advanced driving. An arrangement with international weft shown for the first time in Denmark.

Sight-seeing by own hands in the surroundings of Billund. Use the opportunity to visit the many exciting sights around Billund.

No Saab Club Meeting is complete without a Beauty-contest, Swap-market, social evening in a big circus tent, buffet and dance, prize giving and don't forget - the place where old and new Saab-friends meet in our common interest: Saab-Cars.

The participation fee is DKK 520,- /person (adults), Children from 6 to 12 years pay DKK 260,- and children under 6 years are free. The participation fee includes registration, festevening with buffet and dance, free admission-ticket to Center Mobilium during the complete meeting, Barbecue-party saturday evening etc.

In the surrounding of Billund you will find a lot of different places to stay overnight. The Danish Saab Clubs have made an arrangement with the Tourist Office in Billund. It means that all reservations are co-ordinated herefrom. But hurry as reservations must be paid up by March 31, 1996.

Take the opportunity to some extra days, and visit some of the many sights in the surrounding of Billund.

For details, registration forms and information on lodging, contact:

The Danish Saab Clubs
Ole Bendtsen
Fasanvej 25
8500 Grenå
DENMARK

Tel. (+45) 86 32 66 87

We are looking forward to meet you in 1996 in Billund.

International Saab Club Meeting
1996



Organised by
The Association of Danish Saab Clubs

Preliminary program

Friday, May 24.

- Arrival of participants and registration.
- Quartering at hotels/ Youth Hostels/ Campingsite/ Cabin.

Saturday, May 25.

- Arrival of participants and registration.
- Opening of International Saab Club Meeting '96 - Denmark.
- Opening of the specialexhibition of Saab Cars in Center Mobilium åbnes.
- Driving show by the Saab Performance Team.
- Beauty-contest.
- Swapmarket.
- Festive night in circus tent, buffet, dance, etc.
- Prizegiving.
- Other entertainments.

Sunday, May 26.

- Sightseeing-tours by car in the surrounding of Billund, with possibility for visiting LEGOLAND, Center Mobilium and Givskud Lion Park
- Barbecue party.
- End of official program International Saab Club Meeting 1996.

Monday, May 27.

- Departure off all the participants.

Regional Club News

International Saab Clubs Meet

May 24-27 - Billund, Denmark.
See details on page 25.

Out At The Lake '96

A Meet for Vintage Saabs
July 12-14 - Lake Placid, NY.
See details on page 27.

Saab Summit '96

National Saab Owners Convention
August 16-18 - Kirkwood California.
See details below.

Minnesota Saab Club

March 16 - Winter Follies Rally.
Dean Nelson, 612/ 636-3771.

Saab Club National Capital Area

March 13 - Membership meeting
April 10 - Membership meeting
October 13 - Autocross

New England area clubs

May 19 - Saab Enthusiasts Picnic
Bruce Welch, 802/276-3356

Saab Summit '96 - *Date changed*

Plans for this year's National SAAB Owners Convention are well underway. Scheduled for August, this year's meet has been dubbed the "SAAB Summit '96" in recognition of the historical contributions the model 96 has made to SAAB's character and heritage. That's not to suggest that this will be a vintage event — all models through the 1996 900 and 9000 lines will be covered at the Summit.

Serving as the Summit venue is the Kirkwood Ski and Summer Resort, located at 7800 feet in the Sierra Nevada mountains, a four hour drive from San Francisco and a 40 minute jaunt from Lake Tahoe. Due to an unforeseen scheduling conflict, the originally announced dates (August 9-11) have been revised to a week later (August 16-18). Visitors to Northern California will have the opportunity to plan an automobile-related vacation by attending the Monterey Pre-Historic Races at Laguna Seca on August 10-11 and then viewing the Pebble Beach Concours d'Elegance on August 14-15. Other regional destinations include Yosemite National Park, Lake Tahoe, Reno and the National Car Museum, Napa and Sonoma Valleys, and, of course, San Francisco.

The Bay Area SAAB Club has received bimodal advice from longtime past attendees: "stick with the familiar time-tested agenda" and "be innovative and surprise us." Obviously a tough order to fill with widespread success. Nevertheless, a full agenda is planned for two and a half days of family and SAAB-related activities, starting on Friday morning and continuing into Sunday afternoon. The preliminary schedule of events include a concours, tech sessions, two panel discussions (one on competition and the other dubbed as "stump-the-experts"), Web-surfing to SAAB internet sites, and a time-speed-distance road rallye. Tentative speakers include Erik Carlsson, Satch Carlson, John Moss, Jack Ashcraft, Bud Clark, and Tim Winker. An optional special stage on a gravel surface will be included in the road rallye for those whose competitive urges surpass their better judgment on paint integrity.

A wide assortment of activities and attractions are available at Kirkwood for family members who accompany the SAAB enthusiast. Mountain biking, fishing, tennis, hiking, pioneer historic tours, and a children's day camp top the list. In addition, there are excursions to the casinos and outlet stores in South Lake Tahoe/Stateline.

The cost for the event will be in line with past conventions and will include giveaways; the Friday reception; Saturday breakfast, box lunch, and banquet dinner; and Sunday breakfast. Efforts are underway to arrange for a reduced fee for children 12 and under. Lodging accommodations at Kirkwood ranges from dormitory suites to ski condos to luxury mountain homes. Cabins and campgrounds are available in the surrounding area. A full listing of lodging, phone numbers, and costs for the Summit and ancillary activities will be finalized and available in March on the Saab Cars USA home page, The SAAB Network, and 1-800-GET-SAAB (press 4).

Out At The Lake '96

Owners of older SAABs will showcase their cars this summer at Lake Placid, New York. Vintage Saabs from the '50s, '60s and '70s will be in abundance in the streets of this resort town in northern New York state. The **Out At The Lake '96 Saab Meet** will be held at the Holiday Inn SunSpree Resort the weekend of July 12 - 14.

SAAB 93s, 95s, 96s, Sonetts, 99s and even 900s through 1980, plus vintage race cars and specials with Saab power will be judged by the registrants, plus a People's Choice award voted on by the public at large. With any luck, a very early SAAB 92 or two might show up.

The decision has not been made as to whether the car show should be held at the headquarters hotel or at the speed skating rink in town. A display in town would showcase the Saabs to a larger audience, but there would be logistic problems in moving cars and people between the headquarters and the show in town. Any suggestions you might have would be appreciated.

While the judging and awards are limited to Saab cars through the 1980 models, owners of newer Saabs are welcome to participate in the other activities. Vendors of Saab related items are being encouraged to participate as well. Saab parts and memorabilia should be in abundance, hopefully enough to keep every collector and restorer happy. For details on reserving vendor space, or to register a car for the show, contact:

Dean L. Gordon
204 Paris Road
New Hartford, NY 13413
(315) 735-7432, 6pm-9pm EST.

The Saturday evening festivities include a Classic Summer Barbecue for attendees. For those who have not registered for the entire meet, a special walk-in deal has been arranged for meals only. Please note that no phone registrations will be accepted. The registration form that appears in this issue of NINES (send a copy so you don't mess up the magazine) must be mailed or faxed to the Holiday Inn SunSpree Resort, accompanied by a deposit of \$150 or your major credit card number (the reservations desk says they accept "all of them"). In addition, the cutoff date for reservations is June 14, 1996.

Make plans now if older Saabs are your fancy. It will be a memorable weekend.

"OUT AT THE LAKE '96"

The vintage Saab Convention next summer is confirmed at Lake Placid for the weekend of July 12-14, 1996.

The location will be the Holiday Inn SunSpree Resort. It is a premier facility. Rates and details are as follows: (NOTE: Please make a copy of the forms! This way you can leave the NEWS intact!)

	STANDARD	MINI-SUITE
SINGLE:	\$268.64	\$354.24
DOUBLE:	\$152.01	\$194.81
TRIPLE:	\$120.27	\$148.80
QUAD:	\$104.39	\$125.80
Tax and Gratuity:	Included	Included

All reservations must be made on this form and returned by Friday June 14, 1996 with a deposit of \$150.00 per room.

RATES QUOTED ARE ON A PER PERSON, PER STAY BASIS WITH A 2 NIGHT MINIMUM STAY

The 2 Night Package Rates include: 2 Nights' Lodging, 2 Breakfasts, 1 Classic Adirondack Barbecue, and all taxes and gratuity.

To confirm your room reservation, a \$150.00 deposit is required.

