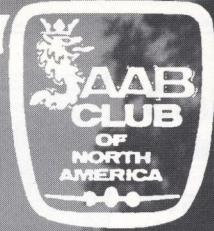




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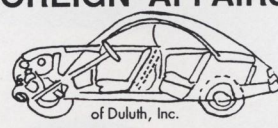
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NINES Editor & Publisher:

Tim Winker

Editorial Ass't / Membership

Coni Sharp

Contributing editors & photographers

*Chuck Andrews, Rick Corwine, Stephen
Goldberger, Larry Williams*

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Contents

Features

96 96s on 9-6-96	10
Saab Salvage 101 - <i>Andrews Open House</i>	10
The Search - <i>The muse strikes</i>	20
Europe By Car... by Video - <i>a review</i>	21
Evolutionary Saabs	29
Another Swedish Import	31
Mobile Repair Shop	33
Insure Wisely	34
Living Dangerously: The Sequel	35

Saab Clubs

Clubs & Contacts	2
Out at the Lake... In the rain	16
Clubs Calendar	19
Future International SAAB Meets	19

Departments

Letters to NINES	4
Notes in the Margin by <i>Stephen Goldberger</i>	6
Professional Perspective by <i>Chuck Andrews</i>	8
Parts & Service Information	12
1992-94 9000: Installing TCS On/Off Switch	
1994- 900 w/V6: Replacing Camshaft Drive Belt and Water Pump	
1994-95 9000: Correcting Risk of Wiring Harness Chafing	
1995- 9000: New 9000 Brake Light Check Feature	
1996 900: New 900 Test Brake Lights Message	

Saab News	15
Change in top management at Saab	
Partners to invest \$500 Million in Saab	
GM gets option to buy rest of Saab Automobile	
A Not-Quite-So Long Run	

Technical Talk

Sonett Body Removal by <i>Bruce Turk, NESCA</i>	22
Dr. Kauffman Talks Tires	26
Fitting intake manifold on milled V4 heads	28
Knocking shocks	28
Tail lights on 4-dr 900s	33
Saab Swap - Classified Ads	39
Rear View by <i>Tim Winker, Editor / Publisher</i>	42

(Published August 1996)

Letters to NINES

Too Ugly?

In September of '95 I returned a 1993 9000 CSE which I had leased since September of '92. We have had six Saabs since 1987 (five 900's and this one 9000).

We tried to only have one car but found it to be too inconvenient. Our one car is a 1985 Mercedes Benz, 300 turbo diesel, only 85,000 miles on it. This car is beautiful until you have to go in snow. This past winter we felt imprisoned, so we decided to get another car. We went to our Saab dealer (Parkfield Motors in Bergenfield, NJ) and looked at a new 900. We test drove it and found it to be very satisfactory until we looked at the style especially the rear end. The car looked so cheap like a crummy Japanese car so we bought a used 1992 900s, only 29,000 miles on it and hope it lasts until Saab or GM does something about the 900 design.

Richard Bucci
Crambury, NJ

200K and counting

A few weeks ago my '87 9000 Turbo crossed the 200,000 mile mark. Since this was my first Saab some comments are in order. That little 2.0 liter engine is an engineering gem. Its power, smoothness, and reliability have not perceptively changed since I purchased it in late 1986. The oil level on the dipstick remains "full" at the 3,000 mile oil/filter change intervals and during this almost 10 year period, if a cylinder misfired once, I'm not aware of it. The rest of the car is almost as impressive.

I do most of the maintenance work myself and keep fairly detailed records and schedules. I designed a simple data base using Microsoft Excel and my MAC. Each record in the data base contains the maintenance event, date performed, mileage,

cost, and comments. This is then linked to a schedule sheet that identifies all the planned maintenance events and a system to remind me when they need to be performed. To date there are 241 records in the data base and 27 maintenance items in the schedule.

It's interesting to note that the average monthly maintenance cost thus far has been \$146 or 8.4 cents/mile (all expenses included except gas, insurance, licensing, and a windshield that was maliciously smashed). I do most of my own maintenance (I'll change a water pump but not a clutch, although I could) I practice what I would call aggressive maintenance (prematurely changing working parts and scheduling routine maintenance with shorter intervals than factory recommendations). For example I replaced all water hoses at 117,000 miles, a new water pump at 127,000 miles, and new ball joints and tie rod ends at 185,000 miles. In each case the old items were in remarkably good condition. I use vanadium tipped spark plugs and change them at 15,000 miles (massive overkill so I'm now extending use to 20,000 miles). If I didn't practice such maintenance procedures, 12%-15% could be saved in maintenance costs but I won't enjoy the performance and reliability that accompanies this philosophy. As perhaps a piece of helpful information, I also changed the alternator at 170,000 miles (I assumed the brushes needed changing but to avoid a potential later bearing problem I put a new unit in). This is the one case where I waited too long and risked brush failure because they measured 3mm and 4mm respectively (minimum spec is 5mm). 150,000 is probably a better schedule for the brushes.

There were two negatives with the car. After going through three

clutch master cylinders and one clutch, the fault was finally discovered. Master cylinders were failing because the base on which they were mounted developed a hairline crack that resulted in the cylinder being torqued about its vertical axis causing wear on an internal seal that resulted in hydraulic pressure not being completely released (thus clutch slippage). The problem was corrected by welding a stiff plate onto the cracked base and then mounting the master cylinder on it. The other negative was the headlights. The 1987 reflector design was terrible and I replaced them with the much improved 1988 design.

I want to put in a plug for B&B Saab in Santa Clara, California. For all my do-it-yourself projects I exclusively use their Parts Department and for the bigger jobs (or when I am in trouble) I turn to their Service Department. They aren't stingy with their help and they seem to know when to help me and when to humor me (i.e.; when I have an off-the-wall diagnoses).

I'm keeping this car for however long it reliably performs. I'm so pleased with it that I'm planning a new Aero purchase but must wait until the November election. You see, I'm retired and depend on investments for income so I must wait to see if the economy will go South (I'll let you decide whether I'm a Republican or Democrat),

Ralph Summers
Cupertino CA

Overfilled on oil

Please find the enclosed check and subscription form to renew my membership. I have been receiving NINES for some years now and I am only recently tempted to write in regarding experiences with old and new 900s I currently own.

