

Index for issues #225 thru #230

Nines



#230

The Saab Club Magazine

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Saab Returns to Rallying



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(Published June 1996)

Letters to NINES

Happy owners

You can't see the smile on my face, but it's there. I've just purchased a 1969 96 after a 7-8 year absence from the SAAB family. This will be my third SAAB, the first being a '59 93B. That sort of gives away my age. Next was a '72 96, now the '69.

This latest purchase came about thru an ad in "NINES", and includes lots of parts. Which leads me to say "good luck" with your moving project.

I admire your effort at putting out "NINES", as I assume you have a "regular job" too.

Anyway, thanks again and keep up the good work.

Kirby Overton
High Bridge NJ

Thanks for producing such an outstanding specialty mag. Please cover more race stuff, especially the small stuff the average Joe can afford. Also more low-tech tune-up and maintenance tips.

Keep up the good work.

Tony Schultz
Inver Grove Heights MN

Please find my enclosed check for entry into the SAAB Club. I have recently purchased a pair of Saabs; a 1988 4 door 900S & a 1989 2 door 900S, and am in search of information about them & Saab in general.

I set out searching for a Saab in 1973 - I believe the model is a 96 (the 3 cylinder). Instead, the car that came to me was a ...gasp... Volvo 122s, a 1967, which I drove for the next 18 years.

That is until it died a natural death 3 years ago. That was replaced by an identical car until recently, upon hankering for newer metal, I remembered the sensible

Saab and bought the pair.

I am, in a word, delighted with the cars. They seem to have been built by engineers rather than marketing people. They say they last, and I am looking forward to a run that I hope will be equal to the Volvo era for me. (I will not abandon my old friend, my Volvo, but will continue to use it for ski trips and secondary duties.)

At any rate I anticipate receiving the Saab publication and am sure it has items of interest to Saab owners old and new.

Neil Henry
Minneapolis MN

Your Saab could be a Star

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If you have any further questions, please feel free to call me at (212) 929-3909

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Gripes

Attn.: Tim Winkler, Editor & Publisher

I am forwarding my renewal under separate cover but I must tell you that I do it reluctantly. My hesitation stems from editorial issues.

I believe that purchasers of any national magazine dedicated to a niche market with a cover price of \$5.95 deserve, at the very least, to be able to read it without finding numerous basic spelling and grammatical errors. Not one issue fails to provide examples of poor attention to the accuracy of submissions.

More importantly I was dismayed by the inclusion of a two page article in issue #229 regarding the 65 mile per hour speed limit. Nines is devoted to an automobile company whose creed has been safety, engineering and responsible use of performance. How you could publish an article filled with numerous inaccuracies and anti-government drivel is beyond me.

Let me say at the outset that I agree that much of our Interstate Highway system was designed for speeds greater than 55 mph and that, in many areas, 65 mph makes sense. But the litany of "scientific" reasons why 65 mph is better for us should never have passed reasonable editorial scrutiny.

Some samples:

1. It is true that today's cars are generally safer - it naturally follows that such cars will provide more enhanced protection at slower impact speeds.

2. Higher speeds necessarily cut available reaction time. Anti-lock brakes can't help if you don't have time to deploy them.

3. Higher speeds increase the impact forces that need to be dissipated.

4. Trucks (which have few of the touted automobile safety features) continue to share the same roads. Adding 10 mph to a 44-foot tractor trailer's speed generates a signifi-

cant increase in impact force.

5. Higher speeds do not "mean a reduction in traffic density". 100 cars on 1,000 feet of road is still 100 cars on 1,000 feet of road no matter what speed they are traveling. Higher speed could conceivably mean more capacity for a given highway.

6. Yes, highways do contribute to increased congestion. If overall speeds had been kept low there would have been less interest in moving out of the central city. The ability to move quickly to suburban areas created demand, people moved out of the city, increased the population in outlying areas and thus increased congestion on the highways serving those areas. Decreasing the speed to 55 mph did not create the problem (while it certainly may have exacerbated an existing problem).

I could go on and on. The increase to 65 mph creates the opportunity for accidents that are potentially more devastating than at 55 mph, especially when trucks are factored in. Period. After all, a two car head-on crash at 65 mph rather than 55 mph, means an increase of 20 mph (not 10 mph) in the combined crash speed.

One could easily make a case for increased highway speeds based on sound scientific principles such as lower costs to the economy because goods and people move faster, or that traffic density in some of the Western states is so low (and distances to be covered so high) that increased speeds make a good calculated risk. But the author chose instead to deliver a compendium of tired, anti-regulation, get government off our backs baloney.

This article was an embarrassment to your magazine. I hope that in future you will stick to articles that either address the ownership, maintenance and enjoyment of Saabs, or at the very least, are accurate in their content.

Charles B. Shatzkin
Syracuse NY

The first question most new members of the Saab Club ask is "How do I make my car go faster?" That tells me that the 55 mph National Mandatory Speed Limit (NMSL) doesn't have much meaning for the majority of club members. According to traffic surveys, highway speed limits are largely ignored by most drivers. Dave Barry recently referred to it as the National Pretend Speed Limit since it is so universally ignored by drivers and police alike. It seems the only places posted limits are enforced is for "revenue enhancement", also known as speed traps, where ticket fines are used to generate funding for local governments.

While I don't agree with all of Jack Haggerty's arguments, much of what he wrote is accurate, and is backed up by Federal studies, which could hardly be called "anti-government". One particular study, "Effects of Raising and Lowering Speed Limits" found that posted speed limits do little to affect the actual speed that people drive on a certain section of road. This study took five years and over a half million dollars of funding by the Federal Highway Administration. It further states that current speed limits are posted at 5 to 20 mph below acceptable safe limits. In other words, for the safest conditions on our roads, speed limits should be raised. (Report No. FHWA-RD-92-084, Oct. '92).

Sound scientific principles? Those who spend time studying the data agree that roads are safest when posted at or near the 85th percentile speed, the speed at which 85 percent of drivers are traveling at or below. The simple fact is that while real speeds (the 85th percentile speed) have crept up, traffic fatality rates (the number of fatalities vs. the number of total miles driven) have continued to drop. On most rural interstates in the U.S., the 85th percentile speed is between 70 and 75 miles per hour. Even in Montana, where the speed has been changed from 65 mph to "reasonable and

prudent", the 85th percentile speed on the Interstates is 73 mph, same as it was under the 65 mph limit.

The safest conditions on the highways are when most vehicles are traveling at the same speed. Under the current situation there are some drivers who will travel at their comfortable speed, while others travel below their comfort level due to fear of breaking the law. That speed differential between vehicles creates greater risk of accidents. If speeds are raised to the 85th percentile speed, the differential between speeds is decreased, as is the likelihood for accidents.

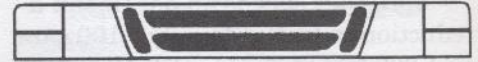
Most accidents, over 80 percent, occur at less than 40 mph. A very small percentage, less than 5 percent in most states, happen on rural Interstates. Speeds of 55 to 65 mph are considered acceptable and safe for two-lane roads with oncoming traffic only inches away, and many side roads where traffic is entering the highway from a complete stop. Interstates and other four lane highways have wide separation between opposing traffic lanes, multiple lanes and wide shoulders, and the exposure to opposing traffic, there fore the chance for accidents, is minimal. Is it any wonder there are few accidents on the Interstates? Higher speeds should not affect the Interstate accident rate.

I often look for the cause of fatal accidents in newspaper reports. Virtually all fall under the category of "inattention", many late at night, with very few that can be blamed on speed. (Excessive speed falls into the category of reckless driving.)

With regard to spelling errors, I try to run all articles through a spell-checker, however, some words slip through because they are spelled correctly but are not the word that fits the grammar.

And you could have at least spelled my last name right. TW

Notes in the Margin by Stephen Goldberger



Shortly after reading the flawed finding of flaming Saabs (Nines #226), my wife's antique 9000 started an intermittent buzzing from the glove box area. Although it was "for sale" at the time, I didn't want it to be a "fire sale." So I popped the dash cover off, pulled the glove box, and checked the infamous grey wire.

What I found was an unused connector in the wiring harness which was supposed to be taped up to the heating duct by some now deteriorated (7 year old) masking tape. Clearly, duct tape should have been used. I also relearned that dealing with 9000's dashboard wiring is much more pleasant than on "regular" cars. The routine of removing speakers, dash top, and glove box is really easier than it sounds, and you don't need to assume the inverted-in-the-chair position most normally used for "under dash" problems. By the way, that grey wire was tight as could be and in fine shape.

At the same time, I was asked to look into a "funny feeling" turn signal. Six screws and three connectors later the assembly was freed for interrogation. It turned out that a spring in the cancelling mechanism had come loose from its mooring. Putting it back the way it came would require drilling out rivets and disassembling, not a happy or risk-free job. I don't even want to know what a new switch assembly costs. But it was possible to attach the "moving" end of the spring to its chosen spot, and then tie the "fixed" end close enough to its designed location with a bit of fine wire.

I had a similar opportunity to look into the wiper switch, due to a marked reluctance for the washer to "spray" at the end of a winter's trip. No, the reservoir was quite full. Anyway, it turns out that the wiper switch is a fine example of German

Craftsmanship, designed by a Ph.D. switch designer. Contact is handled by a silvery looking pair of rollers which ride friction free on tracks with raised contact "rails" running along their centers. And those same "rails" wander across the width of the track, ensuring even wear across the roller. Very impressive! Unfortunately, the washer switch function was apparently handed off to a first-year apprentice; a simple pair of contact points of modest dimensions which don't even match up very well. The result was a burned region covering about 1/5 the area of each point. I have greatly enhanced my machine shop over the years, and I now touch up points with a Dremel tool while peering through a 4X magnifying lamp. It is much quicker and more thorough than my previous method of trapping sandpaper between the points and hoping for good luck.

The point here is not to pat myself on the back for my cleverness, but to encourage members to "dive in" to these parts when there is the first indication that they are not well, and to use ingenuity to make things right. Take it straight to the dealer, or wait until the part is terminal, and you will find yourself replacing a big-buck assembly and paying \$60.00 an hour to have it done for you. Instead, I spent a pleasant hour in the basement with tweezers and wire, rediscovering some wonderfully expressive words in my vocabulary.

That plastic radiator drain plug on the 9000 can be troublesome. Others have written how they broke them, and I broke one myself one Sunday, necessitating a drill, bolt through and RTV rubber seal repair. Thus motivated, I have found that a lot of the difficulty can be prevented by lubricating the threads with

silicone grease prior to installation. Thus lubricated, the plug can be fully tightened in by hand, just as the manual says, and the next time it turns out easily after being loosened with the wooden dowel tool. To make the wooden dowel tool, saw a slit in the end of the dowel to accommodate the plug, and then wrap the end with a bit of wire. Cross drill the end of the dowel, and press the ends of the wire into the holes. You will never get the wire tight initially, so leave it plenty loose so that you can grasp a loop with pliers and twist it tight.

There are vacuum "one-man bleeder" tools which are, I think, the best type of one-man bleeder ideas for the shade-tree mechanic. Unlike the "check valve" variety, the user operates a vacuum pump right down at the wheel, meaning that you don't end up pumping brake fluid all over the floor if something is amiss. One disadvantage is the amount of air sucked past the threads. This does not get into the brake system itself because the air is immediately drawn off, but it does slow the process. To correct this, I pack our old friend "silicone grease" around the outside of the nipple. First, I thoroughly clean the exposed threads and surrounding area with a spray brake cleaner and rags. Then I packed the silicone grease around the bleeder.

Drawing a vacuum and working the screw back and forth a couple of times allows the grease to form a seal. As a side benefit, the silicone grease drawn into the threads should reduce the tendency for the bleeder nipple to corrode in place.

Chuck Andrews' Professional upgrading of 99's with 16 valve engines (Nines #226) prompted these thoughts. Some of the appeal of the

99's has to be their simplicity: manual steering, direct manual control of the heating ducts, and air conditioning being a generally uninstalled option. Especially in Minnesota. Another is its rigidity. The wheelbase is shorter, the windshield pillars extend and tie into the front wheel housings, and the sedan-back is common, all of which tend to increase body rigidity. One not so appealing feature of the 99's is the rear-bump-side-sway caused by the angled panhard rod locating the rear suspension. If I sent a 99 to Chuck for an engine transplant, I would certainly ask him to look at adapting the rear geometry to look more like the 900's, if not the 9000's. Note that through the '80s Saab built a model "90", which was a 99 front built onto a 900 "rest of the car."

Speaking of antiques, I have acquired VIA a posting on The Saab Network "The Black Beauty (a.k.a.

Sleeping Beauty)," a 1980 Saab Turbo. Beauty will undoubtedly motivate future prose in the column, but I add this line now: not to brag, but to motivate others to join TSN. That is, the price: free for the taking! All right, I did have to pay extra to get the alloy wheels - \$200 - but the rest of the car was free. This is the third free car on TSN since I started following in August. Other deals have included a 99 lacking only an alternator, and a pair of 96's with spares. So if you are frugal and have the time and skill to resurrect Beauties, get thee to an Internet Provider, and get on line!

On the way home with Beauty in tow, I stopped at Dennis Sweeney Saab. (The Ligonier exit on the PA Turnpike appeared at 11:30 PM, and I had an early start that day. I was already questioning my ability to make it home without stopping, and this made the stop look even better.)

Aside from the huge collection of Saabs in various states of repair (from pristine to scrap metal) two items caught my eye. When Dennis removes a brake disk, it is sent to be ground on a surface grinder, not simply turned on a lathe. What results is a surface which is perfectly flat, and with a surface finish far finer than you get with a lathe. Note that some aftermarket discs come from the factory with a lathe-turned surface! The thickness of every disc is measured and marked right on it, so you know just exactly how much life you are buying. Of course, the disc's "road test" has relieved the residual stresses trapped from the casting process, so the Sweeney disc is much less likely to warp than any new one. There was also a huge box filled with Osram instrument light bulbs at about a buck each, not the \$6.50 that Saab wants. My advice: order a couple now to keep on hand. I mean, both the disks and the bulbs!

FIGHT THAT SPEEDING TICKET!

Most everyone has felt the frustration and anger that accompanies a speeding ticket. 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 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. The National Motorists Association is dedicated to protecting motorists' rights, including your access to a fair trial for traffic law violations.

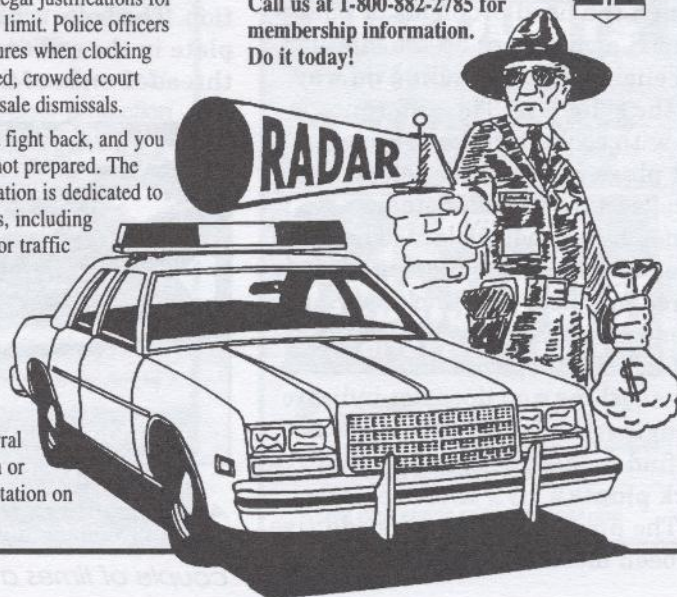
We offer our members books, videos, and personal information so they can ably represent themselves in traffic court. We also offer an attorney referral service for those who wish or need professional representation on traffic matters.

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.

Isn't it time to fight back?

We're the National Motorists Association.
Call us at 1-800-882-2785 for membership information.
Do it today!



Professional Perspective by Chuck Andrews



Classic or New?

Whether you have a classic 900, new 900 or 9000, you'll be interested in the "new" gas additive Methylcyclopentadienyl Manganese Tricarbonyl or simply, MMT. This gas additive, which is being re-introduced in the U.S. now, has been used in Canada since 1977. It had been used in the U.S. until 1978 when the EPA banned its use. My understanding is that the ban was partially because of the new car manufacturers' wishes, but no one seems to know for sure what the problem was for the Big 3. No technical problems have been experienced to my knowledge. The producer of MMT has won a court battle they had been waging with the EPA since 1978.

MMT is a cheap octane booster. Evidence of its presence in gasoline will be found when doing a tune-up or some other repair requiring removal of the spark plugs. The primary fact that I want to express to all of you is that the deposits on the spark plugs are going to look like rust. Most of us who have been through the head problems of Saab's B and H engines are all too familiar with engine coolant finding its way into the cylinders. The difference is that with coolant in the cylinder, most plugs will look very clean and white because they are steam cleaned by the hot coolant. The MMT leaves a rather thick coating of rusty colored material (the thickness may depend on the amount of MMT in the fuel). The deposits don't seem to hurt anything and does not indicate an engine problem. Don't panic if you find reddish deposits on your spark plugs.

The push to market this additive has been more in the Northwest part

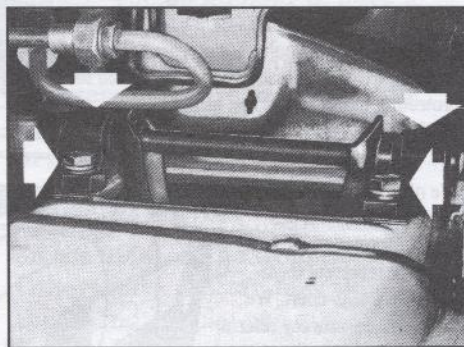
of the country, but octane boosters purchased over the counter may also have MMT in them. If you check the labels of octane boosters you may see Methylcyclopentadienyl Manganese Tricarbonyl listed as an ingredient.