\$150.00 Check or CC Type: _____ Account#: _____ Exp. Date: _____

NAME: _____ CHAPTER: _____

STREET: _____ CITY: _____

STATE/ZIP: _____ TELEPHONE #: _____

SINGLE: _____ STANDARD: _____ DOUBLE: _____ MINI-SUITE: _____ TRIPLE: _____ QUAD: _____

NAME OF ROOMMATE(S) _____

ARRIVAL DATE: _____ DEPARTURE DATE: _____

- Reservations must be received by Friday, June 14, 1996.
- Reservations received after this date subject to availability
- Cancellation deadline is Friday, June 28, 1996
- Cancellations after the deadline result in a Lost Deposit charge.
- Deposits accepted in the form of a credit card or check
- Credit will not be given for missed meals or early departures.
- Check-in time is 3:00PM
- Check-out time is 11:00AM.
- .Telephone reservations will not be accepted.
- Faxed reservations must be guaranteed by major Credit Card.
- Standard rooms have 2 double beds.
- Mini-Suites have King bed, Murphy bed & a Pull-out sofa.
- Rollaway beds are available upon request at an additional nightly charge of \$10.00 + 7% NYS tax.
- Payment arrangements for the package will be required upon arrival in the form of Cash or a Major Credit Card.
- Rates for Early Arrival before 7/12/96 or for Late Departure after 7/14/96 are \$109.00 per room, per night + 7 %

NYS tax _____

Mail form and deposit by Friday June 14, 1996 to:

Holiday Inn SunSpree Resort, 1 Olympic Drive, Lake Placid, New York 12946
Telephone #518-523-2556 Fax #518-523-9410



Daytona USA, where Sonetts can outcorner much bigger cars.

Vintage racing a pair of Saabs

by Randy Cook

One of the attractions for my move to Orlando was the opportunity to vintage race with the Sports Car Club of America regions in Central and South Florida. The Vintage Saab Racing Group (VSRG) entered seven SCCA races and one HSR event in 1995. The 1967 two-stroke Sonett ran six races and the 1960 93F ran two events.

The season opener at Moroso Motorsport Park in West Palm Beach attracted 21 entries, including two Corvettes, a Shelby Mustang, several Porsche 911's, Formula Vees and a host of British sports cars. Moroso is a twisty, nine-turn 2.25 mile course which includes portions of a drag strip and several water hazards. A weekend duel with a TR-4 and FV ended with the Sonett victorious, finishing 11th overall. In SCCA vintage events all the cars are run on the track together as one race group.

The next race was at Daytona where we ran the full 24 hour course. Running the high banks at full song in the Sonett was fantastic with an indicated 120 m.p.h.. Starting 10th (of 13), I passed a 911 (that was gridded in front of me) in the infield on the second lap. He would almost catch me on the oval but thank-

fully the chicane on the back straight (put there to slow the IMSA WSC cars) allowed me to stay ahead. He would catch me again just as we got to the turn into the infield where I could pull away. I had some concerns about what the G-forces on the banking were doing to the old 97 when on the next to last lap I noticed the temperature gauge begin to climb. I coasted into the pits where I discovered the intact fan belt laying on the floor of the engine compartment. It appeared those nasty G's and a slightly misaligned alternator had taken their toll.

Sebring followed Daytona where we ran on a modified short course consisting of the front straight, part of the warehouse straight and the long back straight that had several pyloned chicane and S-turns added. Thirteen vintage cars showed up including an extremely fast Jag XK-120 and a Lotus Elan. Saturday was spent curing the fan belt problem which required re-welding of the wobbly water pump pulley and alternator bracket modification. The Sonett managed a respectable 7th place between the same FV and TR-4 I diced with earlier at Moroso.

Moroso in June was quite hot,

however I finished between the same TR-4 and FV and was one second off my best lap time in April. I took the 93 to the July race at Moroso and had some real exciting moments with boiling brake fluid, a sticking front brake and sometimes no brakes — in a car that free-wheels all the time. Still I was able to pull off a 15th place finish (out of 21), but the TR-4 and FV finished just ahead this time. The first place car at both the June and July events was an incredibly fast Chevron B-16 LeMans racer.

Labor Day weekend found us back at Sebring for a one day event on the 12-hour course. The Sonett finished 18th (out of 20) again between the TR-4 and FV. This race included both a D-type and E-type Jag which added some real class to the group. At the last race at Moroso in late September, I managed to hold off the FV on Saturday, finishing 9th of 13. Timing problems on Sunday allowed me to hit only 4500 rpm, resulting in a last place finish. My weekend wasn't so bad, however, as the canals had been invaded by a Griffith (upside down) and the rear axle and one wheel of a Spitfire which narrowly missed the resident alligator.

The last SCCA event was in November at the brand new Homestead facility which unfortunately conflicted with the HSR race at Savannah, Georgia. Given that Homestead was short of hotel rooms in known safe locations and HSR was short of course workers, the decision favored Savannah where I could recoup some of the entry fee as a paid corner worker. The 93 developed what appeared to be a slipping clutch during the first practice session but then looked like damaged drivers (the old doughnut type). I made a quick trip back to Orlando on Saturday night/Sunday morning to pick up replacement parts. While I was flagging the races on Sunday, the crew — Tom Cox and Lewis Eig — did an outstanding job reinstalling the engine and new driver parts to get the car ready for the late afternoon race. Unfortunately as soon as I got the car up to speed the problem came back — great engine revs but no forward motion. The real problem was later found to be chewed up Woodruff keys on the end of the right front axle. (Ed. note - As one who replaced many woodruff keys on 93F front axles, I coulda spotted that one immediately, if I'da been there...)

Although the season ended on a note of disappointment, overall we did quite



The 95 tow car with Sonett in tow.

well. In between races I managed to do several car shows with the Sonett, 93 and my 95 tow car. I had so much fun I volunteered to run the vintage program for the Central Florida Region next year. Before the first HSR event at Sebring this March, we plan to change the 93 over to disc brakes, late style drivers and a Sonett transaxle.

Once again we got no support from Saab although at the National Convention I did get cookies, coffee and the promise of a banner. I was disturbed that Saab didn't bother to bring out the Quantum Formula S they obtained from me several years ago (especially since the racer is so close to where the convention was held), but they assured me it was tucked safely away in the Lotus warehouse in Atlanta. I do want to thank Tom and Lewis for their help and look forward to the 12 races on the calendar for 1996.



Randy Cook's 1960 93F on display at the 1995 National Convention

photo by Tim Winker

Sinclair to tackle Mille in a Vintage Saab

Bob Sinclair, former president of Saab-Scania of America, is making plans to compete in the California Mille, a rally for vintage cars. But instead of driving some exotic Italian machine, Sinclair plans to show up at the start in a car that is close to his heart, a SAAB 93B.

When Sinclair first started with Saab Motors in the late 1950s, his company car was a 93B. He drove it all over the eastern U.S., calling on Saab dealerships as the field sales rep.

The particular car is a Light Blue 1959 model, obtained in a trade with the Saab Car Museum in Trollhattan. In exchange, the museum will get the 1967 Saab Sonett II (serial number 25) presented to Sinclair upon his retirement from Saab by the Saab dealers of the U.S. The trade has the blessing of Felix Bosshard of Charles River Saab, who was president of the Dealer Advisory Council when the gift was made, and who made the arrangements for the Sonett.

Sinclair's co-driver for the Mille will be Dick Lague from Petersen Publishing Co. Lague is publisher of Motorcyclist, Sport Rider, and Dirt Rider magazines. The pair met in '74 on a motorcycle ride to Mike's Sky Ranch in Baja Calif Mexico. Lague also has a SAAB 93B close to his heart; he learned to drive and took his driver's license test in a 93B.

Sinclair also participated in the California Mille in 1995 in 1956 Alfa Romeo Spyder, and in '94 in a 1950 Alfa 6C 2500 Coupe.

The California Mille will run from May 21 thru 25, and is organized by San Francisco car dealer Martin Swig. It is open only to cars that could have qualified to run the Mille Miglia in Italy. The Mille Miglia was a 1000-mile race, sort of a One Lap of Italy, run from 1927 to 1957. Entry is limited to 60 cars and by invitation only. It is the only vintage tour officially sanctioned by the former organizers of the Mille Miglia.

Sinclair promises to bring the 93B to the National Convention in August.

andrews

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Technical Talk

Headliner replacement

The headliner on my 1985 900 Turbo hatchback started sagging, as have so many others that I've read about recently in NINES. I couldn't stand the appearance any more, and rather than try a quick fix I decided to buy the material and replace the entire headliner myself. After all, I fix the rest of the car right; why not do this appearance right as well?

It was a time consuming job, but the new headliner looks so much better than the old one. I knew the old headliner was sagging, but when I got it out I couldn't believe how faded and dirty it was - and I think I keep my car clean!