First, let me say that the new 1994 900 with the 2.3 liter normally aspirated engine was made to hold four quarts of oil with a new filter, not five [like it says in the Owners Manual]. It took me a year to realize this. I have called some dealers anonymously to check who is savvy and who is not. Dealers in this area are still not in the know. Calling the Saab Customer Service Center will get you a new Owners Manual with the correct information. The representative had a so-what-who-cares attitude. You know that overfilling an engine with oil is bad for the seals and does not promote proper bedding down of the engine components such as piston rings. I would have thought that Saab would have immediately sent out a bulletin to all dealers and owners with this engine to inform them of this. I have not received a notice so far and neither have the dealers. I received a new rear main seal instead. When I got it back, the car had five quarts of oil in it to boot! Please get this message out to your subscribers if you do nothing else.

Dealer service is not up to snuff either. I waited at the 5,000 mile checkup only to find out on the test drive that my tech was fresh from a Lexus dealer and had never worked on a Saab before. Also, during shop break it is apparently *de rigueur* for the techs to have their feet up on the bumpers and flick ashes on the hoods of customers' cars. Dealers have damaged the alloy wheels from changing tires (on a supposed non-contact tire machine) to correct a steering wheel shimmy. There is more, but enough ranting and raving.

Please get the message out to Saab Cars USA that a lot of people will not tolerate this much longer. I will not consider buying another new Saab because of what has happened with this one. I may opt to buy a used one however. While used Saabs are not without their quirks (cold start problems, transmissions not up to the

task of handling a turbocharged engine's output, etc.) I can avoid having to interact with the dealership. My old '83 with 215K is still running strong and it has only been to a dealer once when it was new. Sadly, it did not get fixed there properly either.

If Saab does not shape up, lost of people may Truly be "Finding their own road" out of there. Saab did not fare all that well in a recent issue of *Car and Driver*. Audis are looking pretty good these days in terms of style and build quality. My guess is a lot of people will be beating a path over that way soon. Saab has to smarten up, start building better cars and realize that intelligent customers will not tolerate dealership and representative's antics much longer. If they are not willing to change, they should be prepared to sit on the bench.

Your publication is a real value and a great tool for an owner like me. Thank you.

Nicholas Colicchio
Marlborough MA

High mileage memories

After enjoying the "High Mileage Saabs" article so much (NINES #226), I just had to write about mine. Had a '68 Deluxe V4 that had about 152,000 miles on it when I rolled it at 65 mph in a thick fog when the center line I was following disappeared (yes, extremely bad judgment on my part, but I was dead tired and only 15 miles from bed). Replaced it with a '73 99. The engine and tranny were replaced at about 155,000 miles. I ruined the engine by forgetting there was no antifreeze in it one summer. Had to replace the engine and tranny as a unit because that was the only way the seller would let me have it. Two boys and one girl learned how to drive in it. (My oldest boy now has an '87 9000 Turbo with 187,000 on it, and although he could afford any car, he will not give it up. I taught him right

somewhere.)

Anytime there was a long trip for a family member, the Saab was first choice, even with 200,000+ miles, no head liner, et al.

At 290,000+, a drunk hit it while parked in front of my house. But the Saab was faithful even to its end. The drunk tried to drive away, but his bumper got caught in the left rear wheel opening and, try as he might, he could not break loose. The Saab held on to him until I could run to the car and grab his keys. He then tried to escape on foot while I called the police. I sent my German Shepherd/Golden Retriever after him. The dog herded him back to me like he was some sheep or cow. It was absolutely beautiful!

Thanks for bringing back wonderful memories of a great car... and a great dog.

Dale Kunkel
Lehighton PA

No Saabs, but still a fan

Enclosed is my renewal - thanks for another good year of publication - The last issue was especially nice.

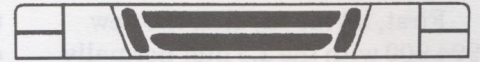
My car fleet doesn't include any Saabs, but it's always open to change. (Currently: 1953 Frazer-Nash, under restoration; 1966 Imperial LeBaron, recent and fabulous; 1969 Alfa Spyder, rebuilding engine; 1979 Alfa Sprint, up for sale; 1987 Jeep Comanche, ditto. I still commute to the office by foot.)

I did hear a report on my last 96, sold in Santa Barbara in 1988 or '89. The third owner, after I sold it, reportedly took it to the crusher in Long Beach for \$750! A hex on him!

There's another Saab freak in Santa Barbara who is buying back his restored 95, now owned by the art director of "Pulp Fiction"! The old ones are a rare sight here, but the 900s, etc. are growing like mushrooms.

Bob Schmitt
Burbank CA

Notes in the Margin by Stephen Goldberger



End of the (in) line?

A May 14, 1996, Wall Street Journal article, referring to a May 13 piece in "Automotive News", reported that the General will design and build a new, DOHC 16 valve in-line 4 to replace many of the dozen 4 cylinder engines now used by the General world-wide. It was reported that the engine would be manufactured in displacements of 2.2 l for North America, and 2.0 l for Europe, and would appear in the Saab 900. Despite my underwhelming success at predicting the future, I believe that the existing GM Europe V-6 provides a lot of insight into the likely configuration of the engine.

The first question is the General's need for a new design. Couldn't they adopt one of the dozen engines now being made as the one to carry the corporate banner? The answer, I believe, is that marketing and emissions realities require a 16 valve design, and the four DOHC 16 valve engines I recall being made now were rejected either for high cost to produce, potential patent liability, or technical shortcomings.

The Saab engine is technically excellent, but expensive to produce with its forged crank, chain cam drive, ample bearings, and balance shafts. The Oldsmobile built "Quad" engine is also a high cost engine, and its reputation for noise and vibration are not helpful. Similarly, Saturn's DOHC engine is known for high vibration, and on the expense side adds an aluminum block to its chain driven cams. Opel builds a 4 cylinder DOHC, but with their V-6 cylinder head design being pure Saab, one must suspect that the Opel engine does not meet emission standards easily.