So this spring when you do your tune-up, you may not have the "classic" spark plug deposits, but the "new" rust colored ones which are probably only an indicator of a change in gasoline formulation.

Helping your alignment technician

Many of you who service your own Classic 900s will likely need to take it to a shop to have the front wheels aligned at some point. Alignment is a precise operation that requires specialized equipment and some expertise. You may not be able to do the alignment in your driveway, but you could certainly help out the technician who will be doing it.

The Classic 900s and 99s are aligned by changing the thickness of the shims under the upper control arm mounting bolts. Both the 99s and 900s have the same configuration. The bolts screw through a nut plate in the coil tower with the threaded ends of the bolts left

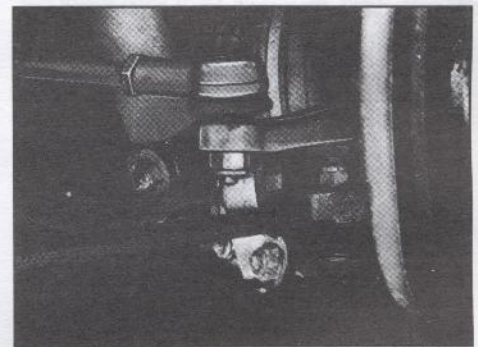


Alignment bolts should get a shot of spray-on silicone lubricant a couple of times a year.

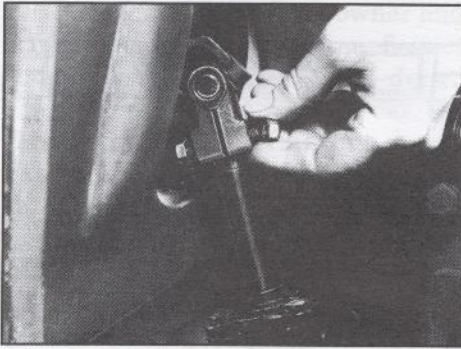
unprotected inside the tower where they are exposed to water, salt and other environmental corrosives. When the alignment technician tries to loosen the bolts (to remove or install shims) the rusty end of the bolt may strip the nut plate or the bolt may twist off. This is not a good situation. The solutions are time consuming and expensive depending on which bolt has been broken or stripped. If you look at your Saab with the wheel off, you can see how difficult the repair of a broken or stripped bolt would be.

The way to prevent this is to spray the bolts on the inside of the tower with a silicone lubricant such as WD-40 to protect against rust. Doing this a couple of times a year will go a long way toward prevention of a major problem. While you are spraying down these bolts, you should also do the lock nuts on the tie rod ends. The technician may have a hard time changing the toe-in if these nuts are rusted and hard to loosen, and could even be tempted to let an slightly incorrect toe-in setting go if there is trouble with these lock nuts. This could lead to premature tire wear.

One other important lube point



Give the tie-rod end lock nuts a shot of lubricant at the same time.



The steering column U-joint needs some lubrication as well.

is the U-joints at the bottom of the steering column, above the steering rack. These joints can collect dirt and rust with age, and since they are above the power steering rack, the power steering system cannot assist the driver with the extra steering effort that is required to overcome a stiff joint. The steering rack is usually blamed for stiffness felt in the steering wheel and many racks have been replaced needlessly when the U-joint was the real culprit. Lubing them externally will not save or cure all of these joints from becoming stiff, but it will help prevent many of them from ever becoming a problem.

These suggestions will give you a part in the maintenance of the front end alignment and will help keep that Classic Saab on the straight and narrow for many years to come. The time and money you save by spending a few minutes with a can of lubricating spray will definitely be your own.

Open House

Join us at our 5th Annual Andrews' Open House on June 15th, from 10am to 4pm. We'll have several tech sessions, one on Cleaning, Repair and Replacement of the Fabric Headliner, and a demonstration on vinyl repair for dashboards and other interior components. In the afternoon, Don will demonstrate a retrofit of 134a to an R12 air

conditioning system.

The Main Event, from 1:30 to 3:30, will be a contest between Saab Clubs to see who can dismantle a 900 as quickly and neatly as possible. Five man (person?) teams from

chapters of the North Central Saab Clubs will compete to see who can best salvage a 900. Winners receive passes to the Banta Children's Grand Prix Trans Am race in downtown Minneapolis on July 6-7, 1996.

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Saab Klinik by Doktor Nio



I am the proud and devoted owner of a 1989 900 Turbo 5-speed, 4-door approaching 64,000 miles. I've owned only one other Saab in my lifetime, which I purchased new in 1971 and kept running for 20 years.

My question concerns the **air conditioning system which ran trouble-free up until this past summer**. In August, the A/C manifold had to be replaced. Four weeks later the evaporator developed a leak and was replaced by the dealer. Subsequent to the replacement, the air conditioning now makes a significant amount of noise—specifically there is a distinctive hum when the A/C is turned on, typically at 2000 rpm. It is consistently present as long as the A/C is on, and disappears when the A/C is turned off. Additionally, with the A/C running for more than 10 minutes, a noise like a failing automatic transmission whine, which is quite loud, occurs as well. Operationally, the A/C is fine. The sounds I have described I demonstrated for the dealer. They took the car in, duplicated the problem each time they tested it, but remarked that this was normal, acceptable, and could be attributed to the difference in the engineering of the replacement evaporator.

Do you have any advice or suggestions?

Leon C. Lebowitz
Long Beach NY

It sounds as though your A/C compressor may be low on oil. When major components such as the evaporator are replaced, additional oil needs to be added to the system to keep it lubricated (1.4 fluid ounces). I would check with your servicing dealer to see if this was done at the time of repair.

My Saab is a 1985 900 (8-valve, 3-door) that I purchased in November of 1984 from my brother-in-law. The car had a **very slight run-on condition when I shut off the engine**. When I first purchased the car I started using regular-grade (87 octane) Shell MTBF. The car has always run fine with no engine knock, starting or driveability problems except the run-on. I switched to middle-grade Shell (89 octane) and later to Premium (93 octane), and now the run-on is gone. I've used Premium ever since. My brother-in-law always used 93 octane because he "always bought the best".

I have two concerns:

- 1) The owners manual says the car requires 87 octane fuel, not 93 octane.
- 2) The MTBF fuel, which contains either ethanol or methanol. The owners manual states "Gasoline-Methanol fuels... are not recommended for use at this time (1985). Gasoline-ethanol blends are okay if they have sufficient octane rating, but may cause warm starting problems." (I've experienced this a couple of times, ten minutes after shutting the engine off.)

I have done a complete tune-up and checked the timing and CO mixture settings, checked for a leaking cold-start injector, tried Techron and other additives, and cleaned the inside of the throttle-body housing/intake manifold. The only thing I haven't tried is replacing the injectors.

Stephen Surawski
Woodbury CT

Saab issued a Service Information on run-on in 1985 900's with the 8-valve engine. SI 5/85-0760 states: "This has been diagnosed as feedback

to the fuel pump relay and may be cured by changing the relay to a different type."

Remove the current relay (p/n 85-39-728) and replace it with the fuel pump relay from a 1982-84 900 Turbo (p/n 85-79-484) into position G and F in the relay panel. Test drive the car and verify the repair. If running on still occurs, try another relay as the tolerance of the voltage needed to hold the relay activated may vary between vehicles.

I am having what I think is a "blow-by" problem with my 1984 900 Turbo with 112,000 miles. The car runs fine and tailpipe emissions check out quite well. However, the crankcase vent tube (from the valve cover to the air cleaner canister) blows enough oil that it soaks the air filter with oil fairly quickly. On highway trips, large amounts of oil blow out the dipstick tube and soak the engine compartment and underside of the car.

The compression checks out okay. What have I overlooked?

Steve Anderson

Check for vacuum leaks into the crankcase of your engine which could result in excessive "blow-by". These leaks could occur at the dipstick tube (crack in the plastic) or at the dipstick cap (missing seal). Also make sure the baffle inside the valve cover is not clogged.

If these check out okay, have a cylinder leak-down test performed. This involves using a special meter and compressed air to blow air into the cylinders. Leakage should be around 10% and can also be wet tested by pumping a few squirts of motor oil into the cylinder to seal the rings temporarily to check for valve and head leakage.

I am a long time Saab owner and a few years ago convinced my fiancée to purchase a new **1991 900 4-door**. She has been happy with the car, but for one problem. Intermittent exhaust fumes in the cabin, unpredictable in terms of weather, short drives, long drives, and fuel level. The exhaust system has been changed by the dealer at one year, to no avail. Have you heard of this complaint before and do you know of a solution?

Tom Cowan
Cheektowaga NY

I haven't heard of exhaust getting into the passenger compartment of Saabs, but here are a few things you might check.

1) If possible, raise the car on a lift or ramps. Inspect the exhaust system for cracks, holes, leakage at joints. Run the engine and block the tailpipe temporarily with a rag. Have another person under the car to check for leakage which should be evident under pressure.

2) Have your repair shop or dealer use his emissions analyzer to sniff the vehicle interior while the car is running to check for exhaust fumes in the car. This device is very sensitive and reads in parts per million.

3) Check your engine for oil leaks which can drip onto the hot exhaust system or exhaust manifold. Check the valve cover gasket by running your finger along the lower edge of the valve cover above the exhaust manifold. Check for oil/sludge and signs of oil drips onto the exhaust manifold usually at the center bottom bolt of the valve cover. Check for oil leakage at the crankshaft belt pulley seals which will "throw" oil onto the front exhaust pipe giving an odor of burning oil.

4) Check the air intake box (under the hood on the passenger's side) for cracks or missing seals where the air conditioning hoses pass through. These leaks will allow air from under the hood to enter the passenger compartment ventilation

system. Check the seal gasket on the hood air intake. Make sure it's there and contacts the air box when the hood is shut.

We recently purchased our first Saab, an '86 900 Turbo, and are having problems with the factory Saab Clarion radio. It stops playing regularly. It doesn't fade in and out, it just cuts off abruptly. The digital display still shows for a few minutes, then it goes away, leaving only a blank lit-up screen. Also, the tape deck plays on only one channel. Never having had any kind of digital radio before, we're totally mystified. Is this typical of this kind of stereo?

Christy Breazeale
Seattle WA

Yes, I have seen this problem before. Usually it is caused by a cracked circuit board where the wiring plug connector attaches to the radio body, causing an intermittent break in the circuit. Your local radio, TV, VCR repair shop may be able to make the repair for you, or your Saab dealer can send it to the Clarion Service Center for repairs.

I own a **1985 900S**. I would like to install bigger pistons, new valves, etc. Will this make my engine stronger? If so, where can I get the parts? Or should I install a 16-valve Turbo engine? How much change would I have to do to my Saab to make this upgrade?

Johnny Herrera
USS Shreveport

Due to the effect on emissions it is probably not feasible to modify your 900's 8-valve engine extensively for on road use. But I would certainly say a 16-valve turbo swap is possible and would result in a tremendous power increase and lower emissions. See NINES #229 for an article on this type of conversion.

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Parts & Service Information

Adapting Door Mirrors for Tall Drivers

Application: 1994- 900, 1995- 900 Convertible
PSI 01/96-0660, Sec. 8/ Pg. 134

In order to improve the rearward vision of a tall driver, the door mirrors of their 1994 and later 900 model can be modified in the procedure detailed below.

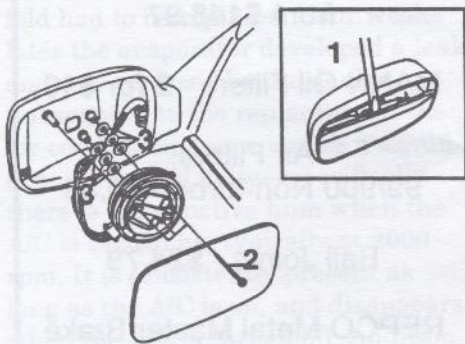


Figure 1:

Cars Affected:
 1994- 900 models

Parts:
 Washer (6 required) 84 28 997

Action:

1. Remove the mirror glass by carefully prying at the top edge of the mirror with a large screwdriver. The glass is secured by a snap fastener. See Figure 1-1.
2. Remove the bolts securing the electric mirror. See Figure 1-2.
3. Place 3 washers on two of the bolts as shown in Figure 1-3.
4. Fit the electric motor in place, first tightening the two bolts

fitted with washers. Do not tighten them too hard. Then tighten the last bolt. (Figure 2.)
 Tightening torque: 13.2 in.lbs. (1.5Nm)

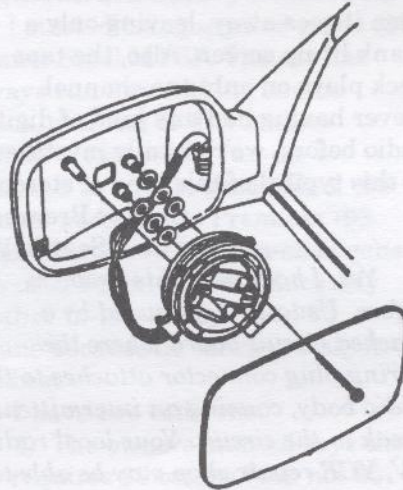
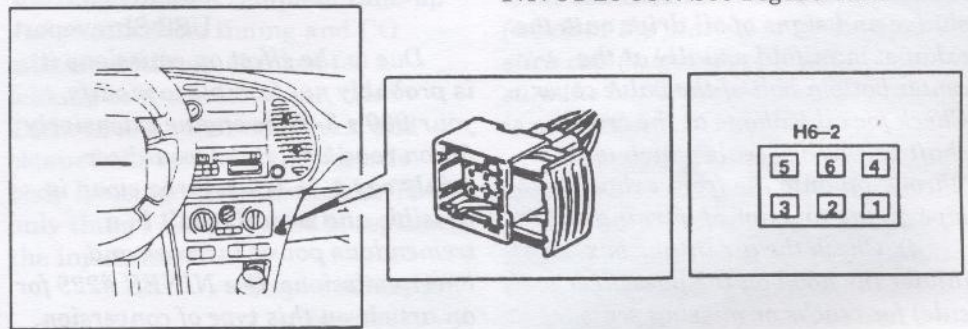


Figure 2:

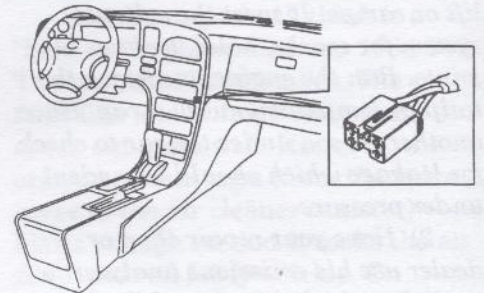
5. Fit the mirror glass by snapping it in place.
6. Check the operation of the mirror.



Connector for Mobile Telephones

Application: 1994- 900 models, 1990- 9000 models
PSI 01/96-0657, Sec. 3/Pg. 91
Supersedes PSI 08/95-0613

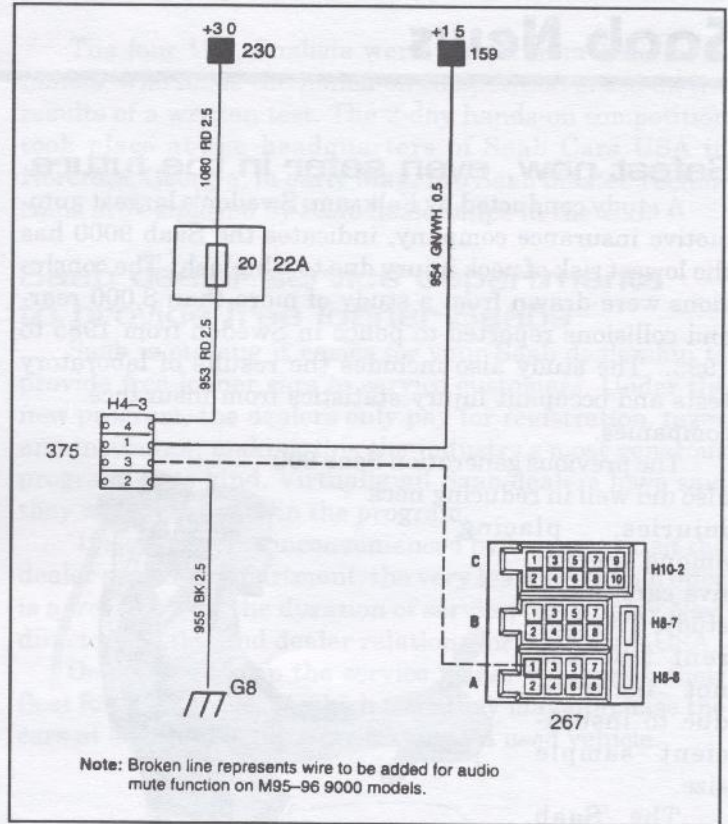
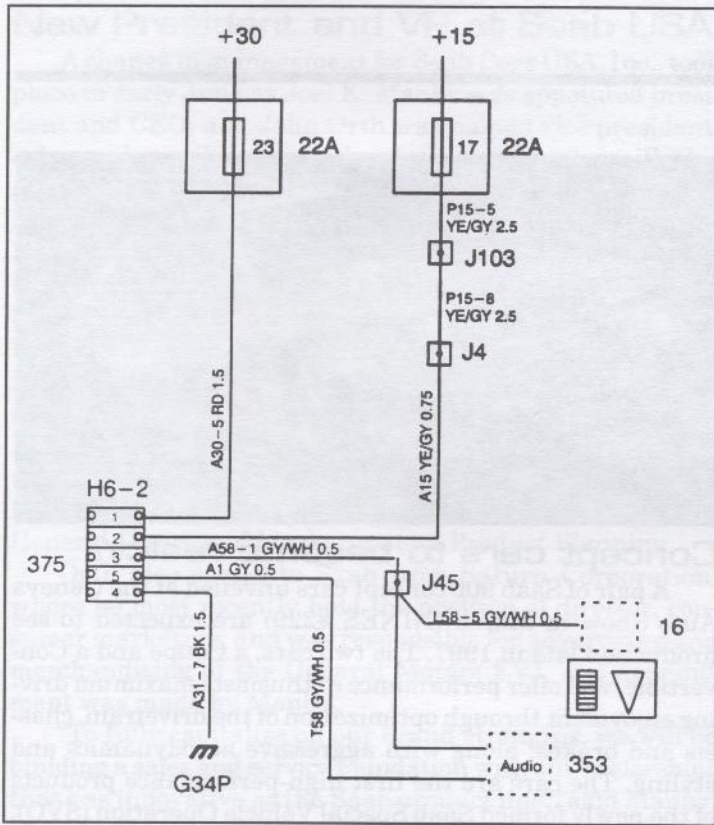
To ensure proper connection of mobile telephones in Saabs, the Factory has provided connectors located behind the center dash panel for easy installation. See Figure 1 for 900 information. The connector in 9000 models is similarly located. See Figure 5 for 9000 information.