My 3-door Turbo has the main headliner, a separate piece on the sunroof, and two separate covered panels between the rear passenger windows and the hatch. Except for the sunroof, the fabric/foam material is glued to paperboard/fiberglass liners. These liners were not difficult to remove from the car. The small panels were held in by the window latches and seatbelt anchors; the roof liner was held in by the sunvisors, passenger grab handles, B-pillar covers, and the rubber molding along the top of the hatch. There was no need to remove this molding; I was able to slide the roof liner out and the newly covered one back under the molding with my fingers. The rubber molding around the sunroof opening was just pressed in place and came off just by pulling. I was able to easily remove the main

roof liner through the hatch. I understand it is a much more difficult job on the sedans.

The headliner sags because the fabric separates from its foam rubber backing. Pulling the old fabric off will leave the foam backing still attached to the liner. The most tedious job was removing this foam from the fiberglass liner because the liner is somewhat fragile. I used a coarse rag to scrub away the foam and provide a clean surface for the new glue. It took about four hours of cleaning to thoroughly remove all the foam. Wear gloves: it's easy to get fiberglass splinters.

The sunroof was a challenge. The fabric consisted of foam between the appearance material and a cloth backing. This was stretched and stitched to two plastic rails which clipped to the sunroof frame. I had to remove the entire sunroof through the top in order to remove the material. Details on removing the sunroof are in the Bentley Service Manual for the 900s. I had the installer at the same shop where I purchased new material and glue stitch new material to the plastic rails. He used the same foam-backed fabric that he sold me for the rest of the roof. It doesn't have the strong backing of the original fabric, but he was confident that it wouldn't sag.

I used a spray contact cement by Miami Rubber to attach the new material to the liners. Lay the material over the liner and fold the material half way back on itself. Spray the exposed back side of the material and the half of the liner that it will cover. Wait a few minutes

for the glue to set up and then press the material in place from the center out over the glued area. Have an assistant hold the material up and feed just enough for you to press in place. Follow the contours of the liner and don't let the material touch anywhere except where you want it to stay. The glue is very tenacious! When the first half is finished, do the other half the same way. Folding and working from the center allows you to keep the fabric aligned with the liner. Cut the opening for the runroof out after re-installing the newly covered liner in the car, but before installing the sunroof. Be sure to leave enough material to fold back over the metal on the sunroof frame. Affix the material to the opening with the molding and trim excess material with a razor blade. Be careful when stretching and cutting those corners; cutting away too much material here could make you have to start over!

I gained two important, related lessons from this job. First, the sunroof opening has four drain hoses to carry away excess rain and water. The rear hoses are supposed to drain through the vents in the quarter panels slightly ahead of the rear wheels. In checking the hose functions I found that the hose on the driver's side was not held in place by its clip and routed the water down over the wheel well instead of out through the vent. I suspect that's why my car and quite a few others I've seen are rusting around a wheel well! Be sure to check these hoses! I was told that often these hoses don't work because they are pinched at the

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

vent. You don't need to re-do the headliner to remove the vents and check the hoses at their outlets.

My second lesson came from discussing the job with my local ace Saab mechanic, George Myles. The nylon slides for the sunroof have been updated to slides with spring backings. Installing the new slides eliminated some phantom rattling that I had attributed to the hatch. Now the car not only looks better; it sounds better too!

The shop quoted me a price of \$375 to replace the headliner as I did. I spent about \$70 on 4 yards of fabric and two spray cans of glue, \$25 to have the sunroof stitched, and about \$25 more for headliner slides. I saved some money but paid for it with my time. Now that it's finished I am glad I replaced the whole thing. Hopefully it will last at least another 10 years.

Richard J. Kohnen
Creve Coeur MO

It seems every Saab has headliner problems. I have replaced two that are now loosening and I have been searching for something to hold them up. While I haven't found what I wanted, I have found something that works. Any sewing center carries twist pins made for upholstery applications. I bought some by Dritz at 10 for \$1.80. Just screw the headliner back on. They hold the sagging fabric up to the fiberglass liner and out of your face. (Appreciative owners can send me a dollar.)

Alkali Ike
Becida MN

Some Practical Notes: 99s & 900s

The hex-head bolts holding the throttle switch on LH equipped cars are very difficult to work with. Replacing them with (metric) Allen-head bolts, which can be got at a good hardware store, is well worth while.

Power windows can be an inconvenience as you have to turn the ignition to ON to operate them. The connection in the fusebox which supplies the fuse can be easily moved to a battery buss in the fusebox. Then the windows can be operated without the ignition key. Obviously this would not be a change wanted by everyone.

When removing the water pump cover on B-engines, don't beat on it as the manual advises; that will probably crack it. Put a small hydraulic jack between the motor mount and the bottom of the cover, with a piece of wood or plastic to spread the force. That will bring the cover off with no hassle and no risk. To remove the pump itself, unscrew the left hand nut that holds the impeller on, weld it to the head of a long bolt, and use this in conjunction with a hole bored in a block of wood, several large washers and a short piece of pipe, to do what the special Saab tool does. Just put a nut on the end of the bolt and tighten it with a socket wrench. It works very well. The bearing housing will probably stay in the engine, as it will with the factory tool, but using the same bolt under it will get it out.

If you have trouble with keys bending in the ignition, a pushbutton starter switch is very easy to install next to the ignition switch. This takes almost all the stress off the key and it usually give no more trouble. The pushbutton switch is aesthetically better as well, like using "reverse polish" on a calculator. Once you try it, you'll never go back.

Recently an "unfixable car" came in, an '87 900S, which had had the computer changed, and more, to no result. The transmission had been rebuilt a month or so before the trouble began. The wiring harness for the injectors, etc., had been neatly and carefully run more or less

as by the factory, but somehow began to rub on the air conditioner pulley. This gave an intermittent short to the fuel injector harness.

If you install one of those enormous capacitors at the 12-volt input to your radio amplifier to improve the transient response, be sure to put a diode in series with the 12-volt lead, between the battery and the amplifier/capacitor. Otherwise disconnecting the battery will not make it safe to disconnect the car's computer. The computer and perhaps other devices could be zapped. A diode rated at 20-amp, 50-volt should do.

Installing an ammeter to monitor what's happening with the battery, while a good thing, is not really sufficient. In addition to this, one really needs an ammeter to read alternator output. This should be something like a 0-50 amp meter, not a center-scale meter. If one be using ammeters without external shunts, the two meters can be put side-by-side, and one long heavy wire eliminated. A better way is to use 50-mvolt meters, and put shunts in series with the battery and alternator outputs. Then small wires can be used, and the car will not be disabled by a loose ammeter connection. Meters and shunts of this sort can be bought at surplus electronics stores, such as Fair Radio in Lima, Ohio.

The relay operating the driver's side power window can stick, keeping the motor turned on, without this being evident. There are no limit switches that turn off the motor at the limit of travel. If the window motor power comes through the ignition switch, this will not flatten the battery, though it cannot be a good thing. If the window motors are always connected to the battery, one can have a mysteriously dead battery.

David Potter
Austin TX



Scandia Autosport has done several 16-valve transplants into earlier 900s, including (L to R) Leon Owens' '80, the author's '83 and Bill White's '82.

16V Engine Retrofit

Out with the Old and In with the New!

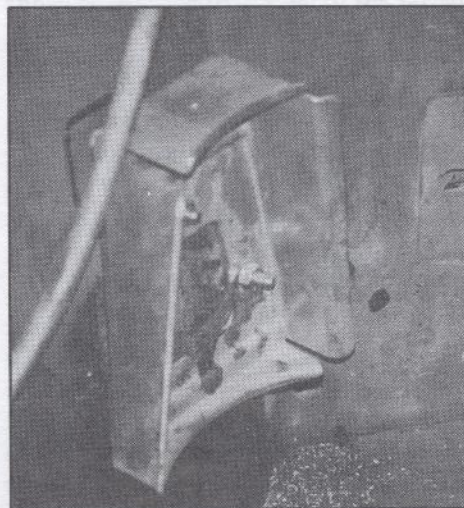
By David S. Paulson

I own a 1983 SAAB 900T. I bought it new one snowy day in December of that year in upstate New York. I have since put more than 290,000 miles on the machine, good miles, miles of touring twisting mountain roads, surprising smug Beemers and driving the long-distance grind under deadline.