The head design on the V-6 differs from Saab's 4-cyl head mainly by being as narrow as possible. For example, the valve covers bolt to the

cam bearing pedestals rather than being bolted along the periphery, and the valves might be a touch more upright in their position. Given Saab's success in achieving low emissions, I suspect that Saab's combustion chamber design and valve mechanism will be used on the new engine. Without its expensive chain-driven cam, the Saab head could have been simply adopted as-is.

Cam drive will certainly be by means of a timing belt. From an owner's viewpoint, this is nothing but bad news. Periodic timing belt replacement is not so bad with a rear drive configuration, but there just isn't enough underhood clearance for easy (read: economical) replacement with transverse-front-drive arrangements. The number of shafts penetrating the oil boundary goes from two (ends of the crankshaft) to 4 (the belt runs dry), doubling the potential for leakage. Now that the timing belt is outside the lubrication boundary, there is an almost irresistible tendency shorten the water pump drive shaft by using the timing belt to drive it. Then a seized water pump will lurch the engine right away by busting the valves against the pistons, rather than slowly by overheating. As a final insult, the marginally wider belt eats into an already crowded engine compartment. Despite all these costs and risks to the owner, the manufacturing cost saving by using a belt rather than chain drive is so large that any OHC engine intended for high-volume applications will be engineered with a timing belt.

"Fracture split" connecting rods result in a more nearly circular big end bore, precise alignment, and lower cost of manufacture. The design and tooling for such a configuration is more expensive than the "conventional" method, limiting the application to high volume designs. They are used in the V-6, and could be

taken over directly to the new engine without change in a "square" 85mm bore and stroke 2.0 l engine. "Stroking" the engine to 2.2 l would require a different crank, perhaps different rods, and would provide the North American products with the kind of raspy shakiness which motivates the use of V-6s.

The General doesn't forge crankshafts. We can expect a short-skirt (iron) block with a deep-drawn steel oil pan, not Saab's deep skirt block with a shallow aluminum pan. There may be novel applications of plastics, in areas such as the intake manifold, valve cover, and engine brackets.

The General has shown great reluctance to honor Mitsubishi by licensing their balance-shaft technology. In desperation, the "Quad" engine was fitted with counterbalances in the crankcase, where the strength of the mounting limits the engines turning speed. Saab's silent simplicity with balancer housings cast in the side of the block does not limit the engine the way add-on devices do, but it would be quite a departure from the General's usual practice to design up front for something which any accountant hopes would go away by itself. In other words, don't expect balance shafts.

The last issue is where the new engine would be placed. It is unlikely to replace Saab's Turbo engine in either the Big Saab or the 900. As a "volume" engine, it is unlikely to have the margins of strength needed to reliably handle the extra load of a turbo, and backfitting higher strength components (such as valves, rods, pistons and oil spray to the pistons) would require lots of engineering for a small volume application - just the thing the new engine is supposed to overcome. It could, however, become the "non-turbo" alternative, perhaps with SDI (Saab Direct Ignition) to differentiate it from the Cavalier.

Saab Cars of America can use of GM's domestic parts network to simplify the logistics of providing parts for it. And certainly the rumored "New 96", if produced, will have a high-volume engine adapted to it.

About the time of your second muffler replacement, the heat shield over the catalytic converter should be examined to see if all of it is still there. Ohio lies at the mouth of the salt mines under Lake Erie, a fact not overlooked by our highway departments. As a result, the remaining ends on my wife's (former) '88 9000 heat shield have shiny new "galvanized" pop riveted in place to connect them.

In his review of the '97 Park Avenue (built on the "Aurora" platform), Jim Kenzie of the Toronto Star pointed out some of the General's new design/manufacturing techniques that Saab (and GM Europe) would do well

to incorporate. The box section door frames, windshield frames, and radiator upper support are "hydroformed" from steel tubes, rather than welded up from stampings, increasing strength. The dash support is a single alloy casting and is "structural", an innovation which would eliminate that hokey steel cable connecting the bases of the 9000 windshield pillars and be a blessing to anyone who has shredded himself on one of the many razor sharp stampings used most commonly as dashboard structure.

If Saab want's their 21st century 9000 to be perceived as something other than a dressed-up Opel with a Saab engine, putting it on the "Aurora" platform could be a great strategy. No big deal over here, but in the European market distinguishing between Saab and Opel, while keeping the platform "in the family," could pay off.

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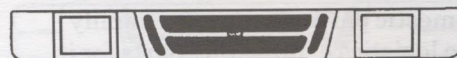
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Professional Perspective by Chuck Andrews



Though I've written on the subject of auto air conditioning systems before, the news is continually changing and worthy of regular updates. For anyone who has had their A/C system serviced recently, the cost has risen from under \$20 a few years ago to well over \$100 to recharge the system with R-12 (also known as CFC-12 or Freon). If the R-12 A/C system in your car still works and does not leak, it is best to continue to use R-12. If the system has leaks or failed components, it may be time to convert to HFC-134a, the refrigerant used in all current new car installations. The best long-term solution is to have your A/C converted to 134a. This can be done in most Saab 900s and 9000s for around \$100 in parts, plus about five hours labor.

As a result of the increasing cost of R-12, many companies now advertise less expensive alternative refrigerants. Some are approved by the EPA, others are not. None are "drop-in", nor can they be used to "top off" an existing R-12 system. To protect against contamination of a repair shop's R-12 recycling machine by a substitute refrigerant, the fittings must be changed.

The following letter and accompanying chart were recently sent to the 11,000 member shops of the Automotive Service Association (ASA) regarding R-12 (Freon) and substitutes in existing air conditioning systems. It is reprinted with the permission of ASA.

With the price of R-12 now exceeding \$400 for a 30 pound cylinder, refrigerant sales people will be beating your doors down to sell their substitute refrigerant.

There are several things you and your customer should consider before replacing R-12 with another type refrigerant in an auto air conditioning system.