Since 1990, 9000 models have come with a 4-pole connector located behind the center dash panel to the right. See Figure 5 for more information regarding this connector. An additional wire may be added to M95-96 models to include the audio system mute function. Use a length of 16 gauge wire and two terminals, P/N 91 20 957. See Figure 4 for

Saab Cars USA, Inc. Service bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have the condition. See your authorized Saab Dealer for information on whether your vehicle may benefit from the information.

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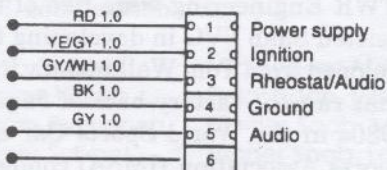


proper connections.

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

For 900s, the special 6-pole connector provides:

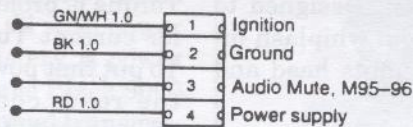
- +30 supply from fuse 23 (pin 1)
- +15 supply from fuse 17 (pin 2)
- adjustment of the light from rheostat 16 (pin 3)
- reduction of radio volume in the case of incoming/outgoing calls (pin 5)
- ground connection (pin 4)



For 9000s, the 4-pole connector provides:

- +30 supply from fuse 10 of fuse

- panel 342a (pin 4)
- +15 supply from fuse 13 of fuse panel 22A (pin 1)
- Ground connection (pin 2)
- Audio mute, M95-96 (pin 3)



A mating adapter harness is now available for use on both 900 and 9000 models. It is recommended to all installers.

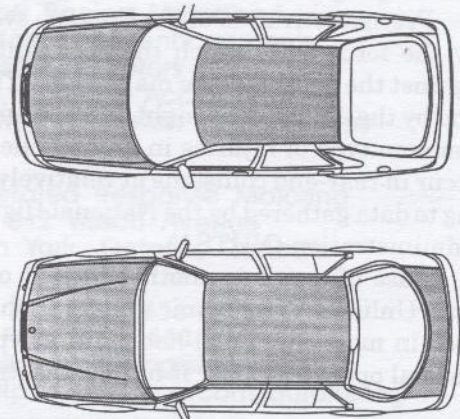
- Adapter Kit, 900 1994- 02 48 666
- Adapter Kit, 9000 1990- 02 48 658

New Saab Transit Protection Application: Certain 1996- Models PSI 02/96-0666, Sec. 8/Pg. 137

This bulletin covers information for the state-of-the-art Rappgard transportation protection applied to all 1996 models leaving our ports after January 1996. Rappgard is a white, disposable plastic sheeting that is applied to the horizontal

surfaces of all cars. The use of Rappgard will reduce scratches, iron dust, bird droppings, acid rain etching, etc. during both transportation to the dealership and storage on the lot, and will result in a higher quality car delivered to the customer.

Rappgard consists of polyolefin film and synthetic rubber adhesive.



Saab News

Safest now, even safer in the future

A study conducted by Folksam, Sweden's largest automotive insurance company, indicates the Saab 9000 has the lowest risk of neck injury due to whiplash. The conclusions were drawn from a study of more than 8,000 rear-end collisions reported to police in Sweden from 1985 to 1993. The study also includes the results of laboratory tests and occupant injury statistics from insurance companies.

The previous generation Saab 900 also did well in reducing neck injuries, placing among the top five cars in the study. The current 900 was not included due to insufficient sample size.

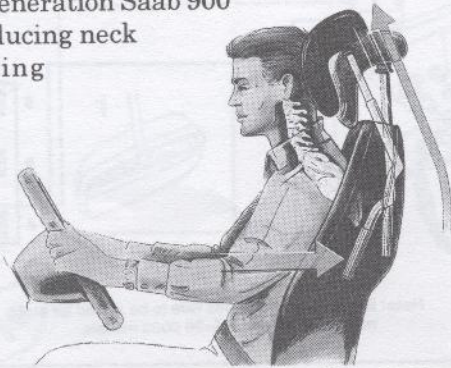
The Saab 9000 has been named "Sweden's Safest Car" by Folksam continuously since 1990, based on the company's injury loss statistics.

In related news, Saab recently announced that the next generation of Saabs will feature the world's first "active" self-positioning head restraint system, developed jointly by Saab in partnership with Delphi Interior & Lighting, a subsidiary of General Motors Corporation. Designed to provide substantially better protection from whiplash injuries, the Pro-tech™ system effectively limits head and neck movement relative to the body.

In a collision from the rear, the occupant is pressed into the backrest, moving a pressure plate in the seatback towards the rear. This action moves the head restraint upwards and forward to meet the head before the dangerous whiplash movement has started.

Precise activation of the Pro-tech system is determined by the force with which the occupant's back is pressed against the backrest, the magnitude of the collision forces, and by the occupant's weight. Neck injuries, one of the most common type of injuries in automobile accidents, usually occur in rear-end collisions at relatively low speed, according to data gathered by the National Highway Traffic Safety Administration (NHTSA).

Ease of repair is another benefit of the Pro-tech system. Unlike a pyrotechnic system such as an air bag, Pro-tech in most cases will not require repair to restore it to normal operation after it has been activated.



Concept cars to become reality?

A pair of Saab 900 concept cars unveiled at the Geneva Auto Show in March (NINES #229) are expected to see production late in 1997. The two cars, a Coupe and a Convertible, will offer performance enthusiasts maximum driving enjoyment through optimization of the drivetrain, chassis and brakes, along with aggressive aerodynamics and styling. The cars are the first high-performance products of the newly formed Saab Special Vehicle Operation (SVO). Saab's SVO will draw upon a combination of internal and external resources for the design, engineering and development of these, as well as future performance variants of Saab's main product line.

Enhancements to the cars shown at Geneva include engines with a projected maximum 250 horsepower - versus current maximum 185 hp for the 900 Turbo models. Torque is projected at 257 ft.-lbs., compared to 194 ft.-lbs. for current Turbos. To put that power to the road, chassis, wheel and brake component modifications have been made as well. Standard equipment will include 17-inch light alloy wheels. Externally, the cars receive an aerodynamic treatment that includes sporty spoilers and sills and a distinctive rear wing.

TWR Design and TWR Engineering were two of the outside sources that assisted Saab SVO in developing the concept 900s. TWR developed from Tom Walkinshaw Racing, the British firm that ran the factory-backed Jaguar racing teams in the 1980s in the World Sports Car and International Motor Sports Association (IMSA) competition. TWR Jaguars won the Le Mans 24-Hour race in 1988 and in 1990, and the 24-Hours of Daytona in 1988.



New President and VP at Saab USA

A change in management for Saab Cars USA, Inc., took place in early June as Joel K. Manby was appointed president and CEO, and John Orth was named vice president, sales and retail network development. Manby will also serve as regional director, Americas, with operational responsibility for the Canadian and South American markets. James P. Crumlish, who as president and CEO for the past two years had been instrumental in transforming Saab Cars USA into a responsive, customer-focused organization, as well as to profitability, has accepted new responsibilities within the GM North American Operations in Detroit.

Manby served as Central Regional Manager for Saturn Corporation for the past year. Prior to that he worked in the North American Export Sales Division of GM as General Director of Marketing and Product Planning.

Orth also comes to Saab from Saturn Corporation, where he most recently held the position of director, consumer marketing, and was responsible for advertising and merchandising of the General Motors EV1. His appointment was made by Manby.

"To fully capitalize on our brand strengths, we will be building a sales and service foundation with our dealerships that's as innovative as the Saab product line," said Manby.

Limited Edition 9000 CS available

The unique lustrous metallic black paint and silver 8-spoke wheels give the Limited Edition Java Black 9000 CS the look of luxury, but with the popular 2.3-liter Light Pressure Turbo engine, it is also an economical choice. The Java Black color features a gold mica metallic flake in black paint for an elegant accent. Saab will sell only 300 copies of this special 9000 CS -- one per dealer -- all with power front seats with Sand Beige leather upholstery, a power glass sunroof and black rear spoiler. The Java Black 9000 CS is priced at \$34,295 with the 5-speed manual transmission; add \$1045 for the 4-speed automatic.

U.S. Saab Master Techs take on the World

Four Saab Master Technicians from the United States will compete against their counterparts from other countries in Saab's Worldwide Master Technician Training Competition the week of June 9, 1996. Those who won the U.S. competition are:

Daric Galden	Midwestern Auto Group, Dublin OH
Borhan Khatib	Fields Saab, Glenview IL
James Ryyanen	Morries Saab, Minnetonka MN
James Subbot	Tischer Saab, Laurel MD

Alternates:	
Reginald Clark	Morries Saab, Minnetonka MN
James Larkin	Pray Saab, Greenwich, CT

The four U.S. finalists were chosen from 16 semi-finalists, who made the hands-on competition based on the results of a written test. The 2-day hands-on competition took place at the headquarters of Saab Cars USA in Norcross, Georgia, in early May. 140 Saab Master Technicians are employed by Saab dealerships in the U.S.

Saab dealer service departments to provide free loaner Saabs

Saab is making it easier for your Saab dealership to provide free loaner cars to service customers. Under the new program, the dealers only pay for registration, taxes and insurance, making this the industry's most generous program of its kind. Virtually all Saab dealers have said they will participate in the program.

"If a customer is inconvenienced by having to visit the dealer's service department, the very least we should offer is a free Saab for the duration of service," said Larry Nay, director of sales and dealer relations for Saab Cars USA.

Dealers will keep the service loaner vehicles in their fleet for six months, at which time they may purchase the cars at a favorable price for resale as a used vehicle.

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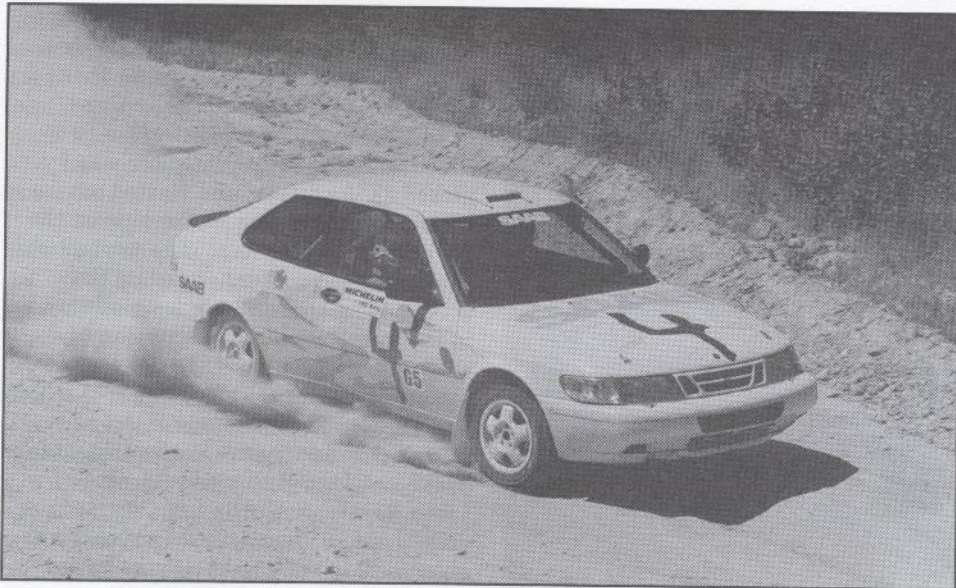
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Photos by D. E. Baer, Baer Images

Saab Returns to Rallying

Saab Cars USA, Inc. has returned to the roots of the company's competition history by sponsoring a Saab 900 SE Turbo in the SCCA/Michelin PRO Rally Series. Saab has provided the car to last year's Group 2 Pro Rally Champions, Sam Bryan and Rob Walden, both from Washington state. Their championship winning car was an earlier model normally-aspirated 900 3-door (see NINES #224).

The rally-edition 900 features Saab's 2.3 liter turbocharged four-cylinder engine, tuned to put out 300 horsepower, and coupled to a six-speed XTRAC manual transmission. The 900 competes in the new Group 5 category, for two-wheel drive cars.

The Bryan/Walden Team Saab is sure to be noticed as they rocket through the woods in the Monte Carlo Yellow 900 with Saab's unique Find Your Own Road graphics.

"The Saab has performed exceptionally well during practice runs on logging roads around Olympia, Washington," Bryan said. "We're confident in ourselves and our car. We're excited about getting back to a turbocharged engine, which gives the Saab outstanding mid-range torque characteristics - perfect for the kind of driving we do during rally racing."

Due to short amount of time

between delivery and the start of the season, Team Saab missed the first rally of the '96 season at Wild West in Washington in April, then ran into teething problems during the Rim of the World in California early in May. Ultimately they rolled the car on a late stage, putting them out of the event. At the Susquehannock Trail in Pennsylvania the first weekend of June, the Bryan/Walden Saab was leading the class by more than a minute before a crank spark sensor failed on stage five, forcing a DNF (Did Not Finish).

The car that took Bryan and Walden to the Group 2 title in 1995 has been purchased by Douglas Schrenk, a technician at Walden's Scandia Autosport independent Saab repair shop in Seattle. Also painted in Monte Carlo Yellow, the Classic 900 3-door DNF'ed the first two rallies of the season, the first due to a blown engine, while a co-driver with motion sickness caused the retirement at Rim. Despite not finishing, Schrenk did lead Group 2 (normally-aspirated 2-wheel drive) at both rallies and was competitive overall with supposedly faster all-wheel drive rally cars.

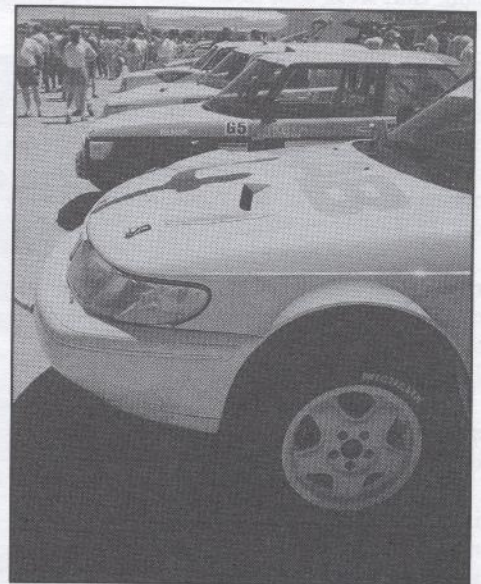
Also contesting Group 2 in Saabs this year are last year's runners up for the Group 2 title, Gerry Sweet

and Stuart Spark in a 99, and Jeremy Chambers and Neil Roeth in a 900. Chambers/Roeth placed 4th in the category at Susquehannock Trail, while Sweet and Spark DNF'ed due to a transmission failure.

George Plsek is running a 99 Turbo in Group 5 and led the class for a time at Rim of the World, but dropped back due to a variety of problems late in the event, including a broken axle. He was able to make repairs at a service break and went on to finish 2nd in class at Rim.

Saab's first rally victory came in 1950, just weeks after the first 92 rolled off the production line. Several of the first Saab 93s to arrive in the U.S. in 1956 were entered in the Great American Mountain Rally, where they placed first, third and fourth overall, and won the team award.

In 1980 and 1981, Jon Davis and Harry Ward won SCCA Production Class PRO Rally Driver, Co-driver and Manufacturer's Championships aboard a stock Saab 99. Due to the efforts of several other Saab drivers, Saab also was awarded the PRO Rally Production Class Manufacturers Championship in 1982.



Three Saabs lined up at Rim of the World: Bryan/Walden 900 Turbo, Plsek/Ratsam 99 Turbo, Schrenk/Tennis 900



Stig Blomqvist on the way to victory at the 1977 Swedish Winter Rally.

Before the Turbo

The 16-valve Saab 99 EMS

By Len Lonnegren

Saab used to have some pretty interesting model designations. Take 99 EMS for example. According to the literature, and press releases I wrote, the letters EMS stood for Electronic Manual Special, meaning that the car had *electronic* fuel injection - just like all other 99 models, regardless of designation, that were sold in the U.S. *Manual* meant that it only came with manual transmission - in Sweden that is. In the U.S. it was also available with an automatic. *Special* is probably the only correct designation, especially for those cars that during one brief period were offered with a "Burley Wood pattern" vinyl roof.

But there was one EMS that was really special, and the only remaining copy of it is the one now being offered for sale by the American Rally guru John Buffum in Vermont (see *Saab Swap*).

The 16-valve Saab 99 EMS was very special. So special that only some half dozen copies of it were ever made.

You might say that the 16-valve 99 in a way marked the beginning of the end for Saab's long-time very successful involvement in racing and rallying. There were rally wins later, quite a few as a matter of fact, but things began to change soon after the 16-valve year - 1977 - and it wasn't that many years

later that the Saab Competition Department was closed for good.