You know what I'm talking about, right? So you'll understand when I say that parting with my SAAB was not an option even when the newer 900s boasted much improved hardware. Besides, my 900

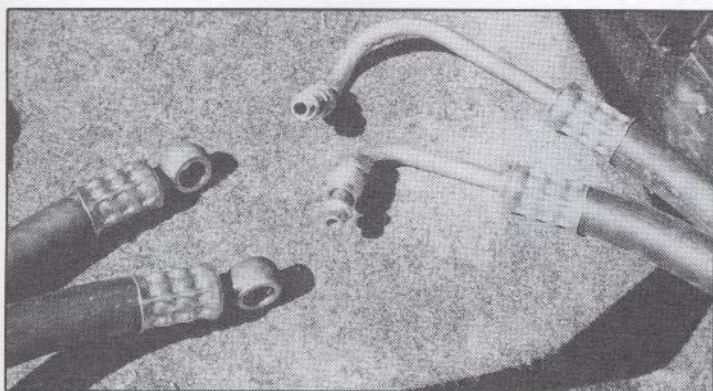
was paid for. I certainly couldn't afford a new one and, to my way of thinking, real 900s went out of production with the '93 models. So...RETROFIT!

The idea seems too big at first glance, but the logic of it comes clear easily. The 900 is a solid platform. The improvements are largely of the bolt-on variety and the benefits are immediate and fun. Costwise, the new stuff is a touch more expensive than a complete overhaul of the old 8V and a lot less than either a later used 900 or a new one. Consider this:

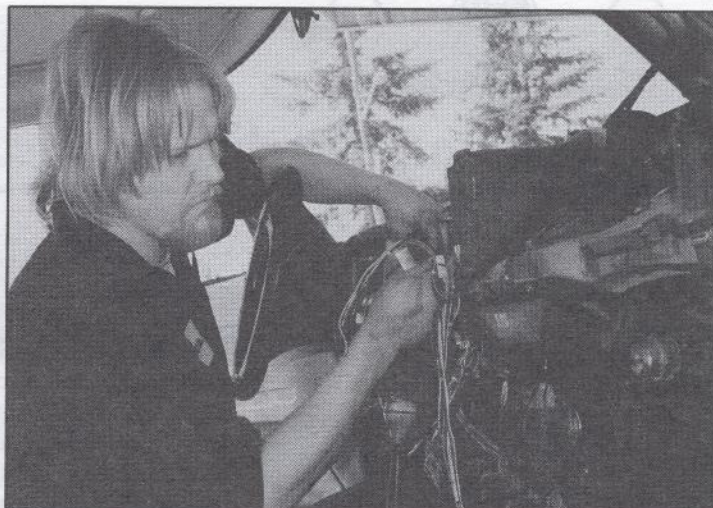


The old air filter mount was chiseled off and a newer style mount has been bolted into place.

my 900 is running below \$100 now on license fees and the insurance is at bottom so what I save over new or later model fees is many times the



Above: The oil cooler hoses had to have new fittings added to use the 8V oil cooler with the 16V engine.



Right: Michael Leonard wrestles with the new wiring.

difference between sticking with the overhauled 8V and transplanting the new stuff. As if I really needed a logical reason to want all that new power, fuel economy and such.

The main benefit of the 16V over the 8V is clear: more horses on the same feed. The ancillary benefits are also impressive. You get to do away with the old-style ceramic fuses and have the new plug-in kind. All the old wiring which has begun to wear and crumble gets replaced. You have a cooler-running engine which doesn't have a problem with electrolysis-caused head erosion. There is an electronic fuel-injection system which is capable of much greater precision than the mechanical CIS. And the 16V exhaust header is not so prone to cracks. Look at your 8V header. If you can't find a crack, your trusty ground crew can and if they can't, you are a retiring sort who has put on 2500 road miles, mostly on Sundays, over the past decade and who doesn't really need all the extra bells and whistles anyway.

Speaking of ground crew, I took mine to Rob Walden, the resident SAABmaster at Scandia Autosports in Seattle, Washington. We talked over the pros and cons of doing the retrofit and it boiled down to this: the major difficulty was in replacing the old wiring. The car has to be gutted, the old wiring harness removed and the new painstakingly

installed. Beyond that, the only engine compartment modification required was to knock off the old aircleaner mount and bolt on the new style. You'll have to make a decision on whether to shift the oil cooler from its present position next to the radiator to the new location under the fender. I chose to leave it where it was to save money. I haven't noticed any ill effects.

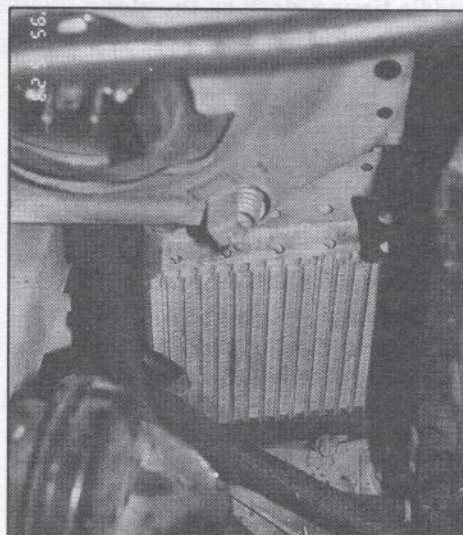
With the understanding that the car was to be completely taken down, I thought it would be a great time to change out all those nagging broken or failing under-the-dash and inside-the-door things. You know, like the fan motor that works when it feels like it and the electric door locks that gave up long ago and the heater valve that is either full on all the time or leaks on your foot.

My transmission was due for an overhaul, singing as it was the song of immanent bearing failure, so Rob's mechanics, T.C., Doug and Mike, hauled the old 8V out, separated it from the tranny and stripped off the turbo. Anything that needed replacing in the transmission was replaced with solid used or new parts with updated parts going in wherever possible.

Some of you may have raised an eyebrow at the mention of saving my old turbo...well, I have an even greater surprise for you: the turbo unit in question is the one that came

with the car when I bought it all those miles and years ago. If you change your oil regularly and follow a warm-up and cool-down routine, you're doing the right thing. Keep it up.

The 16V engine was bolted on to my transmission and the whole thing slipped into my car as though it were made for it. Which, of course, it was. That's the beauty of retrofits: you can take the updated components designed for your existing platform and install them. No muss, no fuss, just lots of improvement!



View of the oil cooler in 8V configuration. Horn (L) was relocated to right side of engine compartment.



Ring-a-Ding Daddy by Larry "Stroker" Williams

Two-stroke timing

My buddy Roe called and said, "Read your NINES article. That middle cylinder is #2, not #1," then he hung up on me! So I looked up issue #227 to see where I screwed up. Yep! I should have left off the damn numbers altogether.

The timing is set on the middle cylinder and the firing order then becomes Middle-Front-Rear. Saab's system of cylinder numbering is the original "Find Your Own Road"!

Awhile back Greg LeBaron told me that he went through a distributor, put it back in the engine and set everything just like the book, and even though it really wanted to run, it wouldn't.

I said, "There is that note in the good book about markings on rotor and housing shall coincide, but it all becomes moot after some 30 years oxidizing of the housing."

I asked him to set the crank at the middle timing mark on the block. Then, keeping the distributor cap in alignment, lift the cap up above the housing high enough to see the rotor. The trailing edge of the rotor's wide brass tip is where she fires and it should be directly under the wire going to the middle cylinder. He said, "It is off about 3/8 of an inch." I said "It's off about one tooth on the gear."

He pulled up the distributor, reset the rotor to match and everyone was happy. All except Mrs. LeBaron, because Greg fired up that noisy stroker engine without the front muffler!

Oil filters: large or small?

None of this was a problem when all Saabs were STROKERS!

A few years ago Marc Vernon (of

the Chicago Saab Gang) had this grudge against oil filter check valves but he had fun writing about them! I can't remember if Saab or Mann filters were the winners in his tests or if he liked Brand X. What he was doing was timing various filters to see how long it took for his oil light to go out after starting his 99. I have lost track of Marc so I hope this item finds him.

I now use the newer, small oil filter for the 1994 & up 900 4-cylinder engine on my '78 99, our son's '92 900, and of course Katha's '95 900. This little filter makes the engine bay on the older cars look positively roomy! My odds of winning with that big old filter have never been good. Usually about one out of three got away from me while I maneuvered that sloppy mess through the tangle of hoses, fill tube and alternator wires.

So my only reason to use the small filter was making that job easier and cleaner. Then it dawned on me that especially after an oil change the engine will get oil pressure sooner if the filter can is smaller (less volume)!

Now I suppose someone will say, "The little filter will get dirty sooner." And I'll reply, "Now you don't have an excuse for not changing oil sooner!"

Switch Fixes

I bought her new in '78, a model 99L notch back.