1. The system must be in good working order before you make changes in the type of refrigerant. For example, if the system leaks R-12, it will surely leak anything else you put in. If the compressor is noisy a different type refrigerant won't cure the problem.
2. You must have service and recovery systems in your shop for each different R-12 substitute you use. You also must install different service fittings and a new label identifying the R-12 substitute used.
3. A refrigerant identifier that will identify the type of refrigerant in the system is considered a necessity by most air conditioning technicians.
4. It's true that if certain systems using blend refrigerants need "topping off" you can't just top it off as with a R-12 system. You have to evacuate the entire system and recharge it with new

Name (1)	Status (2)	Date	Manufacture	Components / Reason Unacceptable							
				HCFC 22	HCFC 124	HCFC 142b	HFC 134a	HFC 152a	Propane (R-290)	Butane (R-600)	Isobutane (R-600a)
HFC-134a	ASU	3/18/94	Several	-	-	-	100	-	-	-	-
R-401C	ASU	3/18/94	Dupont (not sold in US)	33	52	-	-	15	-	-	-
FRIGC FR-12	ASU	6/13/95	Intermagnet General	-	39	-	59	-	-	2	-
Freezone (3)	ASU	5/22/96	Freezone	-	-	19	79	-	-	-	-
Ikon-12	ASU	5/22/96	Ikon Corp.	Composition Claimed as Confidential Business Information							
R-406A/ GHG/ McCool(4)	P	5/22/96	People's Welding	55	-	41	-	-	-	-	4
GHG-X4/ Autofrost/Chill-I (4)	P	5/22/96	People's Welding	51	28.5	16.5	-	-	-	-	4
Hot Shot/Kar Kool (4)	P	5/22/96	ICOR	50	39	9.5	-	-	-	-	1.5
GHG-HP (4)	P	5/22/96	People's Welding	65	-	31	-	-	-	-	4
FREEZ-12 (5)	under review	-	Technical Chemical	-	-	20	80	-	-	-	-
OZ-12	UNA	3/18/94	OZ Technology	Flammable blend of hydrocarbons; insufficient data to demonstrate safety							
R-176	UNA	3/18/94	Arctic Chill	Contains CFC-12, which is inappropriate in a CFC-12 substitute							
HC-12a	UNA	6/13/95	OZ Technology	Flammable blend of hydrocarbons; insufficient data to demonstrate safety							
R-450A	UNA	6/13/95	Greencool	Contains a perfluorocarbon, which has extremely high global warming potential and lifetime							

- (1) R-401A (made by DuPont), R-401B (DuPont), R-409A (Elf Atochem), Care 30 (Calor Gas), Adak-29/Adak-12 (TACIP Int'l) and ES-12R (Interinvest) have not been submitted for review in motor vehicle air conditioning, and it is therefore illegal to use them in such systems.
- (2) See text for details on legality of use according to status
ASU = acceptable subject to fittings, labeling, and no drop-in use conditions
P = proposed acceptable subject to use conditions; open to public comment so decision isn't final
UNA = unacceptable; illegal for use as CFC-12 substitutes in motor vehicle air conditioners
- (3) Freezone contains 2% of a lubricant
- (4) Additional use condition: must be used with barrier hoses
- (5) FREEZ-12 is a different blend than Freezone. EPA is reviewing it, but has published no proposal or final rule for this blend.

refrigerant. Blended refrigerants do not always leak equal amounts of the blended chemicals.

If using a blended refrigerant, you should always know the mixture of chemicals in the R-12 substitute you plan to use. Some brands are over 50 percent R-134A. Why not make the total conversion to R-134A? Others have mixtures of R-22 which is designed for commercial use and is not always compatible with automotive air conditioning hoses (causes leaks). Some blends have slight amounts of hydrocarbons such as propane or butane that could make the mixture flammable. In Arizona, as well as in some other states, flammable substitutes are illegal to sell.

Even today with R-12 at a high price per pound, the bottom line is to repair the R-12 system and make your customer happy. A properly repaired R-12 system will deliver the dependable performance it was

designed to have.

Please continue to be informed and use your identifier.

Bruce McLaughlin, AAM
Mechanical Division Director
Automotive Service Association

Even though this letter is dated June 1996, the wholesale price of R-12 as of late July was \$719 for a 30 pound container. The manufacture of Freon in the U.S. and most other countries ended effective January 1, 1996, but the EPA claims stockpiles of R-12 are plentiful, and with most shops recycling as much as possible, there shouldn't be a shortage of R-12. It appears the price is being driven up by speculation.

As an ongoing test, I have made the update to 134a in my 1985 900S. After the first couple of months, the system seems to be working fine. Don and I have been monitoring the effectiveness of the 134a by taking

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temperature readings at the air outlets in the dash.

If you'd like more information on CFCs and their effect on the ozone layer, the EPA has an ozone-protection hotline, (800) 296-1996. If you're computer active, try <http://www.epa.gov/ozone/>.

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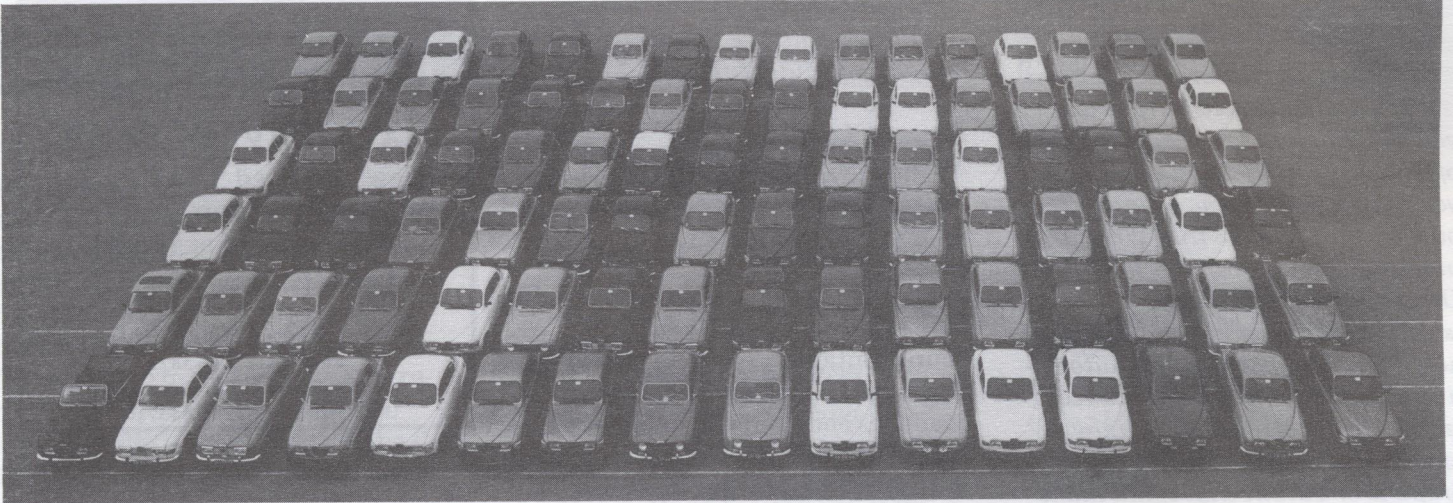