The Rally 16-valve engine with its 220-230 hp output was a creation of that very Competition Department. When officials of the international motorsport powers came to Sweden to see for themselves that this was a legitimate project that should be homologated they reportedly got to see a whole room filled with castings for 16-valve, twin cam cylinder heads. What they didn't see, though, was that most of the castings were so bad they could never be used. Only a very small number of them were ever actually finished. But the engine was approved for Group II rallying and Saab was off on its first serious 99 rally effort - a pretty successful one too....

With Stig Blomqvist behind the wheel, the 99 EMS won its first event, the 1976 Boucles des Spa Rally in Belgium, and then a couple of others, including the prestigious Swedish Winter Rally during 1977. But as far as European rallying was concerned that's where the 16-valve story ended... soon to be succeeded by something more radically different: Turbo.

In North America at that time, the 95/96 and the Sonett were already things of the past, and the 99 sorely needed an image boost. Maybe the 16-

valve would help... Since rallying seemed to have wider exposure in Canada than in the U.S., we decided to try for the U.S. Canada North American Rally Cup. Jean-Paul Perusse of Montreal, a two-time Canadian rally champion, was picked as the driver, and started out with a bang, winning his first event, the 1977 Rally Pierce Neige. The next couple of starts, however, didn't end up that good, and by early Summer we all threw in the towel, especially if my memory serves me right, since the car by now was pretty well beat up.

There we sat with one of the most powerful and exclusive Saabs anywhere - parked at John Buffum's rally shop, Libra Racing, in Burlington, Vermont, in dismal shape. Somehow, however, I was able to scrape up the necessary body parts - a whole new body actually - to get the car back in shape. And then we thought of Stig Blomqvist.

Stig's first U.S. visit the year before had been a resounding success, when he won the Car and Driver challenge race at Lime Rock Park, Connecticut, barely beating out the magazine's own Pat Bedard, in another Saab 99. Stig liked it over here. So he willingly came back again, and the Saab 99 EMS 16-valve, now with a new body shell, and black replacing the original silver and green livery, got to run again. The first event was a small Canadian rally, where Stig's co-driver was none other than "Miss Vicki", John Buffum's wife and co-driver for many seasons. No one seems to recall how they finished, so we must assume that it wasn't first.

But the next try was more successful. With John Buffum as co-driver, Stig finished victorious in the La Jornada Trabajosa Rally, run in the California mountains northeast of Bakersfield.

There are two things I especially remember about the California excursion: one a harbinger of things to come; the other just fun.

The fun part was on our way back to Los Angeles after the rally was over and won. We passed a big amusement park, Magic Mountain, and decided to stop for awhile. You might think that people like Stig and John who had just finished a whole night of bumping along on roller coaster roads, would have had enough of that kind of experience, and when John first suggested that they go for a ride on what was billed as one of the largest roller coasters anywhere, Stig was a bit

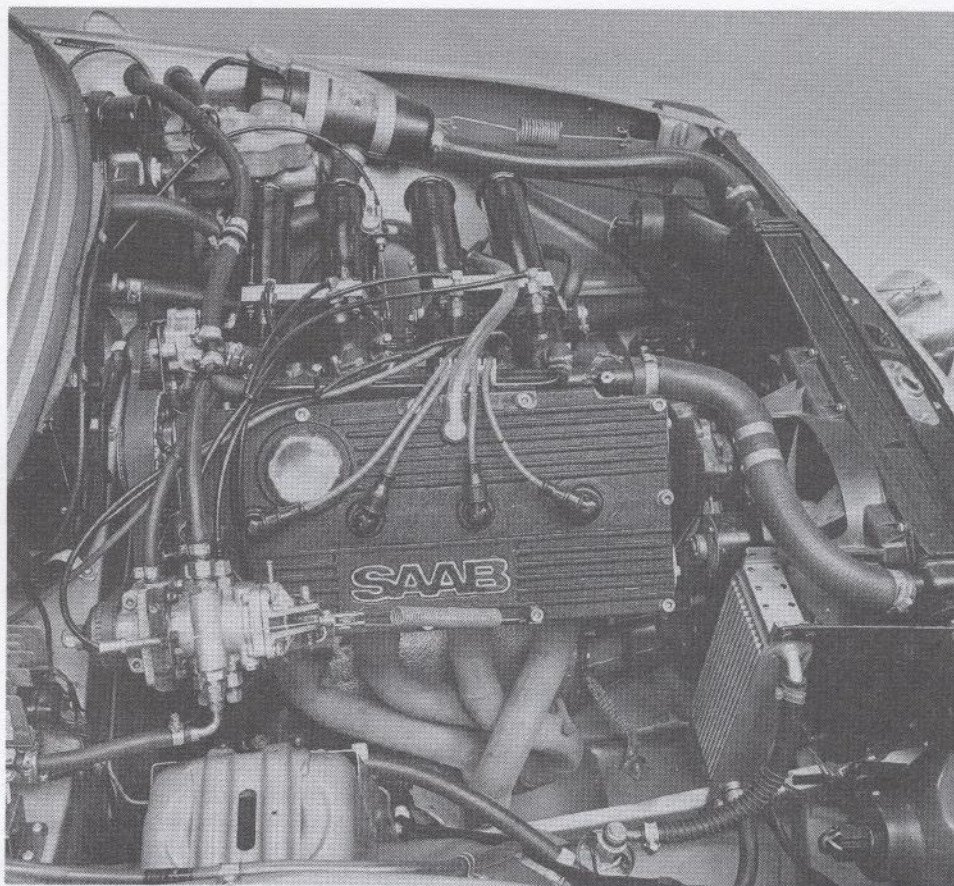
hesitant. After one ride, though, we couldn't get him off. How many rides they took before we were able to get back into the cars and to the hotel in LA I don't know, but they were quite a few. Me? I stood around and paid for the rides....

The sign of things to come? While Stig and John raced in the very special 16-valve, a few of us who were along were following events in driving the Saab of the future: We drove test versions of the Saab 99 Turbo, which had only come over a short time earlier, and which needed breaking in before being deposited with U.S. test drivers.

The Turbo meant that others than the Swedish competition experts, people with more clout and money, had taken over Saab engine development. The Saab rallyists soon left their 16-valves for Turbos... and Saab had reached another major mile post in its history, a history that soon, however, would quit international rally competition altogether.

Where the other 16-valve EMS rally cars have disappeared to no one seems to know. They were probably rebuilt with Turbo engines... Letting one of them get away to North America, however, made sure that at least one example of a brief but interesting phase of Saab competition has remained - parked for almost 20 years in Burlington, Vermont.

Len Lonnegren worked for Saab in the U.S. from 1963 to 1989, handling public relations.



Above: The heart of Saab's mid-1970's rally effort with the 99 -- the 16-valve engine. A belt (left) drives the overhead camshafts, while another drives the Lucas racing fuel injection pump. The oil cooler on the right side of the engine compartment is for the gearbox. The engine oil cooler was mounted in front of the radiator.

Below: The dash is largely stock, with the tachometer and speedometer swapping places in front of the driver.

Bottom: The 16-valve 99 EMS rally car as first shown in 1975: Silver with a Metallic Green stripe above the center line of the body.

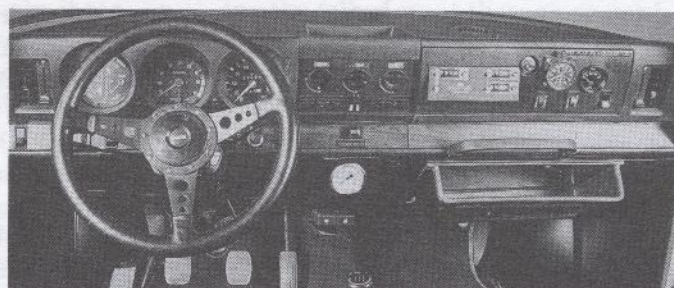
1977 Saab 99 EMS Rally Car vs. Stock 99 EMS

Engine:

Displacement	2.0 liter	2.0 liter
Cylinders:	4	4
Camshafts:	Double OHC	Single OHC
Valves:	4 per cylinder	2 per cylinder
Pistons:	Mahle forged	Mahle cast
Induction:	Twin Weber 48 DCOE carbs	Bosch CIS fuel injection
Compression ratio:	11.7:1	9.2:1
Maximum rpm:	8,500	6,500
Horsepower, SAE	220	115

Transmission:

Gear ratios:	1st	2.20	3.57
	2nd	1.53	2.08
	3rd	1.22	1.38
	4th	1.00	1.00
Final drive:	4.17 LSD	3.89	
Maximum speed:	116 mph	108 mph	





Cristy and Jim Breazeale share body heat along a Klondike roadway

LOST IN THE ARCTIC AGAIN

By Cristy Breazeale

This is not a rally for wimps. Most of the timed sections are run on little-traveled back roads, not the main (read: Plowed) highways. With over 6,000 miles to cover, there's no time for sleeping in, shopping, or long leisurely lunches. But if it's adventure you're looking for, with challenging 30 to 50 mile long regularity sections through achingly beautiful scenery, I've got just the rally for you.

The Second Annual "Rally of the Lost Patrol" was run February 17-26, 1996. Satch Carlson (occasional contributor to NINES), an Alaskan and veteran of almost every Alcan 5000 ever run, wanted an event more competitive than the Alcan that starts and ends in the same state (recent Alcans have started in Seattle, but ended in Anchorage or a Canadian city, necessitating a long drive back to Seattle), so he decided to try his hand at putting together a marathon winter rally along similar lines.

The name of the rally comes from a four-man Royal Canadian Mounted Police patrol that left Fort McPherson in December of 1910 on a routine trip to Dawson City carrying mail and dispatches. It was the first

patrol to originate from Fort McPherson; all others up to then had started at Dawson City. With no maps in existence and only rudimentary measurements, the Mounties got lost, wasted too much time trying to find the route and finally gave up and turned back. After enduring the worst weather the area had seen in years and eating all their sled dogs to survive, they froze to death about 30 miles from where they had started.

The namesake rally is billed as "The Longest, Coldest, Toughest Winter Rally in the World." It features about 1,000 miles of regularity (time, speed, distance) sections in a 6,000+ mile long rally that starts in Seattle, goes north into Canada's British Columbia, Yukon and Northwest Territories, and returns to Seattle in just 10 days. The halfway point, Inuvik, NWT, is as far north as you can drive on a public road on the North American continent. In the winter, however, you can drive on the frozen rivers to communities accessible only by boat or plane the rest of the year. Yes, you read that right: Drive on the river. The Mackenzie River is plowed 100 miles further north to Tuktoyaktuk and 70 miles

west to Aklavik. And is a kick to drive on!

Most of the entrants were driving four-wheel drive sport-utility vehicles, but my husband Jim and I had a 1986 Saab 900 Turbo, one of two 900s entered. After driving Satch's legendary "Blackbird", a 1985 900 SPG, in the 1994 Alcan Winter Rally, we bought a Saab last spring with this rally in mind. We had nearly a year to prepare it, and the mechanics at Scandia Autosport in Seattle looked it over very carefully for us. They sponsor and prepare Sam Bryan's SCCA title winning PRO Rally 900, and most of the employees are involved in some form of motorsport. As fellow PRO Rallyists, we've known them for years, and knew they would do a good job.

Jim made brackets for the front bumper to mount the light bar from our PRO Rally VW Rabbit onto the Saab. All we had to do was duplicate the wiring. We ordered studded Nokia Hakka 10s from Greer Enterprises, and they came mounted, balanced and ready to slap on the car. The engine, turbo, suspension and steering were all stock, and we had a block heater and bolt-on skid plate installed, both factory Saab parts. A battery blanket is a must for temperatures that dip to 50 below F. at night, and the same can be said for synthetic lubricants! Fresh Red Line gear and motor oil is worth its weight in gold. One team of workers had to leave a Jeep in Dawson City because the gear oil installed by the dealership froze up and destroyed the transmission.

Car preparation is of the utmost importance. Take care of your car and it will take care of you. Our Saab fired right up every morning and ran flawlessly for the entire trip. We did have one glitch in some newly installed wiring, but fortunately it was nonessential and we just disconnected it.

The other Saab was driven by another Saab Club member, David Cracchiolo from Michigan, with John

Kisela as navigator.

The Lost Patrol brings out some of the U.S.'s premier road rallyists, PRO rallyists and ex-PRO rallyists, veterans of Alcan Rallies and Baja 1000's and even a few greenhorns (or "Cheechakos" as they're called in the Klondike). It starts with an odometer check and a timed section in Washington State, then crosses the border into Canada. Once we get past the heavily populated area near the border, we get off the main road and get serious. Day 2 has a section near Bennett Dam that's a bit of a challenge in a 2WD. And the third day includes a mandatory dip in Liard Hot Springs. The water is so hot it turns your skin red, and it's really something to walk down the path bundled against the sub-zero temperature, then start peeling off layer after layer of clothes until you're standing there in swim trunks, then ease - aaaah - slowly - oooh - into that - mmmmm - delightful pool.

The Campbell Highway starts out the fourth day from Watson Lake, and has claimed casualties both years. Last year Frank Freeman of Group 6 Performance was driving the Blackbird and totally blew our doors off (we had rented Satch's Mazda 323 GTX, the "White Trash"), then lost control moments later, bouncing off the snowbanks on both sides repeatedly, popping the hatch open and strewing the entire contents of the car from here to Saskatchewan. This year it snowed overnight and we got out there before the snowplows. With 4 to 6 inches of fresh snow over ice, it claimed five cars, including the sweep vehicle which slipped off immediately after extracting us. Jim had buried the Saab up to the windshield in a ditch, earning us the moniker "Saab-marine."

We started up the Dempster Highway the next morning. This is a long, lonely road that goes from outside Dawson City, Yukon, to Inuvik, NWT, crossing the Arctic Circle about two-thirds of the way there. It's 250 miles to the first gas



The Saabs pose at the Arctic Circle enroute to Inuvik.

station, and not a good place to break down. We did last year when the Mazda's engine gave up, which is another story altogether, but one of the reasons we bought a Saab. And this year, the other Saab's inner axle tripod and driver wore out, forcing the team to withdraw from the rally and limp home at 50 mph.

The scenery on the Dempster is spectacular if the weather is decent, and we usually have good weather. Last year, however, we drove through a blizzard to reach Inuvik, and failed in our attempt to reach Aklavik. After spending an extra day in Inuvik, we had glorious weather and scenery driving back down to Dawson. This year the weather was beautiful and we did make it to Aklavik. The "ice highway" was a highlight of the trip. Seventy miles plowed down the middle of the river with lots of nice, soft snow on either side to stuff into if you lose control. Which, of course, I did. Halfway through a tight right-hander I ran out of talent and plowed 30 feet into the snow. Several of the other competitors stopped to tease me, then got out their shovels to help dig us out. What a hoot!

We visited a gold mine near Dawson City and drove the Telegraph Creek Road into the Stikine Canyon, which has been described as the "Grand Canyon of Canada." We've met mayors and other dignitaries, and feasted on caribou, musk

ox, moose and Arctic char.

Some people think we're crazy to do this, "in the middle of winter yet!" But it's hard to explain. There's nothing like marathon rallying. We spend days with a group of folks. Up too early for breakfast together, carry luggage out to the parking lot, compete against each other, stop at the end of the timed sections and "tell lies/laugh about" what we just did; lunch and gas stops, yak on the radio all day, dinner and a couple of beers; then off to bed for a few hours of sleep before we get to do it all again. I get to know folks, see them at their best and worst, and actually feel a withdrawal of sorts when it's all over. I go through about a month of missing the folks I went through so much with in just 10 days.

If this sort of madness appeals to you, then don't make any plans for February '97 and drop the rallymaster a line at: Satch Carlson, 11919 North Jantzen Ave. #172, Portland, Oregon 97217

In the final tally, Russ Huntoon, driving a BMW 325ix (with Traction Control) took first overall, with Jack Christiansen (inventor of the Timewise rally computers) navigating. Second overall and first in the SUV class were Gene Henderson and Russ Kraushaar in a factory sponsored Subaru Outback. As the only 2WD car to finish, we took first in our class, but we also placed fourth overall. Not bad for a family car!

Index: Issues #225 - #230

This index covers articles published in NINES, issues #225-#230. It does not include news stories or editorial items.

Since 99 and early 900 models used many of the same systems and components, articles that pertain to the 99 model are found under **99 and 900**. Those that relate to the "Classic" 900 are listed under **900 only, '79-'93**. Information on the newer 900 is listed under **900, '94-**.

The issue and page number are given after the subject of the article.

(Klinik) = Doktor Nio's Saab Klinik
 (PSI) = Service Subjects from Saab
 (Prof) = Professional Perspective
 (Notes) = Notes in the Margin

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Photo by R. Harrington

Saab wins at Sebring

The Vintage Saab Racing Group SAAB 93 finished first in class at the HSR Rolex 3-Hour Vintage Endurance Challenge. Drivers Randy Cook and Duck Waddle won the Under 1.3-Liter class by over two laps in the rain. Other cars in the class included a couple of Austin Healey "Bugeye" Sprites (948cc), a Lotus Seven (1,000cc), and a '64 Abarth 1000.

Waddle, an instructor for Skip Barber Racing School, had also entered his Saab-powered Bobsy SR3. His co-drivers in the Bobsy were Skip Barber instructors Jim Pace and Gregg Borland. Pace and Borland both had a chance to drive the car, but retired due to wet ignition and hydroplaning problems in the lightweight sports racer. Once the rain stopped after the two-hour mark, however, Waddle got behind the wheel to set some very fast lap times before the checkered flag.

The overall win in the enduro went to a 1966 Porsche 911, which completed 50 laps around the old airport circuit. The Cook/Waddle SAAB managed 42 laps in the same time period for 26th overall and the class win.

According to Tom Cox, VSRG Logistics Manager, "A vintage SAAB runs in the rain like a Duck takes to water, and a good Cook follows the recipe."

Other points events in the Rolex Vintage Endurance Series for '96 include the Mid-Ohio Historics in July, the Atlanta Historics at Road Atlanta in September, and the Savannah Historic Races at Roebing Road in November.