Well, it has happened again! This time it was the heater switch and it just fell apart when I poked the rocker into high. Of course on this day I needed a "kwik fix" to stay on schedule (us retirees are busy!), so I broke the probes out of the old base, used them to attach wires to, and made the transplant to a reliable 96 switch!

About then I took stock of all those "kwik fixes" that with time have been upgraded to "standard equipment" on Ole Blue. I think the first was when

the horn button/crash pad fell right off in my lap. I rigged a hacksaw blade (for the spring effect) across the wheel to make contact with the horn wire. I slipped a piece of rubber tube over the horn wire that was 1/16" taller than the horn wire (so it wouldn't honk accidentally) and I had myself a horn switch. I covered it all with foam rubber and wrapped it with the leather cover from a 1984 Owner's Manual. That cover has the SAAB logo in just the right place and the horn still works.

The dome light switch on the console spit up shortly after, but I ignored it and used that spot for a 96 warning light switch hooked to my bun warmer that I liberated from a 900. (Ed. note: the 99L was a very basic model and did not include a seat heater).

Then Bosch's fuel injection started that "no fuel after the car sits for 20 minutes" syndrome, so I used the EXTRA switch on the dash to hot wire the cold start injector. Later I moved that function to a 96 switch on the rear of the console. The EXTRA switch was again available for test work, like overriding the air conditioner compressor clutch, trailer lights, or whatever else is needed.

Then there was the time I bought a long-nose 96, got it on the tow bar behind Ole Blue, hit the key switch and the key just flopped back and forth. So I dug in the junk box that came with the 96 and found another Warning Light switch, hot wired it into the system then went back to the 96 and took the back up light switch off the transmission to use for a starter button. Eventually all this also got mounted on the console.

My buddy Roe noticed that I left the key on the dash and that he might just come over and steal my car. I replied, "Before you get it figured out, you'll lose interest."

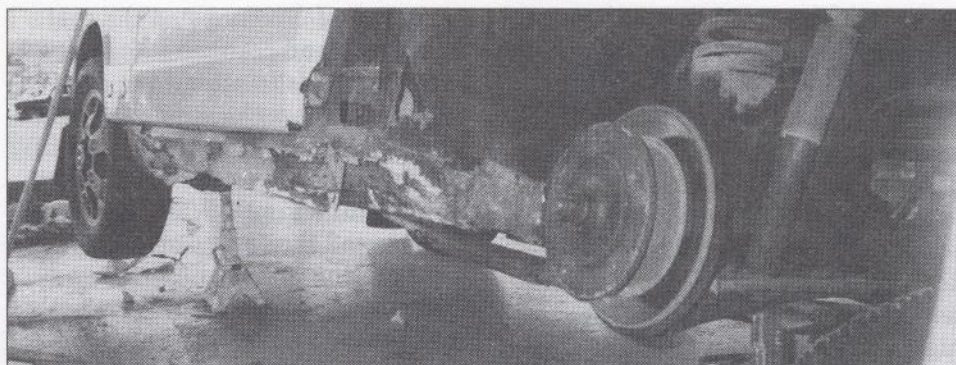
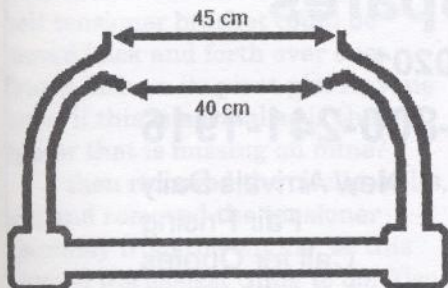
Selecting V4 mufflers

I once got a front muffler from Saab that not only looked like messy welding, but when I checked it against a spare engine for fit, was 1/2 inch out of fit. Also the brass inserts did not fit, so I had to return it. I bought a different brand at another place. The mechanic there said he used to work in a Saab garage where they had so much trouble with the Starla front pipes for the V4 that they had to switch brands. I bought a BOZAL instead for more money, but at least it fits and looks like a decent job. (I once got a muffler from J. C Whitney with a hole in it; had to have it repaired!)

The trick in buying front stock V4 mufflers is to bring your tape measure and extra brass inserts (cut these down a bit as they don't have to be so deep in the pipe). If the welding is messy, if the brass inserts don't fit, or if it is out of size, reject it; it will not fit. The distances from the flared pipe to flared pipe are: 45 cm (top edge) and 40 cm (bottom edge); they should not be off by more than half a centimeter. If you have to do welding on it to fix it, you shouldn't have to pay the full price. Don't encourage poor quality by buying such.

A note on the front exhaust pipes: These should not be banged or bent as this weakens them at the weld joints. If the thing is made to fit, it should slip in without any bending, although installation is a Chinese Puzzle. Sometimes it is handy to slightly enlarge the holes in the bottom of the body to make it easier. Also jacking up the front end and secure blocking helps. A pipe of the proper size will fit without abuse if juggled properly. Although difficult to describe, there is a certain position in which it slips in. There is no need to abuse it.

Dana Morong
Madbury NH



Sonett floor restoration

These photos were taken during the recent floor pan restoration of my '69 Sonett V4. It seems that the previous owner had fiberglassed right over some severe rocker panel rust. As this rust spread, the fiberglass had nothing to hold onto. My timing was just right; if I had waited much longer only the fiberglass would have been left.

Additionally, the passenger side rocker panel had been filled with expanding foam insulation in and around two exhaust pipes. This side pipe arrangement could be further developed and might someday replace the MSS system on the car. Imagine side pipes running through the rocker panels!

The car is back together and very tight. I just completed an engine rebuild with high lift cam and ported heads. It's quite potent. Next up, a paint job and some work on the trunk floor, but for now I'm enjoying driving it.

I must thank Tim Brown and Kevin Booth at Lititz Auto Service. Their craftsmanship is top notch, the job came within the budget constraints and on time, an important consideration since I was coming from Florida to pick up the car. Tim and Kevin support my family's seven Saabs (with over 1 million combined miles) superbly. I cannot send enough praise to Lititz Auto for their flawless work time and time again.

Lewis Eig
Orlando FL



Re-manufactured V4 clutch plate

My Saab still runs, so it's time to renew my subscription. I appreciate those articles on V4 models.

Recently I needed a new clutch disc and, not being able to find one, was able to use the facings from a 200mm VW clutch, which are the same thickness, and had a brake shop rivet the facings to the SAAB hub: actually a fairly easy job. As always it is imperative to check the installed height of the release plate with the clutch and pressure plate bolted to the flywheel.

As noted by others, the pressure plate can be shimmed so that the release plate is approximately 4mm higher (beyond) the pressure plate shell. If the plate is recessed, the clutch won't release. This can even be a problem with the factory parts.

Theodore Ehlke
Newtown PA

Long-Term Parking Problems

I recently was unable to start my 1988 SAAB 900S after having left it parked for 17 days at the airport long-term lot. After shovelling, scraping, prying open one frozen door, and squeezing inside, I attempted to start it on a 20 F snowy night. It cranked fast thanks to 5W-30 synthetic motor oil, but it must have flooded, because it wouldn't start even with help of a jump. Cold and tired, I rented a car for the night, added a can of dry gas to the tank, and resolved to try to start it the next day after buying a new set of NGK plugs. I was hoping a costly tow could be avoided.

Maintenance records confirmed that the same set of plugs had been installed a little too long (33K miles). Pulling the wet plugs confirmed the cylinders were flooded, and their gaps had eroded to 0.040 instead of 0.028 inches. Before putting in the

new plugs, I disconnected the fuel pump fuse and cranked it for two 30-second periods to attempt to dry the cylinders. After checking gaps and installing new plugs and re-inserting the fuel pump fuse, it started right up without a jump. While doing all this I noted that many other cars were getting jumps and tows, so a freezing rain followed by 0 F weather may have accounted for this problem.

After this I resolved to always carry a spare set of new plugs and tools required to change them. I also will install new plugs each fall (about every 20K miles). When I told this SAAB story to Scott Beaver at Scandinavian Motors, he suggested that a battery disconnect switch be installed and used whenever the car will be parked for more than 1 week. He explained that this switch prevents battery capacity from trickling away into the clock, the radio, and Bosch computer. He said that after long periods of slowly

discharging, the battery still cranks the starter, but doesn't have enough voltage to fire old plugs. Re-connecting the disconnect switch might be a real problem if the car hood is iced shut like mine was at the airport. On newer models, disconnecting the battery will erase the the Bosch engine management's computer driving behavior memory. Performance would be restored after re-training it by driving the car.

It might be helpful for NINES to assemble the suggestions from SAAB club members on dealing with common roadside emergencies. This could be a list of portable tools and spares along with some diagnosis and usage instructions. This would be a little more advanced beyond what's found in the owner's manual but a lot less than the Bentley manual. Incidentally, I could not find anything about flooding in the Bentley manual.