photo by Ad van Beurden

96 96s on 9-6-96

1996 is a special year for all our Saab 96s. Ad van Beurden, a member of the Saab Club Nederland and professional photographer, had the idea to celebrate the occasion by assembling 96 Saab 96s in one place. The best date was of course, June 9, 1996, or as the Europeans write it: 9-6-96.

On that Sunday, 103 Saab 96s, owned by members of the Saab Club Nederland and SAAB 96 Vereniging Noord, showed up to participate in the photo session in an empty parking lot. Two photos were made, one with 96 cars (six rows of 16) and another with all 103 cars with their owners. With the help of a crane, van Beurden was able to take his photos suspended above the assembled Saabs. (Note the 96 convertible in the front left.)

Maybe 96 owners in the U.S. could assemble for a similar photo on September 6, 1996 (9/6/96) in Ninety-Six, South Carolina. Probably not.

Saab Salvage 101

The Open House at Andrews, Inc., in Princeton, Minnesota has become an annual affair, and one that members of the Minnesota Saab Club look forward to every year. This year, in addition to the usual discussions of how-to-maintain a Saab, given by Chuck and Don Andrews, a competition was added.

Two teams of five Saab-heads each tackled the dismantling of a pair of '84

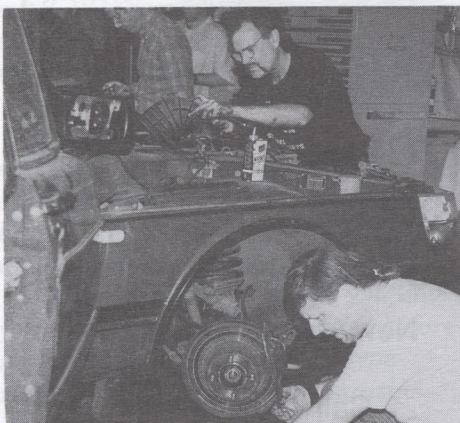
900 4-doors. One group was made up of members of the Minnesota Saab Club, while the other was best classified as... other. It consisted of members of the Milwaukee and Great Lakes (Michigan) Saab Clubs, plus a couple of non-affiliated Saab nuts.

The idea was to salvage as much as reasonably possible from the cars. A checklist had been made up in advance, giving a certain number of points for

various assemblies, based on the difficulty of removal. These included: headliner, window mechanism, CV joint, lenses, steering rack, etc. The big points getter was the driveline, with added points for removing the transmission from the engine afterwards. Teams were allowed to cut only one cable, hose or wire in removing the drive-train. In addition, the team members had to provide their own tools, with the exception of one air gun which was provided. All of this was to be done within a 2-hour time limit. Neither team was terribly well equipped in the tool department (apparently they hadn't read the fine print on the entry form), but struggled valiantly to remove most of the items on the checklist.

In the end, it was the "Other" team that collected the most points, though both teams did manage to get most of the items on the list within the time limit. You can bet that as team members were cleaning up with GoJo, there was talk of how they could do better next year.

Tim Winker



photos by Mike Dahl

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Parts & Service Information

Installing TCS On/Off Switch

Application: 1992-1994 9000 Models with Traction Control and Manual Transmission
PSI 06/95-0588, Sec. 2/Pg. 55

It is now possible to install an extra switch that will allow the TCS function to be disengaged on 1992-1994 9000 vehicles equipped with traction control and manual transmissions.

Cars Affected:

1992-1994 9000 TCS equipped vehicles with manual transmission

Parts:

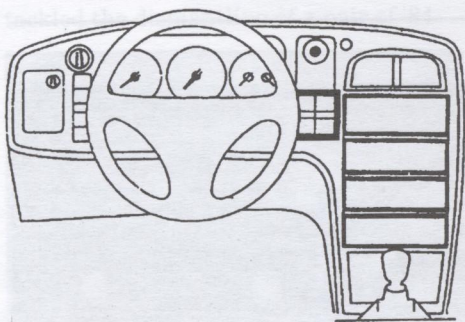
Kit 85 49 214
 (contains switch, wiring harness, cable ties, tap-on connectors)

Suitable sealant
ABS ECM 88 28 089*

Note: On 1993 and 1994 cars the ABS ECM installed in the vehicle can be retained. On 1992 cars, the ABS ECM must be exchanged for a 1993 or later version.

Action:

1. Remove the blank button in the switch compartment to the right of the steering wheel. See Figure 1.



2. Remove the lower section of the dashboard on the driver's side.
3. Remove the rubber grommet installed above the pedal assembly and make a roughly 30mm cut in the rubber. See Figure 2.

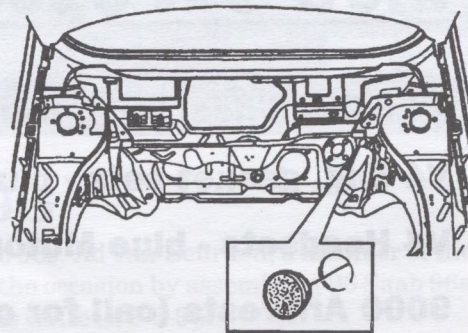


Figure 2. Removing rubber grommet.