Waddle takes Vintage Championship

The 1995 Royale Challenge Trophy for small displacement vintage sports-racing cars has been awarded to Saab Club member Duck Waddle of Hutchinson, KS. Waddle drives a Bobsy SR3, powered by a 750cc SAAB 3-cylinder engine, the smallest engine in the class. Points toward the Royale Challenge are collected by participating in Sportscar Vintage Racing Association (SVRA) and Historic Sportscar Racing (HSR) vintage races.

The Northern Lights Jubilee Tour '97

OSLO - NORDKAPP - TROLLHATTAN

The 14-day Northern Lights Jubilee tours starts from Oslo, Norway, travels to North Cape, above the Arctic Circle, and finishes at Trollhattan, Sweden, just in time for the Jubilee celebration at the Saab factory. This will take place between July 5th and July 18th, 1997. The total distance for the Northern Lights Tour will be approximately 2700 miles (4300 Km). It is being organized by the Norwegian club, Gammalsaabens Venner (Friends of the Old Saabs). Over 200 entries have already been received!

A detailed tour program is not yet ready, of course, but a rough outline of the route is published here.

It is possible to join the 'convoy' at any convenient point along the route north on the E6. The main route goes along the E6, but it is optional for participants to make individual choices of route along the journey - as long as all meet at the assembly point in the evenings. We have chosen to have an extra day at Nordkapp/North Cape - as this is the first high spot of the tour - for a little celebration of ourselves and the cars!

The entry fee is Nkr 600 per adult and Nkr 250 per child (5 to 16 years). Children under 5 go free. (Approximate exchange rate on 1 June 96: 6 Nkr = US\$1). The entry fee includes admission and route information for the whole tour including the booking of overnight accommodations, as well as entry tickets on Nordkapp both Saturday and Sunday, admittance to the video show, "Nordkapp Certificate", and midnight buffet and coffee to follow on Saturday night, and hopefully several exciting surprises along the way! Cost of dining and lodging is extra.

The finalized program will be announced (and sent to entrants) as soon as we have got it ready. Those wishing to enter are asked to send in the

Northern Lights Route

OSLO - NORDKAPP

5 July	Oslo-Oppdal	420 Km
6 July	Oppdal-Namsos	300 Km
7 July	Namsos-Mo i Rana	329 Km
8 July	Mo i Rana-Bodo	250 Km
9 July	Bodo-Narvik	296 Km
10 July	Narvik-Tromso	261 Km
11 July	Tromso-Alta	270 Km
12 July	Alta-Nordkapp(Skarsvåg)	190 Km
13 July	Nordkapp(Skarsvåg)	

NORDKAPP - TROLLHATTAN

14 July	Nordkapp-Karasjok-Kautokeino	330 Km
15 July	Kautokeino-Muonio(SF)-Luleå(S)	512 Km
16 July	Luleå-Örnsköldsvik	369 Km
17 July	Örnsköldsvik-Mora	446 Km
18 July	Mora-Lidköping	349 Km
19 July	Lidköping-TROLLHATTAN	62 Km

JUBILEE

completed form as soon as possible. Please pay the entry fee to Bank Giro account 7164.05.02007 by 1 August 1996. Send to:

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

NORTHERN LIGHTS CHALLENGE - Entry

Name: _____

Address: _____

Telephone/Fax Number: _____

Number of Adults _____ at Nkr 600 _____

Number of Children 5 - 16 years _____ at Nkr 250 _____

Number of Children 0 - 5 years _____ Free

Total: _____

Car Type: _____

Registration Number: _____

Club: _____

Overnight accomodation preference

Hotel _____ Motel _____

Chalet _____ Youth Hostel _____

Camp cabin _____ Own Caravan _____

Tent _____

Other requirements: _____

To be paid into Bank Giro account 7164.05.02007 by 1 August 1996

Once the fee has been paid, the entry is binding (Except for death, illness, etc.)

Saab Summit '96

Thank you for your interest in the SAAB Summit '96. We hope that you will be able to join us at what is anticipated to be the premier annual event for SAAB enthusiasts in North America.

Beginning on Friday, August 16, a myriad of activities will be packed into the weekend: concurrent technical sessions, panel discussions, a concours d'elegance, a road rallye, and an autograph session. Among the notable attendees will be Erik Carlsson (Monte Carlo Rallye winner), Per Gillbrand (chief engineer for engines & turbos), Bob Sinclair (retired SAAB USA president), Ralph Millet (SAAB USA founder & former president), John Moss (senior technical trainer), and possibly Satch Carlson (automobile writer and rallyist). All this for a per person price of \$80.00, which includes Summit activities and souvenirs, the Friday evening welcoming reception, breakfasts on Saturday and Sunday, a box lunch on Saturday, and the traditional Saturday evening banquet. We are also offering a reduced registration fee of \$40.00 for children 12 years and under (includes all of the above meals) and a no charge option for children 5 years and under (no meals included). Lodging accommodations at Kirkwood may be arranged directly with the housing management agents listed below. Being primarily a ski resort, Kirkwood has a variety of lodging choices ranging from dormitory suites to studio apartments to luxury mountain condominiums and homes.

Kirkwood Central Reservations	800/967-7500
Kirkwood Accommodations	209/258-8575
Kirkwood Towers	800/4KIRKWOOD

Lodging and camping in the greater Kirkwood area (within a driving radius of 3 to 15 miles) are noted below:

Caple Lake Resort	209/258-8888
Kit Carson Lodge	209/258-8500 or 916/676-1370
Sorenson's Resort	800/423-9949 or 916/694-2203
Kay's Silver Lake Resort	209/258-8598
Woodford's Inn	916/573-2600
Bear River Lake Resort (camping)	209/295-4868
US Forest Service (camping)	916/573-2600

In addition to the events designed to entertain and inform the SAAB enthusiast, we have several activities planned for those whose familial obligations and responsibilities bring them to the High Sierras as well. Kirkwood Explorers is a children's day camp that focuses on the region's unique mountain environment. The program

Out at the Lake '96 - Lake Placid, NY

The Olympic Games will be held in Atlanta in 1996, but a former Winter Olympic site will host a Vintage Saab Convention the weekend of July 12-14. Lake Placid, New York, will be home to "Out at the Lake '96", a meet especially for all Saab models through 1980. Owners of newer Saabs are encouraged to attend, though all judging for awards will be limited to the earlier cars.

The headquarters hotel is the Holiday Inn SunSpree Resort. Details and a reservation form for "Out at the Lake '96" was published in NINES #229. Telephone reservations will not be accepted. The cutoff date for reservations is June 14, 1996. Reservations received after that date are subject to availability.

Saab parts and memorabilia should be in abundance so bring a shopping list of what you need for that Saab restoration. A Classic Summer Adirondack Barbecue is planned for Saturday evening.

For further details, contact:

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

is for ages 5-14 and runs from 10am to 3pm on Friday, Saturday, and Sunday. The cost is \$25 per day and includes lunch. For history buffs, a guided tour of the Mormon-Emigrant Trail in the Kirkwood/Carson Pass area will be conducted on Sunday morning by the acclaimed regional historian Frank Tortorich. Local lore and remnants of the 19th century Gold Rush migration will be explored. The cost of this 4 hour tour is \$25. In order to assure appropriate staffing and arrangements, reservations must be made for the day camp and pioneer historic tour at the time of registration. Other non-SAAB related activities at Kirkwood include mountain biking, fishing, tennis, horseback riding, and hiking. Undoubtedly, there will also be ad hoc excursions to the outlet shops and casinos of South Lake Tahoe. Other regional points of interest include the pristine waters of Lake Tahoe and the National Auto Museum in Reno, Nevada.

For those planning to fly to Northern California, the Bay Area airports are San Francisco, San Jose, and Oakland -- all approximately four hours by car to Kirkwood. Sacramento airport is two hours from the Summit venue, while Reno/Cannon International Airport is a 90 minute drive. At this date, Budget Car Rental at the San Francisco airport is the most likely facility to have 9000 CS models in their fleet.

An extended vacation in Northern California would not be complete without a visit to San Francisco, the Napa & Sonoma Valleys (40 minutes north of SF), Mendocino and the North Coast (2 hours north of SF), or the Monterey Peninsula (2 hours south of SF). In fact, on the weekend preceding the Summit (10-11 Aug), Laguna Seca Raceway will be hosting the Monterey Pre-Historic Races for vintage autos. For further information regarding any of these suggested destinations, call the California Office of Tourism at 800/862-2543.

So join us at The Summit to learn more about Saabs in the past, present, and future; to make new acquaintances and renew old ones; to enjoy Kirkwood's crisp, dry, clear alpine air (punctuated ever so slightly by blue two-stroke exhaust). We hope to see you there.

The Planning Committee,
The SAAB Summit '96



SAAB SUMMIT '96 REGISTRATION

National Saab Owner's Convention

Kirkwood, California

August 16-18, 1996

Name: _____
Please Print

Address: _____

City/State/Zip: _____

Evening: _____ Day: _____ Fax: _____

FEES:

Number of Adults: _____ X \$80.00 Meal Selection, Circle One \$ _____

Name: _____ Beef / Chicken / Vegetarian

Name: _____ Beef / Chicken / Vegetarian

Number of Children (12 and under, excluding infants) _____ X \$40.00 \$ _____

Name: _____ Beef / Chicken / Vegetarian

Name: _____ Beef / Chicken / Vegetarian

Historic Tour: _____ Number of persons _____ x \$25.00 \$ _____

Kids Camp: _____ Number of children _____ x \$25.00 \$ _____

TOTAL FEES:Please list any additional persons on back..... \$ _____

CONCOURS / RALLYE REGISTRATION, (complete vehicle info)

Year _____ Model _____ Concours / Rallye (circle)

Year _____ Model _____ Concours / Rallye (circle)

Year _____ Model _____ Concours / Rallye (circle)

Return completed registration form and send along with fees to:

Bay Area Saab Club, C/O B&B Saab, 2983 El Camino Real,
Santa Clara, Ca. 95051. Make checks payable to the B&B Saab.

If Paying by Visa or Master Card, please complete and sign below.

Card Type: Visa _____ Master Card _____

Card Number _____ Expiration Date _____

Name on Card: _____

Card Member Signature: _____

Note: Registration packet will only be sent to address on card.

Add \$10.00 per person to total fees if postmarked after June 15, Applications received after July 26, 1996 will not be processed!

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Contact either Shawn Pierson wk; (408) 246-6388 x23, Fax (408) 248-7222, Dan Biondi (408) 241-7222, or Gorman Gong hm; (408) 985-9420, wk; (415) 325-2500, fax; (415) 325-8448, email; namrog1920@aol.com



Technical Talk



Timing chain guide wear

In issue #228, Stephen Goldberger (Notes In The Margin) mentions an increased occurrence of timing chain wear in late model 16-valve 2-liter engines. Perhaps by coincidence, a week before the issue arrived I left my '93 900 Turbo (less than 30,000 miles) at the dealer, complaining of what sounded like too much timing chain noise when the engine was cold. The noise would disappear after a few minutes running. The mechanic agreed it was noisy (a good sign!) and tried a new tensioner. This didn't help, so after looking things over, he called the "factory man". The factory man said to check the timing chain to see if it had split rollers ("split" in this case meant the design/manufacturing style, not that they were cracked or broken) and to replace the chain if it had this type of roller. If it didn't have split rollers and no wear problems could be found, then the noise would have to be considered normal. He claimed this was a "normal" noise for some of these engines when cold - including the one his wife was driving and complaining about.

Mine didn't have split rollers and the dealer could find no indication of excessive wear, so it looked like I'd have to live with the noise.

Well, that worked for a little while, but the noise continued to bug me so I decided to do some investigating myself. I listened close to the cold engine after it was first started and the noise seemed to be mainly coming from the cam cover in the area of the timing chain. There's a chain guide mounted to the cover there. I removed the cover and looked things over. The chain tension seemed to be satisfactorily tight, so I didn't check for wear by aligning the cam timing marks as described in the service manual. I started the engine (cold) and looked and listened to it with the cam cover off (an oily mess is created if it runs very long this way). The noise was not there! I did notice that the chain did "flop" a bit between the cam bears, which is where the guide in the cam cover would normally be. The guide would prevent this flopping unless it was worn excessively. I looked at the guide and found a couple shallow wear grooves, but they didn't look bad enough to cause the problem.

However, I decided to replace it with a new one, just in case! Price for a new one was affordable (list about \$20) and it is easily installed. It's made of hard rubber and sorta snaps into place.

When the new one arrived I immediately noticed one additional thing - the new one was much softer and more pliable than the old one! The old one had probably hardened up due to exposure to the hot engine oil. After installing the new guide and putting the cam cover back on, I started the engine - and, hooray, the noise was gone!! It's been a couple thousand miles since doing this and the noise has not returned, even though we've had some real cold weather (the colder the weather, the worse was the noise). I'm not sure what caused the improvement, perhaps it was the softer rubber dampening out the noise or maybe the wear grooves in the old guide were worse than they appeared. The dealer's mechanic was going to contact the factory man to tell him what I found, so maybe Saab will look into it some more if they get more complaints.

Steve Parsons
Washington IL

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.

Sudden engine stalling

For the last year, I have had a fuel cutout problem with my 1982 900 Turbo APC 5 speed with 190,000 miles on it. The problem would come and go with the following symptoms. When on the expressway at speed, the car would suddenly jerk, sometimes for just a second and other times for a couple of seconds, after which the engine would catch and then run fine for another few miles or maybe weeks. Sometimes it would die just idling in the driveway. Often I could make it fail by really winding it out through the gears at which point it would backfire through the exhaust, cut out for a second or two and then come back on again.

Sometimes it would just die completely and I would coast to the side of the road. I would immediately try to start the engine but it would not start, but I always noticed the fuel pump below the trunk floor was not humming/pumping. I would then get out, raise the hood, and pull the fuel pump relay, jumper it, and then get back in the car and it would fire right up and the fuel pump was noticeably humming.

Having experienced a similar problem on my wife's old 1980 900T that turned out to be a bad fuel pump relay, I tried a new fuel pump relay. This seemed to do the trick for about two months including a trip from New Hampshire to Michigan and back, although deep in the middle of Pennsylvania it skipped a beat once but I attributed it to some water in the gas since it worked fine otherwise.

After about two months, the problem came back and with increasing frequency. It was time to get serious, so I spent hours going over the wiring diagrams. I took the turbo over pressure switch out of the electrical loop to the fuel pump relay, checked all the wiring connectors,

checked all the body grounds, made sure the fuses all made good contact, etc. Problem was still there, so I swapped out the ignition module which is attached ahead of the left front fenderwell with one I had got at a junkyard. Since the problem was still there and there wasn't much else there could be, I swapped out the ignition distributor with a used one and the problem has been gone for a month now and I can't make it fail. (Towards the end, the engine would fail at least once a day on my 40 mile round trip to work.)

To prevent the fuel pump from continuing to run after an accident, the fuel pump relay cuts off electricity to the fuel pump if it does not receive regular signals from the distributor. Apparently, the contacts inside the distributor that send the signals to the ignition module and fuel pump relay did not send signals now and then, thereby causing the fuel pump relay to trigger and cut off the fuel pump.

So in summary, if your old 900 starts cutting out because the fuel pump stops running, but you can fire it right up by jumpering the fuel pump relay, first try a known good fuel pump relay, and if that doesn't work, try swapping the distributor. It might save you a lot a detective work and frustration.

Richard Bohn
Hollis NH

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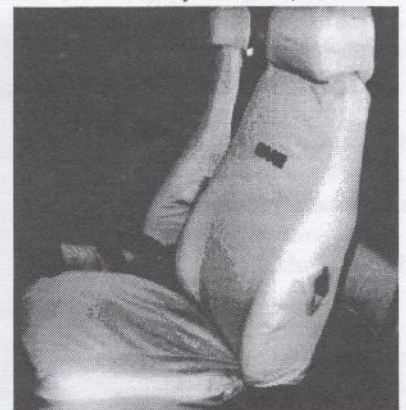
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Modern gasoline claims

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After several years of hearing this and not believing it, I begged a friendly chemist to determine the % water in several samples of gasoline using the Karl-Fischer method.¹ Samples of Texaco 87, 89 and 93 octane were allowed to remain in contact with water, with shaking now and then, for about 3 weeks. The % water was determined for each of these, as well as for un-watered samples.² The difference between the wet and "dry" samples showed how much water the gasoline could hold.³ The 87 octane picked up 0.001% water by weight, the 89 and 93 octane 0.005% water.

To make this tiny % easier to comprehend, it amounts to 0.02 milliliters (mL) of water per liter (L) of gasoline in the 87 octane, and 0.07

mL/L in the 89 and 93 octane; this is the same as 0.002 fluid ounces of water per gallon (fl oz/gal) in the 87 octane, and 0.009 fl oz/gal in the 89 and 93 octane.

Now all you need to know is how much water could condense in a typical gasoline tank with a void volume of 60 L (15 gal). Picture 90° F day with 100% relative humidity, followed by a drop to 60°F at night. I calculate that 1.2 mL of water will condense and drop to the bottom of the tank. This is far more than a few liters of gasoline in an almost empty tank can hold. In less humid conditions, a car left for days or weeks can accumulate more liquid water than the gasoline will dissolve. If the water freezes in the fuel pump, lines or injectors during winter the flow of gasoline will be cut off. Even if there is no freezing, evaporation of gasoline from the hot injector(s) when the engine has been turned off is faster

than evaporation of any water contained, so fuel injectors can become partially blocked by water droplets because of the high surface tension of water compared with that of gasoline.⁴

Use fuel-line antifreeze or fuel-injector cleaner⁵ that contains 2-propanol (isopropyl alcohol) if possible. If you have access to it, put about 350 mL (12 fl oz) of 99+% 2-propanol into ≤40 L (10 gal) whenever the temperature drops below freezing during humid conditions, or once a month in climates such as that of SE Florida.