Walt Mengel
via e-mail

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Learning the 9000

One year ago, we purchased a used 1991 9000, 2.3L, 5 speed, from a local dealer with 63,000 miles to replace a well running 1980 900 Turbo, 5 speed 5-door with 250,000 miles. It's my first 9000, as I have owned 99/900's since 1974, so I am on a learning curve as far as working on them.

Serpentine Belt Replacement

When we purchased the 9000, I noticed the serpentine belt was not wide enough to cover all the grooves in the pulleys. I specifically asked the sales person if the belt had been replaced at the 60,000 mile service and was told "certainly", so I did not pursue it. After I had the car home for a few weeks and was going over the engine compartment checking fluid levels etc, I found pieces of serpentine belt down on the subframe and also noticed that the belt covered only two thirds of the tensioner pulley. It became clear things were not right, even though this car was supposedly "dealer maintained".

Buying a new serpentine belt (\$40), confirmed my suspicion that one third of the belt on the car was totally gone. After removing the inner right front fender liner to get at the serpentine belt tensioner, it became clear that the inner tensioner pulley bracket had ripped away one third of the belt and the belt had actually worn a deep groove into the steel bracket. Once having released the pressure from the belt tensioner, it became clear that the belt tensioner bracket could be moved back and forth over one fourth inch on its pivot pin. Anyone know if this is normal or is there a spacer that is missing on mine?

I then removed the circlip, bolts, etc, and removed the tensioner assembly from the engine, as this seemed the easiest thing to do. Also,

I wanted to put some grease on the pivot pin as it was pretty dry. Now came the tricky part. To replace the serpentine belt, you have to remove the bolt that holds the tensioner pulley. The trick here is that the pulley bolt has *left hand threads!* I have the SAAB repair manuals and there is no mention of this at all! Also, the nut is captive to one of the tensioner pulley brackets so you must put the wrench on the bolt head and not the nut. Luckily, when I bought the belt at the dealer a mechanic happened to walk by and say "That tensioner bolt has left hand threads. I snapped off the bolt on the first one I did". So much for SAAB trained mechanics! I am now wondering if he might not have done that to my 1991 and in the process bent the pivot pin so now the tensioner will not track correctly.

I highly recommend removing the tensioner pulley assembly from the car and placing the captive nut in a vise and then using a socket on the bolt head. The bolt on mine was so tight that I had to use a breaker bar and lots of force to break it loose. It appears to me it would be pretty easy to bend the pivot pin or break the casting it is attached to if you try to loosen this bolt while still mounted to the engine. When I reassembled the tensioner assembly with new belt attached, I used three washers between the tensioner assembly and the pivot pin circlip in order to keep the tensioner assembly as close to the engine block as possible, thereby insuring the tensioner pulley aligns properly with the belt. This seems to be working as the edge of the belt is not being abraded now. However, one third of the tensioner pulley is still not touching the belt. This leads me to believe the pivot pin is bent, which I will check the next time I have the fender liner off. Things like this keep reminding why it is I do my own repair work.

(Continued on next page)

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Clutch Cylinder Repair

A month ago, the clutch started taking hold almost at the bottom of its stroke. Inspecting the brake fluid chamber showed that fluid level to be right at the level where the hose to the clutch cylinder taps off (due to the different baffles inside the reservoir I found you need to really pay attention to which fluid level you are looking at). Thus, I figured I had slipped up by not keeping the reservoir topped up and air had got into the clutch line. I bought a new reservoir cap at the local dealer, cut piece of rubber to fit inside the cap, and drilled a hole in the top large enough so I could bolt in a metal valve stem as used on drag racers. I then connected a hand held bicycle pump to the valve stem, once the cap was screwed onto the reservoir and bled the clutch line. This makes an inexpensive bleeder device.

This 9000 was supposedly "dealer maintained" but I am positive the brake/clutch fluid had never been changed. The first fluid to come out of the bleeder nipple was like sludge and it smelled foul. After bleeding the line, the clutch felt better. My wife took it to work the next day and said it was as bad as ever by the time she got home that night. I then bled the line again thinking I had left some air in the line. Same thing the next day.

Next, I removed the clutch master cylinder, which on the 1991 9000 and later models is down by your clutch foot and not buried up in the firewall as in earlier 9000's. Once off the car, I took apart the master cylinder, which is essentially a tube with holes tapped off the sides. There are two seals, the lip of the bottom seal was almost totally ripped loose. I found it disturbing that there is a piece of metal used to keep the bottom seal on the shaft that is basically shaped like a plus (+) sign. It appears that when the seal goes, the edges of the plus shaped metal scratches the side

walls of the chamber the seal rubs against, thereby insuring you can never reuse the master cylinder. The dealer told me there are no clutch seal kits for 9000's like there are for the old 900's. No wonder! I think the list price of the new 9000 master cylinder was around \$135. When I complained about there not being a seal kit, etc, I was able to walk out with a new one for \$115. Still more than I wanted to pay, but whadda ya gonna do.

When I stuck my finger inside the master cylinder I felt something that felt like sand. Closer inspection showed this to be bits of chrome plating off the rod that holds the seals. After cleaning off the smelly crud on the old rod, I could still see a few areas which were buried under crud where the chrome plating was still intact. No wonder the seal had let go!

From my perspective, the moral of the story is to make sure you change that brake/clutch fluid on a regular basis before it creates havoc. As someone in an earlier newsletter noted, antilock brake systems need the fluid changed more often as the antilock brake fluid accumulator ensures the system regularly sucks in and exhales air, and thus moisture, from the system. I suppose every year would be the optimum, but who has the time to do that. I figure I will do it every two years. Haven't had time to totally replace the fluid yet, but I keep wondering what bad things are going on inside the brake pistons and the brake master cylinder.

Richard Bohn
Hollis, N.H.

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FIGHT THAT SPEEDING TICKET!

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Isn't it time to fight back?

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

Saab Swap

Sonetts For Sale

'73 Sonett III, 63K mi, Burgundy. Good condition, runs & drives great. \$2,000. Mike Smaga, 98 Rampart Dr, Glastonbury CT 06033. 203/657-8282.

'73 Sonett III, pre-bumper, quality paint, Jamestown engine, 50K mi. Garaged, no rust, needs work. T. Salander, 3629 Kimble Rd, Baltimore MD 21218-2027. 410/889-0131 (week day).

93s, 95s & 96s For Sale

'72 95-V4, White, 70K mi, V4 gd cond, perfect running, stored 75-90. New: Cam, heads, brake system, slave & master. Gets thumbs up from passing drivers. \$3,300 obo. Mark Boldt, 4303 Abbott Ave S, Minneapolis MN 55410. 612/922-2219.

'72 95-V4, original paint, owned by Dave Kronen. HP engine, lsky cam. Completely rebuilt. New CFC-free A/C, 4-spkr stereo, Thule rack, spares. Ken Losin, 22715 Hatteras St, Woodland Hills CA 91367. 818/346-4417 or 818/774-6525 beeper.

'69 96-V4, beautiful condition, Beige, no rust or dents, very good interior, professionally installed CD player, stereo & speakers no visible. Nordic Motors, 440 Mass Ave, Arlington MA 02174. 617/648-6050.

2-Stroke & V4 Parts For Sale

2-stroke pistons (95/96/Sonett II) oversize, \$325/set. 2-stroke pistons, forged 74.0mm (940cc), \$599/set. V4 1500 & 1700 pistons, std & oversize, \$299/set. Headgasket, 2-stroke, \$62. Headgasket, made of copper, reuseable, \$75. Ring & pinion sets, 8:38, 9:42 (V4 95/96/97). Exhaust parts, original, 2-stroke & V4. Rubber seals for windows. Sheet metal items for 95/96 in stock. Trunk floors, external valences, floors. Electrical parts for Sonetts. Direction lenses for 95/96. Front bumper molding, Sonett II/V4, \$60. Bumper horns for 95/96 bullnose, \$76. Water pump repair kits for 2-stroke. Send \$2 or fax for parts list or information. **Motorsport Sweden**, Hacketorp, S-641 92 Katrineholm, Sweden. Phone/fax +46-150-12904

New Lucas side marker light black rubber bases (holds chrome trim). Will fit all 1970-74 Sonett IIIs. \$32/set of 4, plus \$2 postage & handling per order. Bruce Turk, 333 Saint Andrews Rd, Walden NY 12586. 914/778-2469 6 to 9pm EST.