4. Insert the wiring harness.
 The connector should be at the switch aperture.
5. Connect the extra wiring harness' brown/white lead to the brown/white lead on pin 7 of the switch for the electrically heated front seat. Use provided connector P/N 95 60 012. See Figure 3.

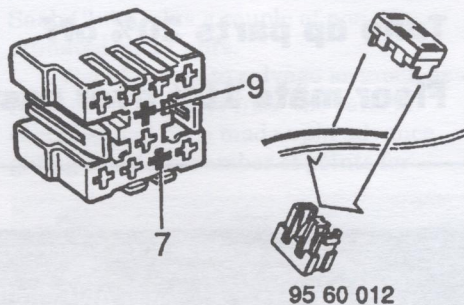
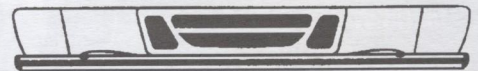


Figure 3. Connecting leads

6. Connect the extra wiring harness' black lead to the black lead on pin 9 of the switch for the electrically heated front seat. Use provided



connector P/N 95 60 012. See Figure 3.

7. Fit the connector on the TCS On/Off switch and mount the switch in the dashboard.
8. Run the black lead on the air duct over to the far right-hand corner of the relay box. Secure with cable ties provided in kit. Make sure that the lead is not in contact with any moving part.
9. Lubricate the black lead with a soap solution and then fit it in the cut previously made in the rubber grommet. See Figure 4.

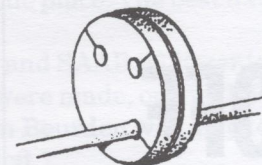


Figure 4. Fitting lead in grommet.

10. Fit the rubber grommet in place and seal it carefully. Use sealant provided in kit.
11. Unplug the ABS ECM connector.
12. Pull the rubber protective cover off the connector. See Figure 5A.
13. Separate the connector. See Figure 5B.

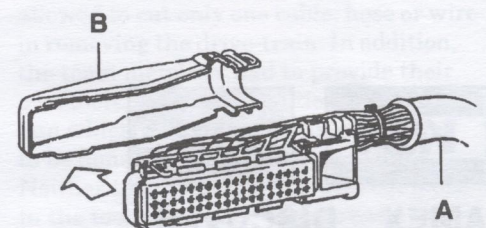


Figure 5. Removing cover and separating connector

14. Insert the black lead through the rubber bushing.
15. Snip the cable tie (see Figure 6A)

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.

and carefully drill out the cover for pin 25 (see Figure 6B) using a 4.5mm drill bit.

16. Insert the lead's pin in the vacant position for pin 25. See Figure 6B. Tug the lead slightly to check that it is firmly located.

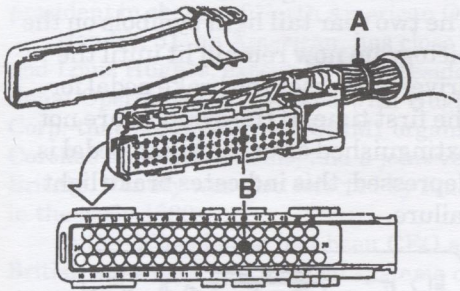


Figure 6. Inserting pins

17. Press down the seal.
18. Secure the cable harness in the connector by means of a cable tie (see Figure 6A).
19. Refit the cover over the connector.
20. Fit the rubber protective cover in place.

NOTE

Using a suitable sealant, seal extremely carefully around the rubber protective cover so a moisture barrier is formed and moisture cannot reach the connector.

21. Plug the connector back into the ABS ECM and secure it with the locking clip.
22. Refit the lower section of the dashboard. Test drive the car and check that the switch works as intended.

NOTE

The TCS function can be disengaged by using the switch only at speeds below 37 mph. When the ignition is turned off, TCS disengagement is canceled. Each time the ignition switch is activated, TCS function becomes active.

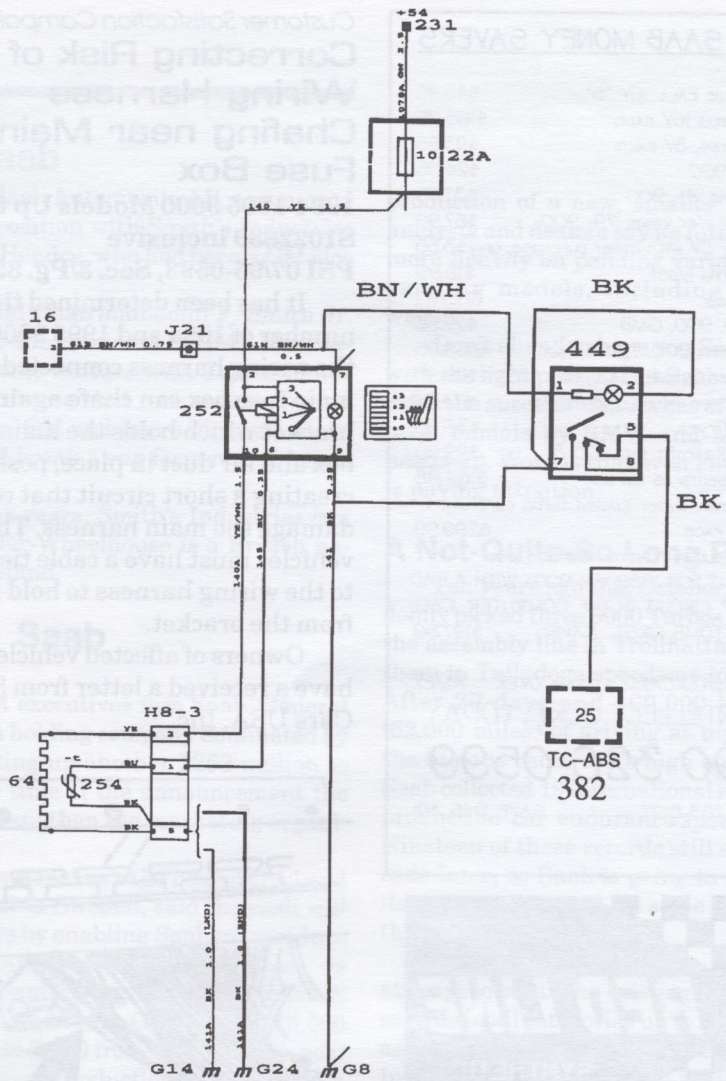


Figure 7. Wiring diagram for TCS On/Off Switch

Service Campaign 406
Replacing Camshaft Drive Belt and Water Pump

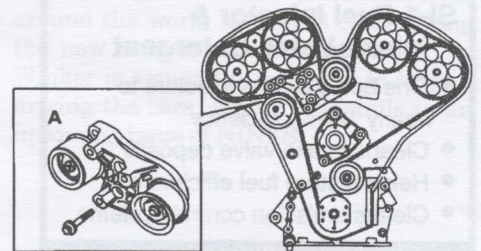
Application: 1994 900 5-door models, 1995 900 Convertible Models with V6 engine within VIN R2000001-R2047292, S7000001-S7002837