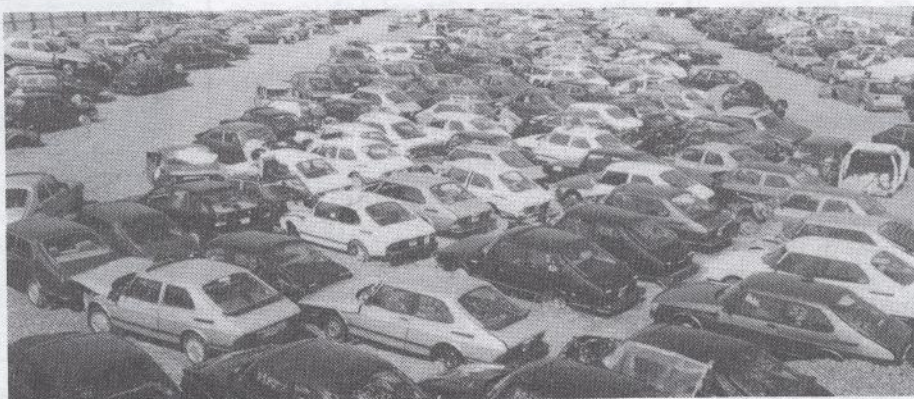
Joel M Kauffman, Ph.D.
Professor of Chemistry

- 1 A Mettler DL 18 Karl-Fischer Titrator was operated by Peter T. Litak
- 2 Duplicate assays on approx. 0.18g of gasoline were done, and a third assay if the first two did not agree.
- 3 This procedure also compensated for any systematic error in the assays. For what it is worth, the 87 octane contained 0.011% water as received and 0.012% water when saturated; the 89 octane contained 0.008% water as received and 0.013 % saturated; the 93 octane 0.006% as received and 0.011% saturated.
- 4 73 dynes/cm vs approx. 20 dynes/cm for gasoline.
- 5 Dry Gas™ brand or otherwise.



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Saab Convert

My brother, Ben, became interested in cars just shortly after leaving the womb, and that interest has steadily grown ever since. Ben was constantly taking things apart, improving them, and then putting them together again. I remember he took one of the cars from his A/FX racing kit and souped it up so he could be unbeaten in that otherwise fair game.

Somewhere along the path of his mechanically obsessed childhood, Ben became interested in Saabs. Now in his mechanically obsessed adulthood, he is one of the best Saab mechanics I know, and given that three family members and two of my closest friends own older model Saabs, I have met many Saab mechanics.

Three years ago, Ben and a friend began a small independent repair shop in Oakland, California, called Saab Replay. Two years ago, I flew out there and bought an old '81 900 Turbo with 60,000 miles on it. As a California car it had no rust, and as an '81, a 16-valve motor could fit into it more easily than into an earlier model. Saab Replay has since moved to Berkeley and come under the sole ownership of my brother, and after two long years, I was recently able to afford the fated conversion.

A cracked valve in my old engine encouraged my decision to drive out there and oddly enough, cracked valve and all, I was able to make the 2,500 mile trip from Michigan without any mechanical problems other than severe lack of power.

Ban had managed to get a 1988 16-valve engine from a company called Jetco that imports disembodied engines from Japan into the U.S. Amidst thousands of Japanese-made engines spread out in a warehouse, a friend of Ben's had found the Swedish gem, and it was rescued from its peculiar surroundings.

The conversion was to be total. Although most customers ask for only a new engine and the necessary wiring, because he still likes to torture his younger brother, Ben insisted that

I completely gut the 900 down to the frame and start from the very beginning. Having done countless 16-valve conversions (beginning long ago in Massachusetts with my roommate's 1984 CIS Turbo), Ben had the experience to guide me through the mind-boggling task, and after a full month of work, the job is now complete.

I am very fortunate to have a brother who looks out for my best interests, although Ben also admitted that he wanted to build a car that he himself would enjoy driving when he visited me. For these reasons he acquired a 1988 wiring harness, an LH fuel injection harness, and an entire 1988 dash to make the conversion electronically simple. Adding icing to the cake, he threw all kinds of freebies my way including a skid plate, automatic lock servos, a Clifford alarm, a front sway bar, '88 front springs, AC lines, new bushings, a new-style brake master cylinder and booster, heated rearview mirrors, cruise control, a sunroof windscreen, hydraulic motor mounts, rear shocks, and an entire rear axle (my old one had mismatched shocks and was unacceptably toed-in).

The transmission originally attached to the engine had been an automatic, so he rebuilt a manual transmission that he calls "bullet-proof." It has new Teflon-coated synchro rings, wear-free gears, and brand new chains. The new style drive cups and CV boots were completely disassembled, cleaned and reassembled with Lubrimoly synthetic grease, and after changing the transmission oil to Red Line MTL at 3,000 miles, acceleration and shifting is silky smooth.

The car is beautiful. I kept the old-style interior which is in great shape, and barring my old rack and radiator, the car is a completely new animal. The front sway bar (it already had a rear sway bar) and the new rear suspension components improve the handling significantly, and the engine exceeds my expectations. Acceleration is impressive, although perhaps less than stock because of particularly tall gears in the transmission, but I can

achieve 80 m.p.h. at only 3,000 rpm, which suits me well because the majority of my driving is on the highway. Compression is an even 175 psi across all four cylinders, so despite not knowing the engine's history, I know it's young and full of life. There is nary a drip, squeak, rattle or clunk, which is pleasant, but difficult to get accustomed to after two years with my old tired 8-valve motor.

I encountered severe weather conditions as well as a blizzard in the Midwest during my solo journey home, and it was during this trip that when I wasn't worrying about crashing my "new" car I was praising the studded Hakkapeliitta snow tires. They saved me from certain collision on two distinct occasions. Come spring, however, I will relish the day when I can put my Dunlop D40s on and really run my car through the ropes.

Ben has completed other 16-valve conversion out in California, the results of which I'm sure confound some drivers when they watch the rapidly disappearing tail of an early 900. He has also revitalized several rare 900 5-doors (including his own pet project that I'm sure NINES will hear about when it's finished) and he is always looking to create new cars for his customers at half the new car price by simply pairing their old vehicles with new engines. Independent shops like Saab Replay epitomize the kind of quality service that has helped make Saabs so much fun to own for those owners who appreciate the car's longevity. I just hope I can find such a place near my new home in order to avoid the tortuous drive out to the West Coast in the unlikely event of a mishap.

People in California chuckled when they learned that I had driven all the way out to the West Coast to do the work on my car, but my brother's vast resources, expertise and inestimable generosity allowed me to achieve an almost perfect conversion. Now every time I turn the key, I am the one chuckling.

Nathaniel Rono
Ypsilanti MI

Planning for '97 Saab Jubilee underway

1997 will be an important year for Saab Automobile -- the 50th Anniversary of SAAB's announcement that it was entering the automobile business. The first prototype of the SAAB 92 was shown to the press on June 10, 1947.

Saab Automobile will celebrate with a Jubilee weekend at the main factory in Trollhattan, Sweden. The chosen weekend is July 19-20, 1997, and planning has begun to make it a memorable one for Saab Club members from around the world.

A Jubilee Day was held at the factory in 1987 to celebrate the 50th Anniversary of the formation of SAAB - Svenska Aeroplan Aktiebolaget - and officials at the factory were surprised by the enthusiasm and the number of Saab Club people who showed up to participate. Consequently they are putting more effort into planning for the 1997 event. The 1987 Jubilee included a tour of the factory, displays of Saab technology, demonstrations of cars from the Saab Car Museum, and an airshow featuring Saab aircraft.

Saab Cars USA is looking into chartering a tour to the Jubilee, but details are still being worked out at this writing. They will also investigate the possibility of arranging ship transport for those who wish to take their vintage Saabs to Sweden for the Northern Lights Challenge and Jubilee.

The 1997 National Saab Owners Convention in the U.S. is being organized by Saab Cars USA, Inc., as part of the 50th Anniversary celebration. More details should be available at this year's Convention in Kirkwood.

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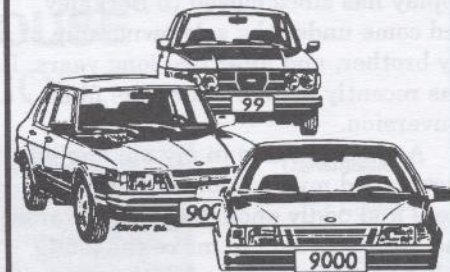
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Ring a Ding by Larry "Stroker" Williams



Fanshaft bearings

So you've got this funny sound- ing "klunk" along with a "bearing whiz" sound coming from the overhead fanshaft. (With that statement, I just lost everyone with a Saab less than 30 years old. This is a fix for the bull nose Saabs, thru 1964.)

F i r s t thoughts are to pull the shaft apart, put in new bearings, shim the end play to get rid of the "klunk" and live happily ever after. Wrong! You will find that pulling the shaft apart from the housing involves removing a half moon key from the fan end of the shaft but the key and shaft are not hardened. That key and shaft have lived together for over 30 years and won't part without a fight. The result in my case was a damaged shaft. So I started over with a new approach.

Remove the fan and pulley. Chase the retainers across the garage floor (you'll know). Remove the seals and stack each piece on a nail in the same order they came off. Wash the bearings right in the tube as best you can, then load each end with grease. Force the grease into the bearings using the slightly dished washer that belongs right next to the bearing. Reassemble the remaining seal pieces together in the proper order.

Shaft end play is .012 max.

Shims, if needed, go on the fan end only. If you are lucky, the next fanshaft service will be in 2026.

If the bearing noise continues and makes you nervous, try another assembly before messing around with those damn soft parts!

you a cooler running range before starting up that hill. Bull nose cars also need the reducer ring removed from the inlet end of the thermostat. When free-wheeling down the other side of the hill increase engine RPM just a little higher than idle speed to pump more coolant. And if you see another hill coming, get a running start at it!

Wind direction makes a difference on a bull nose car! Side winds make the engine work as hard as a head wind but the side wind air

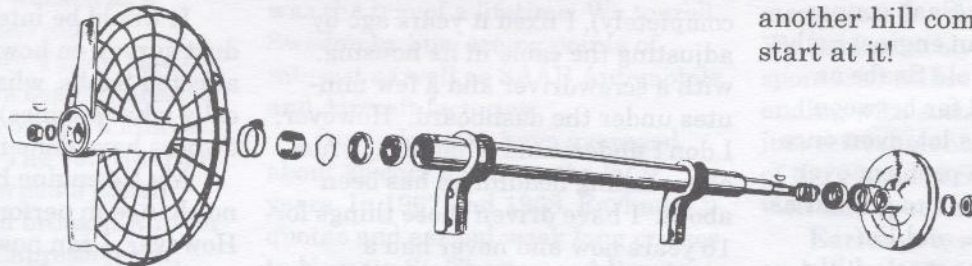


Fig. 6. Fan shaft bearing stand

Keeping it cool

At last year's Saab Owner's Convention I was asked by a man from the Atlanta area, "Why is that fan so far from the radiator"? He was pointing at the overhead fan shaft on my wagon and shaking his head in disbelief. I told him, "Engineers living in Trollhattan worried more about cold feet!"

While summer cruising in your Stroker, it would help to keep in mind the 58th parallel near Trollhattan is a thousand or more miles north of us. Also keep in mind that the Stroker engine does not have the luxury of an interim cycle to cool the pistons. Every time a piston comes up, it fires. Full throttle on an uphill run equals instant heat!

Here's some items to help: Removing the thermostat gives

passes right by the little front grille opening resulting in a build up of engine heat. Turn directions again and the temp gauge will go down. Oh yes! In summer the temp gauge becomes your speedometer.

I thought for a long time the newer style "long nose" water pump was more efficient than the original type on the back of the generator. Now I am not so sure. During a prolonged adrenaline rush of open roads in the black '61 '96 (with an early water pump) I had no heat problems. It turns out the '61's radiator had been rebuilt with a 3/4-inch thicker core. There is no substitute for more cubic radiator!

The man from Atlanta told me his 900 had two fans. So I showed him the Subaru electric fan on the rear of the bull nose radiator. He smiled!

Updates on V4 pieces

Guess I had myopia on the brake master cylinder article (NINES #228, page 22) I forgot to note that the master cylinder was on a late model 95 (1972). They used two different master cylinders on the 95 V4s, and the cited part number was for the later part.

Also, recently I realized that a bread pan, with flat sides, would have made a better trough to rebuild a master cylinder than the juice can that I had used.

Re: the Star Trek/Saab connection, my father was an engineer who taught himself to fix old Saabs as dealers were few and far between then. He taught me a lot, even once correctly diagnosed a problem over the phone (don't ask me to do that as it's nearly impossible, and I'm nowhere as good as he was). I like Star Trek: even though not very scientific, the shows are good drama, as with Shakespearean plays. However, I don't buy trivia; I would rather get and drive the real thing, and like old round Saabs the best.

I am fascinated, however, by the engineering done by the real engineers, most of whom are retired from Saab by now. In contrast to some modern cars, the old ones were made for the home mechanic, with reason-

ably priced parts. It seems that they were also topological engineers, for installing the front exhaust pipe on a V4, although quite possible with no bending nor banging, is as impossible to describe as a ballet dancer's moves and twists.

Another Chinese puzzle (for some) is starter removal, but if it's done right it can be done in a few minutes with no jacking up of engine (I don't recall replacing a starter, but it's removal is needed to take the engine out for other stuff like balance shaft bearings). As for the famous Heater Valve Problem (I suppose that means it's not shutting completely), I fixed it years ago by adjusting the cable in its housing, with a screwdriver and a few minutes under the dashboard. However, I don't understand what all the fuss about falling headliners has been about. I have driven these things for 16 years now and never had a headliner fall. Maybe I'm deprived or something. Also the ball joints and tie rod ends last very long, and I've only replaced a water pump once, because the engine was out (easier to get to) and the unit had at least 85,000 miles on it.

I have over 204,000 miles on the thing and it has been pretty good (like the Energizer bunny, although I hate that commercial!) Why get a new Saab when the new ones don't get any better mpg? I admire the crashworthiness of new Saabs, but I don't envy all of their owners' problems. Some of those parts seem to wear out prematurely, whereas on my model 95 it is usually about as long as you can reasonably expect (parts do wear out). Someday I hope to get a welding machine and a garage and do a bit of stuff on them, maybe use newer ideas to make them more side-crashworthy. I do not know the side-crashworthiness of the older Saabs (thanks for article in #229, but what was the relative velocity between the two colliding

vehicles?), but the newer ones are very good in this respect, and I'd like to know why.

Here in Southern Maine and Southeastern New Hampshire we have been using Reformulated Gas (RFG) since January 1995. This is supposed to reduce emissions but many suspect it is more political than practical. Many have blamed RFG for car problems. It seems to affect different types of engines in different ways. It also does not keep well in storage, so those who store their cars should drive to a station in a county selling the normal gas to fill it with before storing.

It would be interesting to conduct survey on how RFG gas has affected Saabs, what models (specifically what engines), and what owners have done in response.

My V4 engine has experienced no change in performance or mpg. However, I can now use down to 89 octane with no knocking. Spark plugs before would be perfect to slightly rich, now they have a white coating (but scrapes off easily enough). The big change is that whereas before it hardly burnt any oil at all, it really burns it now, up to a couple quarts added between changes. True the savings in using a lower octane fuel offsets the cost of more oil, but what is it doing to the air, and to the engine? The only explanation offered is that the RFG burns more completely, hence burns a lot of the oil film on the cylinder walls. If so, when the piston comes up again, is there enough residual oil to lubricate the rings? It still runs great but this RFG/oil association bothers me. Does anybody have any suggestions?

Dana Marong
Madbury NH

P.S. Nice slick cover on new NINES - good for handling with greasy hands in the shop (just can't wait to read NINES!) - will rub off easier later.

andrews

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Earl's Garage

I received this letter from Earl and Hazel Weeks, now of Florida. They were the owners of Earl's Garage, a Saab dealership once located in East Springfield, New York, about 60 miles west of Albany, and about 30 miles southeast of Utica, on Route 20. The region is very rural, with Cooperstown being the largest village of note in the area.

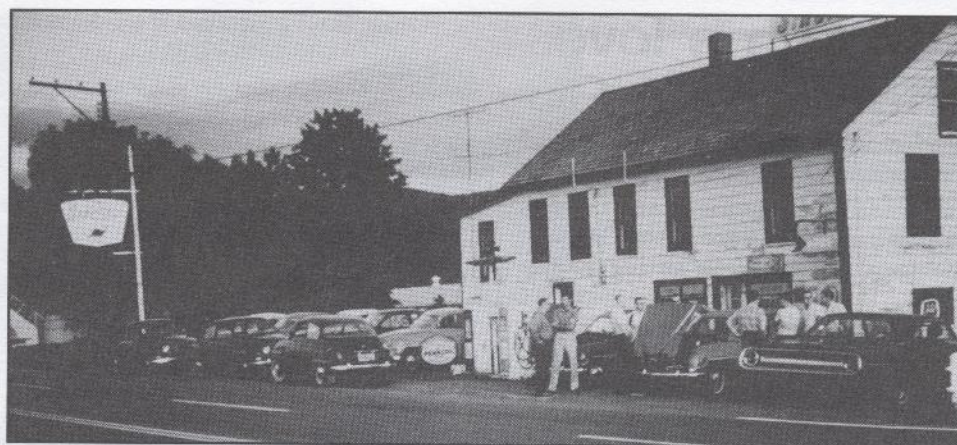
*Ed Lorenz
Oneonta NY*

We purchased the Garage and Gas Station in East Springfield in September of 1960. We were young and excited about having our own business. Earl had worked as a mechanic at the Chevrolet dealership in Cherry Valley, however, he had always been interested in foreign cars and owned a Morris Minor at the time. The veterinarian in Cherry Valley owned a SAAB (probably a '59) and brought it in for service. It was an impressive car, and very good in the snow (of course).

Interest increased and we wrote to SAAB Motors. They invited us down to visit the depot, so we drove to New Haven, Conn. Some time later the area manager helped to get our application approved. The local bank gave us a floor plan for new cars.