4 Soccerball wheels for Sonett, \$200. 4 Ronal spoke wheels, caps & lugs for 96/97, excellent, \$1,250. Brian Davitt, 3225 Delahaut St, Green Bay WI. 414/487-2991.

96 & 99 parts: Variety of parts from 96, seats & floor mats from 99. Exc cond. Call or write for list & prices. Tom Ludwig, 421 Touraine Rd, Grosse Pointe MI 48236. 313/885-2270.

New parts for Sonett/95/96: Lockheed tandem master cylinder, \$145. Steering knuckle. Brake drums. Upper & lower control arms, \$45. Upper/lower control arm bushings w/lock tab washers, \$49 set 8. Rear brake hoses, brake light switches & oil pressure switches. Haynes manuals. Hub caps, \$12. Fuel pumps, V4 water pumps, \$65. Complete steering rack w/ outer ends, \$85. Front wheel bearings. Rear stub axle bearings. Emergency brake cables, \$25. Brass brake line junction, \$9. Hub grease caps, \$2. Set of 20 lug bolts, \$20. Front spring lower mount. Upper spring moulded mounting seat. Painted suspension stop. Rear view mirror. Sun visors, \$12. Std 66mm (750cc) Mahle 2-stroke pistons, \$105/set. Road wheels. Clutch covers, \$45. Wanted: New British car parts. Fred Bauer, 105 Chittenden Rd, Killingworth CT 06413. 860/663-1444.

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.

99s For Sale

Two '78 99 EMS 3drs & one '77 99 EMS 2dr sedan. Good solid cars, others avail. Must share collection. Price range: \$750-\$1250. Bill Byrd, 523 NW 31, Oklahoma City OK 73118. 405/524-2014.

'77 99 3dr, Silver, Breakerless ignition, leather '77 EMS interior, '78 99T transmission, EMS wheels, solid body & mechanicals, \$500. M. Muth, 7 Western Ave, W. Charlton NY 12010. 518/882-1039.

900s For Sale

'93 900 Turbo, Commemorative Edition, #204 of 325 produced. Delivered 12/20/93, driven only 7,658 miles in good weather. All books & window sticker, like new condition. See story in NINES #218. \$26,900. Paul Sweppenheiser, RR2 Box 2002, Factoryville PA 18419. 717-945-5443 or 945-7674.

'88 900T, white/grey leather, auto, 158K mi, Newer paint, tires, firt rotors & pads, hoses & steering rack. Well-maintained, well-running and great looking inside & out. All records. \$5,950 obo. Greg Perkins, 16 Greencroft Dr, Champaign IL 61821. 217/351-7152.

'91 900 Turbo SE Convertible. Platana Gray, 33K mi, Exc cond, SPG Aero pkg, Major service done. All options except CD. Philip Leibowitz, PO Box 5901, Baltimore MD 21208. 410/785-8044.

'87 900T, 3-dr, 5-sp, 92K mi, Platinum Blue metallic, blue cloth. Recently reconditioned incl new transmission, clutch, tires, ball joints, radio/equalizer. Very clean car, no rust. Includes 4 snows on rims. \$7,500. Rich Bevan, 1100 Walnut Ave, DuBois PA 15801. 814/371-1117 days, 814/371-1118 eves & wknds.

Two '85 SPGs, 121K & 112K mi, Both well maintained and solid throughout. \$3,750 & \$4,250 respectively. Ron Raymond, Munnsville NY. 315/495-6198.

'85 900S 3dr, Black, 162K mi, meticulously maintained, no rust, interior, exterior, body, engine, trans all excellent. Extras. James Grayson, PO Box 281, Marengo IL 60152-0281. 815/370-7361.

'80 900T, 3-dr, Red, 145K mi, Rebuilt head and 5-sp, Southern car, excellent in & out, sway bars, Koni shocks. \$2,000 obo. M. Muth, 7 Western Ave, W Charlton NY 12010. 518/882-1039.

9000s For Sale

Still for sale, 1988 9000 T automatic. Blue with "buffalo grey" (black) leather. 67K. Priced at \$6,900, mid way between average wholesale and average retail, adjusted for mileage. Original owner, all records. Steve Goldberger, 2389 Chestnut Hill, N. Canton, OH 44720; 216-497-0346; e-mail goldberg@cannet.com.

99, 900 & 9000 Parts & Accessories

2 alloy wheels for pre-94 900, with BFG Comp T/As, 195/60x15. 4/32" tread left. Best offer. Paul Boghossian, Newport RI. 401/846-8607.

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

'87 900 Turbo parts: R. headlight, 2 rear bumper extensions, springs, Red APC box, Wheel well moldings, 4 Fittipaldi 15x6 1/2 w/BFG Comp T/A 225/50x15, \$700. Running 99s: '75 4-sp, '76 automatic. Rich Chenet, 150 Meadowbrook Dr, Wexford PA 15090. 412/935-8315.

2 Shelby Silverspoke wheels, exc cond, \$125 ea or trade for 2 Goldspoke wheels. 99 hood, no rust, very gd condition, \$60 obo. Michael D'Aleo, 23 Hutchins St, Saratoga Springs NY 12866. 518/587-0457.

Wanted, All Models

Rally Skid Plate for 79-93 900. Brake caliper adjusting tool for 99/900. Steve Goldberger, 2389 Chestnut Hill, N.Canton, OH 44720; 216-497-0346; e-mail goldberg@cannet.com.

For '90 900S: Radio removal tool, shop manual, bolt-on trailer hitch, gray factory sheepskins, single straight SPG wheel. John Swansey, 101 W Markham Ave #2, Durham NC 27701. 919/682-5002.

Two 165x15 snow tires. Rich Chenet, 150 Meadowbrook Dr, Wexford PA 15090. 412/935-8315.

For '66 95: Clips for front fender chrome strips, full front grey rubber mat, rear chrome strip for hatch, tool kit, perspex door vent deflectors. Bruce Billing, 310 Mountain Rd, Cape Neddick ME 03902. 207/361-1913.

'71 96 wooden steering wheel & horn button. Will person who wrote with SAAB gasoline cans please write or call, I lost postcard. Thanks. Bill South, 13101 Foster Rd, Anchorage AK 99516. 907/345-9006.

For '72 95: Like new LF fender & parking light lens. Smooth working left door hinges. Rear door weatherstripping. Jana Walker, San Luis Obispo CA 805/542-0932.

Engine skid plate to fit '85 900, can be new or used in good condition. Mark Lawler, 4316 Whitman Ave N, Seattle WA 98103. 206/632-1550 eves.

'67-'68 long nose 2-stroke/V4 grillework, front signal lights and lenses, instrumentation. All years: Ltd-slip diff, 5-lug Ronal wheels, transmission jig & tools, axle tools, 2-bbl intake manifold. Rob Wagner, 231 West 25th St #5K, New York NY 10001. 203/256-5000 ext. 7029 days, 212/727-0793 eves.

SAAB 750GT or 850GT. Prefer nicer one but will consider any vehicle. Will pay for restored car. Paul Evalds, Bala Cynwyd PA. 610/642-3731 before 9pm EST.

Wanted all models & years - "Survey." Saab manufacturer and car complaints & problems. Send to Marcia Lee, P.O. Box 579, Shrewsbury MA 01545-0579.

Wanted: MA Club members to help with survey results. Send brief description of yourself & photo of you & Saab. Marcia Lee, P.O. Box 579, Shrewsbury MA 01545.

SAAB SWAP 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 may be edited for space (abbreviated and excess words deleted). Enclose sufficient funds with your ad, we **do not** bill. No ads will be accepted by phone or by fax.

The Classified Ad Rates are 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: 15th of the month for the following month's issue.

Mail ad with full payment to:

Saab Swap
7675 Bear Trap Jct
Saginaw MN 55779.

COMMERCIAL DISPLAY ADS: Contact the Saab Club for rates and info.

Misc For Sale

Quantum Formula SAAB, SVRA legal vintage racecar. Fresh motor, bronze crankcases, 72mm pistons, Stage-3 prep, close-ratio gearbox, more. Balanced and fun to drive. \$7,000 to a good home. Richard Brown, 78 William Dr, E Hampton CT 06424. 860/267-0775.

1976 99 EMS Rally Car. Special FIA Gp.4 16-valve engine, 210 hp. Only 200 16V cylinder heads were cast for homologation in 75-76, probably only a couple were ever built. 4-spd non-synchro trans w/LSD and 5.1 R&P. Built by Libra Racing for Saab USA. Driven by Stig Blomquist to a win at '77 La Jornada Trabajosa PRO Rally in California. Never wrecked, 80% restored. \$20,000 obo. John Buffum, Burlington VT. 802-655-5768, fax 802-655-1030.