PSI 12/95-0653, Sec. 2/Pg. 58
Supersedes 07/95-0599

It has been determined that the belt tensioner may not be properly aligned on a number of 1994 900 5-door models and 1995 900 Convertible models equipped with V6 engines. As a result the belt could break or jump off the tensioner, causing engine

damage, pump leakage, noise and bearing failure.

Saab owners whose cars are affected by this should have been notified that the work may be done at the next service opportunity.



A car that has been modified will have the number "8" marked in position "C3" on the Campaign Plate in the engine compartment.

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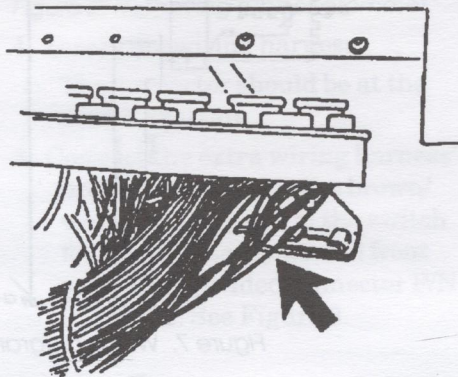
SAVE THIS AD!

Customer Satisfaction Campaign 418
Correcting Risk of Wiring Harness Chafing near Main Fuse Box

1994-1995 9000 Models Up to VIN S1022839 inclusive
PSI 07/95-0593, Sec. 3/Pg. 85

It has been determined that on a number of 1994 and 1995 9000 models the wiring harness connected to the main fuse box can chafe against the bracket which holds the main fuse box and air duct in place, possibly creating a short circuit that could damage the main harness. These vehicles must have a cable tie added to the wiring harness to hold it away from the bracket.

Owners of affected vehicles should have a received a letter from Saab Cars USA, Inc.



Cars affected:

1994-1995 9000 models up to an including VIN Serial No. S1022839.

This wiring was rerouted as of model year 1994 to accommodate the passenger side airbag.

Parts Required:

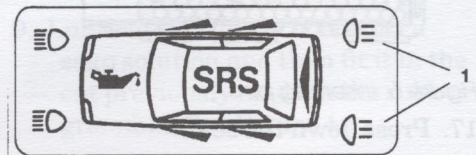
Cable Tie 79 71 880

A car that has been modified will have the numeral "8" stamped in position "C4" on the Campaign Plate in the engine compartment.

New 9000 Brake Light Check Feature

Application: 1995- 9000 models with VIN S1031662 and above
PSI 09/95-0618, Sec. 3/Pg. 87

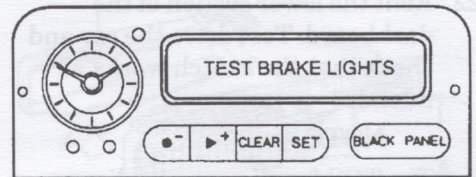
This new feature adds a functional check of the brake light circuit each time the ignition is switched on. The two rear tail light symbols on the pictogram now remain lit until the driver depresses the brake pedal for the first time. If the symbols are not extinguished after the brake pedal is depressed, this indicates brake light failure.



New 900 Test Brake Lights Message

Application: 1996 900 Models
PSI 10/95-0626, Sec. 3/Pg. 89

This new feature adds a functional check of the brake light circuit each time the ignition is switched on. The CHECK message, "TEST BRAKE LIGHTS" will remain displayed on the Saab Information Display (SID) until the driver presses the brake pedal for the first time. If the message is not extinguished after the brake pedal is depressed, this indicates brake light failure.



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Saab News

Change in top management at Saab

Keith Butler-Wheelhouse, president and CEO at Saab Automobile AB, announced in early June that he was resigning to take a similar position with Smith's Industries PLC of Great Britain. He has been succeeded by Robert Hendry, who had been a GM vice president in charge of North American Operations.

Hendry, 51, an American, has close ties to both GM Chairman John F. Smith Jr. and Louis Hughes, executive vice president at GM and the president of GM's International Operations. He worked with Hughes on GM's joint venture with Toyota Motor Corp. that produced the NUMMI organization in California that now makes Toyota Corollas and GEO Prisms, and a joint venture between GM and Isuzu Motors Ltd. in Britain. Hendry was also selected by Smith to help GM break away from record losses in the early 1990s.

Butler-Wheelhouse had been CEO at Saab for four years. Smith's Industries is a British aerospace and medical systems company. Butler-Wheelhouse is a British native and was anxious for a chance to return to his homeland.

Partners to invest \$500 Million in Saab

by Ed Tonat, SCNCA Smoke Signals

Following the recent important infusion of top GM executives into Saab, General Motors (Europe) AG and Investor AB, the giant Swedish holding company dominated by the Wallenberg family, announced that each was putting up another \$262 million to turn Saab's fortunes around. It was made clear at the time of the announcement the bulk of the \$564 million "is earmarked specifically to strengthen the marketing organization," admittedly Saab's weak point.

Louis Hughes, GM's president of international operations (he's the boss of Opel and Vauxhall), who is also chairman of Saab Automobile AB in Sweden, said the cash will be used to "increase sales volume over the next five years by enabling Saab to introduce new products and expand in key markets such as North America, Europe and Japan," as well as to strengthen Saab's premium-brand identity. Saab's goals are to increase US sales to 40,000 from 26,000, in Britain to 15,000 from 12,000, in Germany to 10,000 from 5,000, in France to 5,000 from 2,000, and in Japan to 3,000 from 1,000. Saab's goal is to sell 150,000 cars a year by 2001 and to double present production to 200,000 in a decade.