We became a SAAB dealer on February 14, 1963, and probably only sold two or three cars the first year. Probably we were the smallest dealer in the country. Those first few years were lean but Earl enjoyed working on SAABs and started drawing customers from the surrounding area. We had the same garage - a wood frame building with a two bedroom apartment upstairs where we lived and started our family of three children. This was on maybe one half acre of ground.

In 1965 there was a dealer incentive. Our goal was set on average sales so it was low. Earl sold his quota and earned a trip to Sweden along with 200 other dealers



and wives. I was able to go along by paying plane fare, around \$300. That was the trip of a lifetime. We toured Sweden by bus, seeing points of interest as well as SAAB Automobile and Aircraft factories.

Our sales may have averaged about 25 cars a year in the later years. In 1967 and 1968, Earl met quotas and earned week long cruises to Nassau, St. Thomas and Puerto Rico.

SAAB Motors in New Haven was extremely dealer friendly. We drove many of our new cars from New Haven to East Springfield. Earl would pick up parts for repairs on nearly every trip. Sometimes he would take friends along and pick up three new cars.

SAAB Motors always welcomed the dealers to visit. Service schools were offered; dealer meetings to introduce new models. They stood behind their warranties and offered technical help whenever needed.

One year (1969, I believe) the new SAABs were introduced in the Pocono Mountains - one day to the news media and the following days to the dealers. One of the news reporters took a new 99 for a test drive with SAAB personnel. He was driving fast on the mountain roads and wrecked the car, rolled it as I recall. The following day all of the passengers were at the meeting, lame and sore but not hurt seriously.

As you have probably heard from Lance and his Dad, we had a SAAB

Owners Club organized at the dealership. Again, many good memories. It was family oriented. We held monthly meetings and sponsored rallies and gymkhanas ending with social times, picnics or just refreshments. One time officers of the National SAAB Club came to visit and speak at our club.

Earl says his favorite model is probably the 3-cylinder, 2-cycle. As a woman, I remember trying to convince service station attendants that I really wanted to put that can of oil in the gas. Then the four cylinders came out and it was just as hard to convince them that I didn't need oil!!

In March of 1971 our frame building caught fire from undetermined causes. The firemen did a good job and saved parts of the building but we lost a lot. We had worked hard for 11 years and just didn't see how we could rebuild. Financially we were under insured. When everything was paid off, we ended up with a 1971 SAAB 95 which I drove for the next 11 years. We really enjoyed that car and it was a good size for our family.

The SAAB Club was a great help after the fire. When we got straightened around, Earl took a job as a SAAB mechanic at Paolozzi's Car World in Marcy, New York. Before winter that year we made the decision to move to Florida where we have been since.

Earl and Hazel Weeks

Long time love affair with a 96 and some tips on how to maintain the relationship

It was 1965. My friend and I were watching an SCCA race at the Grayling, Michigan, airport. While sitting in my friend's 1964 Corvair Corsa, a gray Saab sedan pulled up alongside. The driver got out, closed the door... Well when I heard that bank-vault quality ker-thunk as his door closed, I commented to the Saab owner that his car sounded very solid. He invited me to close the door myself, and I was hooked on Saab 96s forever!

My interest in the Saab 96 became more intense as I observed the ring-a-ding sedans smoking past me on race circuits, forever cornering on three (sometimes two!) wheels and then, almost every sedan race, parading past with checkered flag fluttering.

After the incident above I owned two Volkswagens (both 1966s), a VW Bug and a 1966 Chevy Impala, but in 1973, between cars and needing one for a new teaching job in Maryland, I finally satisfied my craving for the car with the ker-thunking doors and race-winning panache: I bought, for \$925, a 1969 powder-blue 96 V4 with 60,000 miles. I was the third owner and have owned it ever since.

My 96 now has covered over 260,000 miles, mostly on the highway. Only once did it ever break down, and that was minor and quickly remedied. It has never had a squeak or a rattle, and, with careful preventative maintenance, it has needed surprisingly little service.

I have kept a complete record of all parts and repairs, as well as fuel consumed and mileage. Considering registration, insurance, fuel and parts and repairs (but not the cost of the car deducted from its current value), the 96 has cost me a mere 11 cents a mile to operate. And the addition of fuel-saving devices and parts (MSS carb, MSS headers, Dynomax Super-Turbo muffler, electronic ignition, K&N air filter, Saab air dam, slightly larger tires, slippery lubricants, Splitfire plugs, etc.) have resulted in a corrected mpg average of slightly over 34.

I have been a member of the Saab Club since early 1975 and have every Saab Club newsletter except the first few that were issued. And since it has been many years since I last wrote a letter to the editor, I thought it was time for an update.

One thing that continues to amaze me is how well the 1969 96 V4 holds its alignment. My last alignment was at 122,000 miles, about 15 years ago. Typical tire wear and good tracking/handling attest to that.

For those 96 sedan owners who are experiencing exhaust odor, make sure that you properly adjust the trunk latch so that the seal is effective. This is especially important if you have the headers and straight-through exhaust system like those sold by Motor Sport Service (MSS).

For those Saab owners who do a majority of their driving on suburban and rural roads, an oil change every 3,000 miles is time consuming and wasteful. This "change your oil every 3,000 miles" came about, you'll notice, as quick-lube/oil change shops started to become more numerous. I use a high-quality 10W30 oil (Castrol) along with Tufoil additive and change oil and filter every 6,000 to 8,000 miles. By the way, don't try to use synthetic oils in older Saabs because they degrade oil seals; you'll end up with some serious oil leaks.

I now use Valvoline 75W90 gear lube along with 4 oz. Tufoil additive. The freewheel is still operative, and the gearbox had an excellent rebuild via Andy Bittenbinder some 40,000 miles ago. The pressure plate is a heavier-duty unit from MSS.

Recently I noted a clunking sound coming from the right side of the front suspension. The front KYB gas shocks had about 50,000 miles of operation, so I figured that the right-front one had become defective. Replacing them with another set of KYB's didn't rectify the problem, and the ones I replaced seemed as good as new. I took it to a reputable foreign car shop, and they discovered that the upper control arm bushings had literally "melted" away due to oil contamination. The mechanic immediately recognized the problem; the large K&N crankcase breather was allowing oil mist to flow back onto the

bushings, and oil and bushings don't mix. I have since gone back to the smaller breather and have included periodic cleaning of the bushings of any oil residue. I have to vent the crankcase because the PCV valve was eliminated when I installed the MSS 43mm carb and modified manifold.

Early in 1995 I installed an air-management device in the air cleaner housing of my 96. The unit is manufactured and sold by Tornado Air Management, Div. Cyclone USA, Santa Fe Springs, CA 90670. It promised quieter running, increased fuel mileage and performance, reduced emissions and a cleaner-running engine. Amazingly, it has performed as advertised. The steel device has vanes angled to the air flow which results in a swirling of the air in tornado fashion. Their claim: "minimizes the restriction of air flow and gathers fuel to the center of the air stream and rapidly moves to the combustion chamber, which prevents adherence of the fuel to the wall of the intake system." My Saab runs smoother, the tailpipe is recognizably cleaner and fuel mileage in highway driving increased 2-3 mpg. It worked so well that I purchased two others for our family cars. If you want an information brochure, call (310) 926-5000 or 1-800-500-8880.

Finally, after my 23 years of maintaining and enhancing my 96, it would be so uplifting to have drivers and passengers in later-model Saabs show a little respect for an old-timer (both me and the car!). Countless times I have watched as these later models began filling my rearview mirror, only to be slumped-into-my-seat depressed when they whizzed by without any sign of recognition. They have no excuse because my car still wears those huge mudguards with "Saab" in large letters. But there are those rare late-model owners who slow down beside me, take a long, admiring look and then give me a thumbs-up along with a neighborly grin. Thanks.

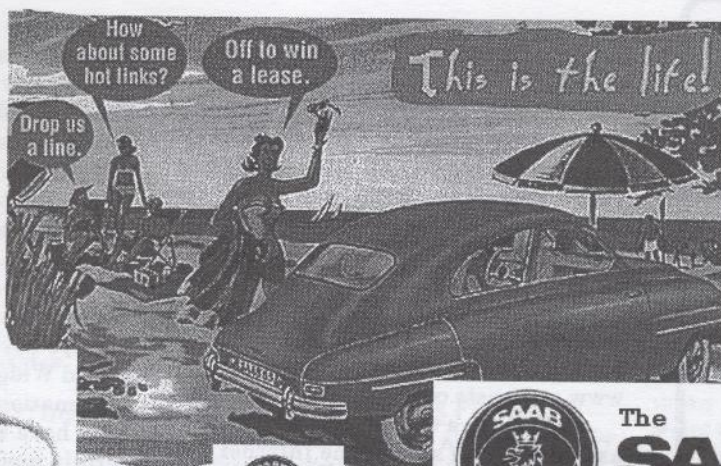
Tom Mudd
Saginaw MI

P.S. Tim, how'd you get a "Saginaw" over there in Minnesota?

The Virtual SAAB Museum



Owner's Magazine



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The Virtual Saab

Everywhere you look lately, the media is promoting something called the World Wide Web. It is hyped as an easy source of information, available to anyone who has a computer, a modem and the proper software. There seem to be Web Pages for every possible special interest group and Saab is certainly no exception.

Already mentioned on these pages are The Saab Network, a moderated message sharing among Saab owners worldwide, and The Side Road, a web site provided by Saab Cars USA. Several Saab related businesses have also jumped on the Information Superhighway with sites of their own, or at least an e-mail address for one more way to contact them for information.

In addition there are several commercial and private sites that may be of interest to Saab owners. These range from places to check out the current new and used car offerings at a Saab dealership, to very personal sites where an owner proudly displays photos of his own fleet. Like any new technology, they range from the ridiculous to the informative. Sites are located all over the world and are mostly in English, but may be in any language.

In addition to The Saab Network, which is now up to over 2,000 subscribers and has its own website, there is a new site for Saabists called "Turbo! The Saab Digest". It is possible to join either group by sending a message containing

the word "SUBSCRIBE" to the e-mail address for the group.

The Saab Network.

saab@network.mhs.compuserve.com

Turbo! The Saab Digest.

turbo-digest-request@secret-secret.com

Here is a list of various Saab related sites that can be accessed via computer (and can be found at a site called "Saab on the Internet" and maintained by H. W. Kroodsma at <http://www.nijenrode.nl/~kroodsma/saab/net/>):

Saab

Saab Automobile AB (Trollhattan, Sweden)
Saab Cars USA (Atlanta, GA)
Saab Soundings online
Saab Combitech (Jonkoping, Sweden)
Valmet Automotive (Uusikaupunki, Finland)

Saab Dealers

B&B Saab (Santa Clara, CA)
EuroMotorcars Saab (Bethesda, MD)
Global Automotive Parts Access, Saab Specials (Laguna Hills, CA)
Gary Small Saab (Portland, OR)
New Salem Saab (Slingerlands, NY)
Bankston Saab (Dallas, TX)
Carter Saab (Seattle, WA)
Middlesex Foreign Cars (Somerset, NJ)
Secor's Auto Center (New London, CT)
Courtesy Saab (Toronto, Canada)
Dealer locator (USA)
Motorvation Saab Specialists (Kent, UK)
Lance Dixon Saab (Doncaster, Australia)
Autosole Saab (Italy)
Kentish Saab (Kent, UK)

Saab Enthusiasts

The Saab Network home page
The Saab Network Archives
John B. Stephen's Sonett II page
Hampus Spangwall's Saab Page
Dennis Westlind's Virtual Saab Museum
Saab 9000 via Jay Shen's Homepage
A tribute to the "old" Saab 900 model...
Classic Saab page
The Saab Sonett III Home Page
Gallery of unusual Saabs
Saab 900 history
Saab stuff (not much here yet)
Andrew's 1994 Saab 900 SE Turbo
Ian's Saab 9000 turbo
Jacob's 1956, Saab 92B DeLuxe
Klaus' Saab page
Nick's Saab homepage
Nils Sandin's Saab Page
Richard's Saab page
Rik's personal Saab 96 page

Saab Car Clubs

Saab Car Clubs (mostly Europe)
UK Saab Clubs
Newsletter of the New England Sonett Club
& Green Mountain Saab Club
NL Saab Club

Guides, Collections

CarGuide, Saab
Auto Totaal, Saab (Dutch)
AutoWeb Interactive: Saab Vehicles
Dealernet: Saab Automobiles
Edmund's Automobile Buyer's Guides, Saab

Used Saabs

FAQ - Buying a used Saab
The Saab Network Classifieds
Edmund's Selection of Used Vehicles, Saab
Autototaal, Saab occasions (Dutch)

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News and Discussion Groups
Webfoot's Saab Discussion
The Saab Network Information page

Other Resources
Sweden Online
The Swedish Smorgasbord
West Sweden
The Volvo Group

There are plenty of other automotive related sites, including one for the National Motorists Association at: <http://www.motorists.com/>

There are a couple of problems associated with surfing the Internet. It can easily be time consuming. Many sites are graphically heavy and take a long time to download, even at a brisk 28.8 Kbps. That can add up to extra charges for time on-line. If you don't have a local phone number or an 800-number to dial up for access, you can add long distance phone charges to that equation.

Major on-line services such as CompuServe and America On Line currently offer up to five hours access a month to the Internet for about \$10

(though the Internet business changes so rapidly, this information could be outdated by the time this is published). Local and national companies that provide access only to the Internet have any number of special programs to get you connected. While that may be cheaper entertainment than cable TV, it can easily add up to several hundred dollars a year.

For the occasional user who gets stumped over a repair problem, the World Wide Web can be a good source of information. Most user groups and web sites have ways to look up messages on a certain question, archived as FAQ or "Frequently Asked Questions", all the way from stereo or tire recommendations to DIY repair solutions. But beware, there is bad information as well as good. Since there is no regulation of most web sites and user groups, erroneous or false information can be included just as easily as correct recommendations. Much is also based on personal preference rather than scientific method.

Tim Winker

What's Copper For Besides Making Pennies?

Making gaskets, of course! Why is copper such a good material for making gaskets? First of all, it is very soft in its annealed state, so it flows into all the little scratches and surface imperfections of the two surfaces you are trying to seal. Secondly, it is very strong, or at least it's strong compared to other gasket materials. It also conducts heat extremely well, so heat transfer between the two sealed surfaces, such as the head and block of your engine, is greater, so there are fewer "hot spots". Finally, because it doesn't compress as much as composite gasket materials, it is reusable. So why don't manufacturers use it to make gaskets when they build the engine?

It is expensive. Because of that, almost no one makes gaskets out of copper except for racing applications, so copper gaskets have been very hard to find. Well, we at Group 6 can't help you much with that first issue, but we've got that second problem licked. We now have custom made, solid copper head gaskets for your SAAB 4 cylinder engines, turbo and non-turbo.

If you have a turbo SAAB, you know that they have a tendency to warp heads and blow heads gaskets. With this gasket you can move that issue into the history column. If you have ever had to surface your head or your block, you know that the low RPM performance was just never the same afterwards. That's because the valve timing was retarded due to the head and block being closer together now. We can supply our copper head gaskets in several different thicknesses, which means you can correct that problem at the same time.

Copper has always been the racer's head gasket material of choice. They know it works better and lasts longer than anything else out there. We can bring your SAAB engine into the same class for a mere \$75, and you can kiss head gasket problems good-bye! Call us now!

Group 6 Performance

1634 S. Research Loop, Ste. 150
Tucson, AZ 85710 (520) 290-2442

Saab Swap

Sonetts For Sale

'74 Sonett III for restoration. 5 alloy wheels, not cannibalized. \$999. Rick Jordan, Punxsutawney PA. 814-938-4640.

Sonett IIIs: '72 parts car, missing glass hatch and starter. '74 runs & drives, needs attention. 9 soccerball alloys. Both \$2,000 or interesting British trade. Ed Barton, Statesboro GA. 912/489-1732 (H), 912/681-2048 ext. 19 (W).

93s, 95s & 96s For Sale

'72 96, recently retired daily driver, \$800. '68 96 V4 DeLuxe, restorable, \$250. '69 96 V4, low miles, \$150. Nearly new Hakkas w/studs, \$150/set. NINES back issues '75-'84, \$100. Ron Lunder, Westwood CA 96137-1174. 916/256-3920.

4 96s: '70 V4, rust bucket, new radiator still in box, recent water pump, needs R&P gear. '68 V4, AC, from Ala., ran when parked 16 yrs ago due to axle clacking. '67 2-stroke from Ala., rust holes in floor, lost ign key, ran when parked 2 yrs ago, needs clutch and brake hydraulic work. '62 basket case from Ala., good shell, lost ign key, Extra block, trans, crank w/bad bearings, lenses, manuals, etc. All 4 cars & parts for \$400. Donald Wilson, Fairland IN. 317/861-4662 weekdays after 4pm.

'69 96 V4, all original, 33K mi, new tires, exhaust. \$5,750 or trade +\$ toward 900 turbo Convertible 5-sp. Only low mileage, original examples considered. Steven Rossi, 106 Kent Dr, Cortlandt Manor NY 10566. Days: 201/573-2270, Eves 914/736-5354.

'67 96 V4, original 1500 eng and manuals, matching numbers. Restoration started by Nordic Motors (Arlington MA) in 1992. They have not honored their agreement. Call for information or questions about their work! Best offer. Norman Sproch, PO Box 41086, Tucson AZ 85717. 520/323-5531. E-mail: hnuops@ibm.net.

'65 96 3-cyl, \$150. Two '65 96 3-cyl, \$75 ea. '68 96 V4, \$400. '67 95 V4, \$125. '63 96 3-cyl, \$50. Misc '63 parts, new tires, two 5Jx15 steel wheels/Gislaveds, "add-on" air conditioner for '65 3-cyl. Lester Eckart, 4273 Granger Rd, Akron OH 44333. 330/666-2030.