Saab original sales brochures showing all Saab models, interiors/features for the year. Great for restorations of gifts! 1956-59, \$20 each year; 1960-69, \$15 each year; 1970-79, \$12 each year; 1980-present, \$9. Add \$3.50 shpg. VISA/MC. Specify year/model. Walter Miller, 6710 Brooklawn Pkwy, Syracuse NY 13211. 315/432-8282. Fax 315/432-8256.

Perfect gift for computer-wise kids. You demand performance, quality and design integrity in your cars. Why not demand the same in PC software for your children or grandchildren? Pea-ESPI is unique, visually stunning, fun, challenging, educational DOS software for all ages, genders, skills. No sex or violence! Rated ***. Easy to install on IBM.DOS/Windows-compatible PCs with VGA color, mouse, 1.7MB disk space. Mail \$29.00 check, name/address and floppysize, payable to: Triple-U Software, SB2 / PO Box 189, Wayland MA 01778-0189. Allow 3 weeks.

Job Opportunities

Two positions currently open for experienced Saab technicians in beautiful Boulder, Colorado. Good pay and benefits. Colorado has one of the best state economies in the U.S., along with warm summers and mild winters. Contact David Snider, Scandinavian Auto Service, 303/444-SAAB (-7222).



Rear View by Tim Winker, Editor/Publisher

This issue celebrates the tenth anniversary of my editorship of this publication. When I took it over, it was a 12-page newsletter published 11 times a year. Now at 40+ pages an issue, NINES has become a full-fledged magazine. While recent issues have not been quite as timely as I would have liked, the near future looks much better.

A little history for those who may have joined within the last 10 years, which would be the majority of current members:

The Saab Club of North America started as the Saab Club of Chicago in the early 1970s. Dick Grossman was the editor of the newsletter, and when membership in the Chicago club began to slip, he advertised the newsletter in *Road & Track* magazine to boost readership. During the mid-'70s Dick tried to capitalize on the front-wheel drive revolution (Honda, Renault, Fiat, VW, Datsun, etc.) by changing the name to the *Front Wheel Drive Club of America*. The FWD Club didn't take, however, and it reverted to The Saab Club. He built the membership to around 3,000 before a 1980 heart attack forced him to relinquish the reins.

Jeff Delahorne took over as editor and moved the headquarters to Duluth, Minnesota. He put out *The Saab Club Newsletter* until he was hired to work at Saab-Scania of America in 1985.

After some coaxing, I agreed to take over as editor/publisher. In mid-1986, a few months after I embarked on this enterprise, the look of the publication was changed to better reflect my individual style, and the publication got a real name: NINES.

I felt the name should be something that was uniquely Saab. All Saabs had been front-wheel drive since the beginning, but now there were plenty of other FWD cars on the road. The 3-cylinder, two-stroke engine had been dropped a couple of decades earlier, and turbocharging wasn't unique to Saab. The only thing they all had in common that no other manufacturer had was in the model designation - they all started with the number 9. (Porsche comes close, but they had some non-"9" cars in their early

history, most notably the 356.) Fortunately Saab has maintained that tradition and it appears they will continue it with future models.

Since I still get plenty of people who ask: Yes, this is my full time job. In addition to the tangible part of your membership, which you hold in your hands, there are the tasks of maintaining the membership mailing list, the usual bookkeeping chores and bill paying, filing reports with various government agencies... in short, everything that it takes to run a small business, the fun and the not-so-fun.

Over the past ten years I have tried to maintain the legacy of those who preceded me, by providing an informative publication for Saab owners. While the trend in magazines seems to be lots of white space, large photos and larger typefaces, I have stayed with smaller typefaces to cram as many words as possible into a limited number of pages in an effort to keep printing and postage costs down. Higher expense is also why I've resisted going to slick paper and color. (But if the price of color printing should drop, and with recent strides in computer printing it is likely, you'll see it here.) The goal is the most information for your dollar, hence more value for the subscriber.

On the subject of costs, a reality of life is that some products go up in price faster than others, and paper is one that has leapt in price over the past couple of years. There was a price increase for NINES a year ago that was hoped to cover that rising expense, but printing costs have continued well beyond inflation. Rather than raise rates again, the *Classified Report* will be dropped. While it kept the ads coming on a regular basis, it never seemed to get support from commercial advertisers. Eliminating it will give me more time to devote to NINES and to trim some expenses as well.

One of the problems in running a small office is that many good ideas seldom get beyond the planning stages due to time constraints. Several times I have tried to put together a book of articles encompassing the older issues of

the *Saab Club Newsletter*. That project is stalled again.

One of the more recent projects was to publish a Mechanics List by collecting data on Saab repair shops in the U.S. and Canada. The initial requests for information netted about 50 responses from members and from shops. I was able to add another 40 from shops I knew about, and there are probably another 150 Saab related business that get NINES but did not respond.

The basics for both of the above projects are there, the time for me to complete them is not. If anyone is willing to take on a project that would assist the Saab Club members, and can work with MS Access, please get in touch with me.

If you are at all observant, you probably noticed a new look to this issue - a long term project that has finally made it to the printer. It has been several years in the making with the part time assistance of a local artist, but never able to reach completion to my satisfaction. While the basic design is what I had in mind, I wouldn't mind some help with polishing the product.

I would like to report that the new office is all set up and functional, but I would be lying. Despite three months of working from the new location, very little has taken place in that regard. The minimums are up and running, and phone lines and electricity are finally pretty much in place. It took several weeks to locate all of the back issues and much is still in boxes. I did not have the luxury of time nor the budget to be able to build the storage needed prior to moving in.

Of course, the flood didn't help. A broken heat pipe in December sent water flowing onto the office floor, but fortunately I was able to shut it off before it did any damage to the computers. Now there are gaping holes in the ceiling and walls that need to be dealt with in addition to adding storage. Everything will have to remain as is until I can find the time to become "Handyman!"

Now that things are somewhat settled comes the task of interviewing for a new office manager/editorial assistant. I have been advertising for one, but haven't hired anyone yet. Hopefully that line on the masthead will have a name under it for issue #230.

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

 Address change only - old zip code _____

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

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SAABS CURRENTLY OWNED:

Example: Year 1995 Model & trim 900 SE Body style 5 door
Engine 2.5 liter V6 Transmission 4-spd auto VIN# YS3DF58VXS2000000

#1: Year _____ Model & trim _____ Body style _____

Engine _____ Transmission _____ VIN# _____

#2: Year _____ Model & trim _____ Body _____

Engine _____ Transmission _____ VIN# _____

Please include additional cars on a separate sheet of paper. Color, mileage and add-ons welcome as well. VIN especially wanted on older cars (10+ years).

Membership fees for the SAAB Club of North America/NINES are as follows:

 New membership \$34.00
 Renewal \$30.00 Canadian add \$4.00US
 International add \$8.00USPlease check appropriate box(es)
(Canadian and International -- Money order or check payable on a U.S. bank only. Cash OK.)

New members receive the most recent back issue of NINES and two SAAB Club stickers.

**MAKE CHECKS PAYABLE TO
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The Saab Club of North America
2416 London Road #900
Duluth, Minnesota 55812-2221

Here's Some Shocking News!

We have just gotten some very cool European shocks for your 99s and 900s. Heck, we even have them for 95s and 96s (models, not years). Besides being very well made shock absorbers, they are also *externally* adjustable, 14 ways in the front and 10 for the rear! These are the best performing shocks we have ever come across, and will allow you to tune your SAAB suspension so that it fit's your needs exactly. No, they aren't cheap, but the quality and performance will amaze you! Normally a set of 4 sells for \$680, but if you order them now, we will get you a set for **\$599!** These are the last shocks you will ever have to put on your car. Sorry, they aren't available for the 9000s, and we sure don't want you 9000 pilots to feel left out. So if you order now, we will get you a full set of Bilstein struts and shocks for your 9000, which normally sell for \$630, for just **\$549!** Spring will be here soon, so get your shocks now and be ready for the roads to thaw.

WARNING! We have recently become aware of several incidences where people have bought what

they assumed to be Group 6 products, only to find out that what they were getting were cheap imitations or copies. Specifically, APC control boxes, rising rate fuel pressure regulators and air inlet kits are being copied and sold as Group 6 products. Failed parts have been returned to us for repair, and we were able to identify them as copies. They say that imitation is the most sincere form of flattery, but in this case the imitations do not come up to our quality or design standards. The only way you can be sure you are getting genuine Group 6 products is to buy them direct from the factory. If you have any questions about parts you may have bought in the past from an independent dealer, please give us a call. We can tell you how to verify whether or not the parts are actually from Group 6.

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