'61 96, rebuilt engine, good transmission, brakes. Has rust, must sell. \$400. Ray Beckage, Flagstaff AZ 520/774-7627.

'60 93F, ser # 73006. Restorable. \$1,800. Rick Wolfson, 610-G Youngs Rd, Buffalo NY 14221. 716/895-5447, 833-7270 or 676-2455.

'58 93B, in good condition, mechanically sound, no rust, running every day. \$2,500 obo. Gabriel Boenzli, 35221 Riverside Dr, Albany OR 97321. 541/967-7276.

2-Stroke & V4 Parts For Sale

V4 Needle Bearing Rocker Arms. Hardened bearing steel shafts. Check nut adj. screws. Hi performance, low friction. Geo. Celedinas, 14 Cassillis Rd, W Hartford CT 203/521-1649.

Two-stroke 850cc standard NOS engine, #7846801, equipped with NOS triple-carb, fuel pump, distributor and motor mounts, \$600. Two NOS standard 850cc crankshafts, #7828007, \$200 ea. Shipping available. Bruce Turk, 333 Saint Andrews Rd, Walden NY 12586. 914/778-2469 6-9pm Eastern time.

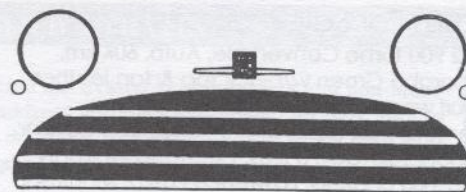
'72 96 parts: complete engine & trans, complete axles w/disks, rear axle, perfect sash w/instruments, heated seats, rear window, RF & RR fenders, more. Rod Radovakovic, Columbus IN. 812/376-0721.

'68 96 parts: seats, glass, hood, trunk, bumpers, lenses, exhaust, new tires, etc. Rick Wolfson, 610-G Youngs Rd, Buffalo NY 14221. 716/895-5447, 676-2455 or 833-7270.

Sonett doors, 95/96/97 steering racks, Sonett III body w/glass, Sonett III rear shell only, '75 95 hatch door, heads blocks, trans cases, gears, bumpers, door handles, gauges. '70 96 parts car rear body & glass. 900D no trans or engine. '69 95 parts car no motor or trans, good glass. 1 RF door 96, 2 96 hoods, rotors, F&R springs, F&R axles, afts, starters... Mark Boykin, 3565 Pacific Coast Hwy, San Diego CA 92101. 619/461-3432.

Late model 95/96 parts: Headrest donuts, xint, \$50/pr. Water pump, new, \$25. Front grill, hdt cover, complete, xint, \$100. Expansion tank, new, \$25. Center dash vent, \$25. 95/96 front lenses, new, \$15. Window vents, plastic, new, \$20/pr. Upper ball joints, new, \$20 ea. Side baskets, \$20. Saab locking gas cap, \$25. 4 steel wheels, xint, \$100 all. Sonett repair manual, \$25. 95 rear window/liftgate, \$200. 95 T/L lenses, \$20. Sun visors, xint, \$15. Kent Losin, 22715 Hatteras St, Woodland Hills CA 91367. 818/346-4417, 818/774-6525 beeper.

For 96: Roof luggage rack, steel, one pc. Herb Meyers, 10400 McKnight NE, Albuquerque NM 87112. 505/271-1525.



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, reusable, \$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.

99s for Sale

'78 99 Turbo, black, 70K engine, 170K car, runs great, body clean/straight, new CIS, starter, brakes, muffler, w-pump, battery, tires. \$1,900 includes spare drivetrain. Colin Vogt, 436 E Loveland Ave, Loveland OH 45140. 513/683-2060.

'76 99 EMS, Black, body perfect, low miles on engine, stored in garage last 2 yrs. Make offer. Ligon Krohn, Dallas TX. 214/327-0610 eves. Or lv msg.

'76 99 EMS, Silver, 56K mi, beautiful, extremely well-maintained original. No rust, no accidents. AM/FM stereo, Garaged. One owner, all records, must see. David Eckre, 6525 34th Ave N, Minneapolis MN 55427. 612/537-5469.

'76 99 GL, 2-dr sedan, Beige, Auto, 72K mi, mechanically excellent, body good condition, meticulously maintained. 4 Nokia snows & 4 Nokia Summers mounted on rims. Kenwood cassette deck w/4 spkrs. \$2,500. Michael John Simkin, 1915 Turnpike Rd, Auburn NY 13021. 315/252-2936.

'74 99 GL, 2-dr sedan, 4-sp, Carolina Blue, 130K mi. Professionally restored, mint condition, meticulously maintained, 4 Nokia snows & 4 Nokia summers mounted on rims. New Sony CD system. Must see. \$4,995. Michael John Simkin, 1915 Turnpike Rd, Auburn NY 13021. 315/252-2936.

900s For Sale

'92 900 Turbo Convertible, Auto, 60K mi, Scarabe Green w/black top & tan leather, burl wood dash, 185 hp APC red box, remote start & kill switch, hands-free cellular phone, ski rack, 8 tires. Extended warranty. \$27,000 or offers. Lawrence Lusko, Montreal, Quebec CANADA. 514/321-7272 days, 514/486-9003 eves.

'91 900 Monte Carlo Yellow Special Edition Convertible. 5-sp, 43K mi, Immaculate condition, always garaged, serviced by Saab dealer, balance of factory warranty. \$24,000. Sherry Moreau, 25 Thorburn Av, Trumbull CT. 203/261-8898.

'89 900 Turbo, 75K mi, Black/Tan leather, tinted windows, new clutch, roof rack, tires almost new, outstanding condition, original owner. \$9,700. Sue Sorenson, Niceville FL. 904/897-2848 after 6pm Central.

'83 900 Turbo, 3dr, Black, 93K mi, Auto, SR, like new tires, needs timing chain. Good cond, Patrick Nelson, PO Box 175, Altona IL 61414. 309/853-3430 after 6pm.

'83 900 Turbo 3dr & '84 900S 4dr. Both cars have body damage. Both for \$1,800. Darlington Hornberger, Belleville PA. 717/935-5376.

99, 900 & 9000

Parts & Accessories

8-valve 900 parts: NOS filters: Bosch fuel #5401, \$9; air, \$4. Intercooler, \$50. Used Sanyo A/C compressor SD508, condition???, \$20. +shpg. Colin Selig, 6129 Greene St, Philadelphia PA 19144. 215/438-6296.

Aero 92 15x6 wheels (CSE 3-spoke), like new, \$600/set. Aero 92 wheels w/BFG Comp TA3 205/55ZR-15's, 10K mi (6/32" to 8/32") balanced, true, like new, \$900/set. Factory trailer hitch & wiring for 86-92 9000 5dr, w/instructions, new, spent \$360, now \$220. Clarion radio from 89 CD Turbo, w/manual, like new, \$180. All +shpg. Bob Cann, 189 Mill Lane, Amherst MA 01002. 413/253-9423.

Rally parts for 99: 2.1L engine, 8V, Grp.A, trans parts, suspension parts, brake parts, tires, others. Carl Jardevall, San Carlos CA. 415/594-1231. Fax, 415/595-0171.

99/900 Caroll Shelby wheels: 1 Silvertone refinished to match Ronal, xint cond; 1 Goldvane, new in box, List \$185, BO. Mom steering wheel adapter for 9000 w/Saab horn button, new in box, \$35. Charcoal sheepskins for 9000, barely used, BO. BMW, MB & Porsche 911 parts, too. Carl Lomele, Elmont NY. 516/326-2804.

Bentley Official Service Manual for 900 16V, '85-'92. \$30. Lane Bayliss, 408 Albany Ave, Shreveport LA 71105. 318/861-7695.

From '85 SPG: Aero kit, \$425. Red APC box, \$125. Fuel Inj system incl control box, \$295. Sunroof motor, \$50. Head, \$125. Lots more. Joe Henrich, 8 Walton Dr, New Hope PA 18938. 215/862-2983.

Parting '85 900T 4dr, Slate Blue Met: hood, trunk, glass, tan leather seats, bumpers, sunroof motor, doors w/power windows & locks, lights, everything except drivetrain. All body panels straight. Tom Remedios, 7604 Grandview Dr, Indianapolis IN 46260. 317/259-8900 x.21 days, 317/253-5958 eves.

99/900 rebuilt B-motor turbo with 100K mi warranty, \$250. 99 anti-sway bars (SAS), \$100. 4 Inca wheels, \$100. Lg cap radiator, good cond, \$75. Rebuilt alternator, 65 amp, \$50. Gregg Cronn, 1515 Barrel Springs Ln, Bellingham WA 98220. 360/724-4131.

'93 many hard to find misc. parts. '86 F bpr, hdltts, grill, hood, hatch, B bpr, 5sp trans; '89 S 3D F bpr, grill, cond, R dr, clip body, WS, cowl/dash, tail, DTRS, DL, B pr, T/lts, D/Trm, 16V mtr, A/T, susp, Frm, PS, Fac Air, whl. All priced to sell. Rex Morgan, 47 Brookside, Guthrie OK 73044. 405/282-6691 or 1-800-332-SAAB.

Wanted, All Models

Air cleaner canister w/intake snorkel for '65 96 3-cyl GT engine. New or rebuilt calipers, wheel cylinders or overhaul kits, pads, shoes. Lester Eckart, 4273 Granger Rd, Akron OH 44333. 330/666-2030.

4 Shelby Silvertone wheels for >'87 900, p/n 0024380. Caps & lug nuts if possible. Will trade for 4 Inca wheels in great condition. Tom Remedios, 7604 Grandview Dr, Indianapolis IN 46260. 317/259-8900 x.21 days, 317/253-5958 eves.

99 owners only: Interested in forming an informal group of 99 owners to exchange tech info, swap parts? SASE for reply. Frank Stodolsky, 24416 Club View Dr, Damascus MD 20872.

Needed: Quick Reference Parts Guide for 900, 1985 non-turbo, p/n 0213843. A good copy OK. Joe Pimentel, 1964 Brookside St NE, Palm Bay FL 32907. 407/728-9380.

Wanted: Bullnose 96 or 93. 14 yr old enthusiast. Would like a fairly well kept car in one piece. Some rust OK, Under \$1,000. Please send photos if possible. David matters, 1005 Summit Rd, Watsonville CA 95076. 408/848-8533.

Misc. For Sale

Saabs on Kids Clothes: Colorful Saab 92s printed on kids clothes. Jackets, overalls, pajamas. Sizes 12 mos to 2T. Quantities limited. Send or fax for list of styles, sizes, prices. Ed Lorenz, RD #1 Box 275, Oneonta NY 13820. 607/432-6276 or fax 607/431-9053.

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. 210hp. May be last 16v left. See story in this issue. 4spd non-synchro trans w/LSD and 5.1 R&P. Built by Libra Racing for Saab USA. Driven by Stig Blomqvist 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.

99 Race car, 79 99GL, see stories in NINES #219, #228 Built for SCCA Improved Touring Class B. Incl trailer & spares, \$4900. Negotiable depending on what you want. Tim Winker, Duluth, MN. 218/729-0826 days.

Saab original sales brochures showing all Saab models, interiors/features for the year. Great for restorations or gifts! 1956-59, \$20 each year; 1960-69, \$15 ea yr; 1970-79, \$12 ea yr; 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.

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Job Opportunities

Live & work in beautiful Boulder, Colorado. Looking for experienced Saab technician. Good pay and benefits. Warm summers and mild winters, plenty of recreational opportunities. Call if even mildly interested. David Snider, Scandinavian Auto Service, 303/444-SAAB (-7222).

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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:

	<u>Members</u>	<u>Non-members</u>
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.

Category: (Please check one)

- Sonetts For Sale
- 93s, 95s, & 96s For Sale
- 2-Stroke & V4 Parts For Sale
- 99s For Sale
- 900s For Sale
- 9000s For Sale
- 99, 900, & 9000 Parts & Accessories
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- Other category: _____

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(List year & model, color, mileage, recent repairs, etc. Limit 25 words.)

(Add \$1.00 for every 5 extra words) _____

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Rear View by Tim Winker, Editor / Publisher

Naming a new model car is always difficult for the manufacturer. In recent years Chevrolet ran into trouble over its Beretta model from the Italian gunmaker of the same name. Lexus was challenged by computer company Lexis who claimed potential customers could be confused by the similarity in name. It is doubtful there will be any such complaints, however, with General Motors' planned electric car, the EV1. None but the most rabid Saab fans probably even took notice, but Saab used that moniker on a concept car in 1985.

Saab's EV-1, which stood for Experimental Vehicle 1, was a 2+2 sports coupe based on the 900 chassis. A solar panel in the all-glass roof supplied power to a ventilation fan which kept air circulating inside the car for cooling on hot days. The 16-valve engine had an output of 285 bhp DIN for a top speed of 170 mph and a 0 to 60 time under 6 seconds. The rear treatment of the latest 900 model is quite similar to that designed by Bjorn Envall for the EV-1.

This isn't the first time a GM vehicle has taken over a Saab model name. To celebrate Erik Carlsson's 1962 and 1963 wins at the famed Monte Carlo Rallye, a sporty version of the 96 was sold in the U.S. beginning in 1965 as the Monte Carlo 850. Sold in Europe as the Saab Sport, the Monte Carlo had a 55 hp engine, as opposed to the standard engine's 40 hp. There were even some Monte Carlo V4s sold in 1967.

As most any motorhead knows, Chevrolet came out with a Monte Carlo model only a year later, as a 1970 model. Based on the Chevelle chassis, the Chevy Monte Carlo was "designed to be an upscale luxury model for older buyers looking for style and comfort." It stayed in production until December 1987. The Monte Carlo designation was revived for 1995 as an all new model.

But there were other Monte Carlos prior to Saab's. In 1934 Triumph added a Monte Carlo edition to the Gloria sports model following Donald Healey's third place finish on the famed Rally at the wheel of a Triumph factory-built special. There was also a French built Ford in the 1950s which carried the Monte Carlo name.

For details on the Monte Carlo name, I turned to Steve Rossi, former head of Saab's public relations department, who recently moved from a PR job at Chevrolet to the position of General Manager, Corporate Communications at Mercedes-Benz of North America. Rossi is also a Triumph fancier and was editor of the Triumph Club's newsletter some year's back. We wish him continued good fortune in the auto industry.

Former president of Saab Cars USA, William Kelly, has acquired a Land Rover franchise for Rockville, MD. Kelly joined Saab in 1980 and worked in many positions, including regional vice president and National Sales Manager, before becoming president in 1991. He left Saab in March, 1994. Joining Kelly in the Land Rover Centre will be Brad Helms, another former Saab official, who followed Kelly to Mercedes Benz of North America in May, 94.

While on the subject of GM, Saab has been exploring several other sales techniques, including the "sell only at sticker price" technique that has worked successfully at Saturn. Saab is small enough that it could do well with such a program; the question is whether current dealers would go along with it. It would require Saabs to be sold from a stand-alone dealership, just as Saturn is, as it would be impossible to dicker on some cars offered at a dealership and not on others.

Another possibility that Saturn has looked at is offering a larger, more luxurious model based on an Opel chassis. This would be similar to what Saab has already done, taking a look at the GM Europe parts bins and selecting systems that achieve the company's goals relating to reliability and cost.

One possibility is the smaller car that Saab has been studying for possible manufacture, ala the 96. Saturn and Saab seem to have similar goals and appeal to a "niche" of the larger market.

Is it possible that Saab might build the larger Saturn? Or that Saturn could build the smaller Saab? Saab and Saturn already have a common sales outlet along with Isuzu in Canada under the GM umbrella. Could a Saturn/Saab



alliance produce better cars and better sales for both companies? Both appeal to a very independent market segment. Saab would be considered the next step up from the top-of-the-line Saturn.

There still seems to be some confusion as to the GM content in the current 900. While Saab did use the *design* of certain chassis components from Opel's Vectra and Calibra, the stampings are all done with thicker sheet steel at the Saab factory in Trollhattan. Some other components such as the braking system and the V6 engine and its management system come directly from GM factories, but the 900 was designed and is manufactured by Saab in Sweden.

The Saab Club has gotten some publicity over the past year. As mentioned a few issues ago, a small piece accompanied an article on the automotive forums in CompuServe magazine. It featured a photo of your humble editor in front of my '79 99 GL, the "NINE-T9."

That led to an interview in the Duluth News-Tribune in September, which was picked up by several other Knight-Ridder owned newspapers across the country. I heard from Saab owners in Trenton, Kansas City, Orlando and Southern California who saw the piece and wanted to join the club. The Knight-Ridder connection also led to a mention in the Power Report, a weekly newsletter published by J.D. Power.

Following a story about Saab as part of the General Motors family in the business section of the New York Times, a Letter to the Editor by Martha St. George offered that as Saab owners "We enjoy a mystique Saturn can only imitate." It also mentions NINES as the magazine for those who love Saabs.

Most recently the cover of NINES #229 was featured on the front page of The Star & Beacon, the weekly newspaper covering "Greenwood, Ninety Six and Surrounding Communities" in South Carolina. Saab Club member Fred Panasiuk of Ninety Six shared his copy of NINES with the editors, then sent a copy of the newspaper to NINES.

And they all spelled my last name correctly!

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

Address change only - old zip code _____

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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
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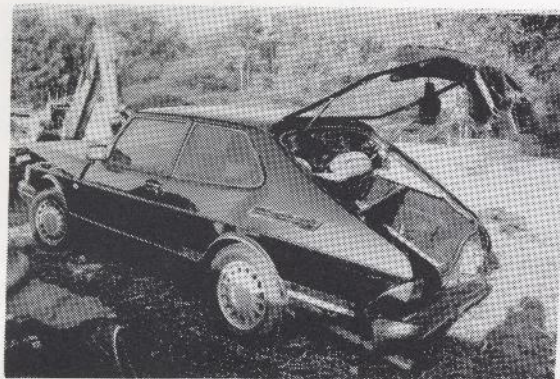
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