Industry analysts see the move to build up Saab as a way for GM to help Cadillac, its luxury flagship marque, to attack the world luxury market. According to them, GM's strategy is to offer traditionalists the Cadillac, while boomers, who normally would prefer to up-market to BMWs or Mercedes, would be lured back to GM with Saabs.

Hughes sees a considerable potential for Saab. "The type of people who buy Saabs are an auto industry marketers dream." That is, they are typically well-educated, in their 40s and "well heeled." As one analyst put it, Saab could "help GM attract some of the baby-boomer buyers that they just have not been able to get with many of their products."

GM gets option to buy rest of Saab Automobile

by Ed Tonat, SCNCA Smoke Signals

As part of the deal to invest more capital into Saab Automobile, GM and Investor have agreed that GM can buy out the Swedish auto company in 1999 or 2000. As part of the deal, Opel, GM's European subsidiary, agrees to forgive a \$172 million loan to Saab and convert it into equity. (Investor owns 50 percent of Saab Automobile and GM owns 18 percent directly and 32 percent through Opel.) Also, Investor agrees to buy the abandoned Saab factory in Malmo, Sweden for \$38.3 million.

The Wall Street Journal, in reviewing the Saab product lines, notes the 900 model will continue, the 9000 will introduce a new model in early '97, with a new flagship's model scheduled in '98. Interestingly the Journal reports, "Saab also is contemplating

production of a new, smaller model, but analysts and dealers say its future depends more heavily on pending variations of its existing models, including a station wagon."

Don't abandon hope you Saab-o-philes with the light purses! But Saab should consider the successful launches of new entry-level models by BMW and Mercedes a heads-up. Word is that even Ford's Jaguar is paying attention.

A Not-Quite-So Long Run

Ten years ago this October, Saab randomly picked three 9000 Turbos direct from the assembly line in Trollhattan and took them to Talladega speedway in Alabama. After 20 days and 100,000 kilometers (62,000 miles) of driving at top speed on the famous racetrack's high banked oval, Saab collected 19 international and 2 world production car endurance/speed records. Nineteen of those records still stand a decade later, so Saab is going to try to best its own records, and set some new ones at the same time.

Two 900 Turbos will be used in the attempt to break the existing international records in all categories up to 25,000 miles, again at the Talladega Super Speedway. In addition, four naturally-aspirated 900s - two with the Saab 2.3 liter four-cylinder engine and two more with the 2.5 liter V6 - will establish international records in 33 categories. As with the 1986 Long Run, all cars will be selected and campaigned under the supervision of FIA, the International Motorsports Federation. Saab was only able to secure the Talladega facility for eight days, hence the shorter distance.

Saab has invited 120 journalists from around the world to help in establishing the new records. NINES publisher Tim Winker is among those invited to help in driving the cars. Watch for details in an upcoming issue of NINES!



Out at the Lake... In the rain

Even Hurricane Bertha (well... the edge of Tropical Storm Bertha) couldn't keep the hard-core Saabers (or is that Saabists) from standing around the parking lot of the Holiday Inn in Lake Placid, New York, and talking about their Saabs. The umbrellas and raincoats came out, but there was plenty of action in the Saab compound.

As has become the norm at Saab meets there were parts, books, and Saab-o-belia for sale, a tech session, plus several old and interesting Saabs that have surfaced in the past few years, some of which garnered trophies for their proud owners. Though the trophies were intended for Saabs built through the 1980 model year, a couple of very nice mid-'80s 900s took awards as well.

Dignitaries included Ralph Millet, the first president of Saab Motors USA, and Walter Kern, who designed and built the Quantum/SAAB sports cars of the early 1960s. There were around 200 Saab fanatics in attendance, with about 50 Saabs in the area reserved for them in the lot. The parking area overlooks the town of Lake Placid with the Adirondack Mountains in the background. It

made for some rather spectacular photo opportunities.

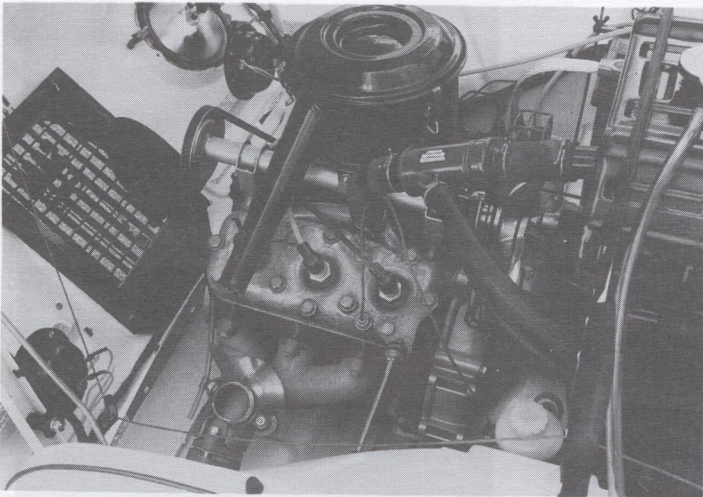
The event carried a minimal schedule, which allowed for plenty of time looking under the hoods, swapping tales, diagnosing mechanical ills, or wandering the streets of Lake Placid. A group photo had been scheduled for Saturday afternoon, but with the threat of heavy rain, organizers tried to move it to the morning, to little avail. Though an organized photo never took place, most of the cars were grouped for an informal shot. The only tech session was given by John Moss, Saab's trainer of technicians, who showed how to dismantle a 4-speed gearbox for a 2-stroke or V4 Saab.

The sun showed itself again on Sunday morning, but minivans had invaded the Saab paddock, so a group photo was out of the question. Still, the day afforded opportunities for photos that may have been missed earlier in the weekend. Trophies were awarded, and around noon the last stragglers left the Holiday Inn, their Saab fix satiated for awhile... or maybe whetted.

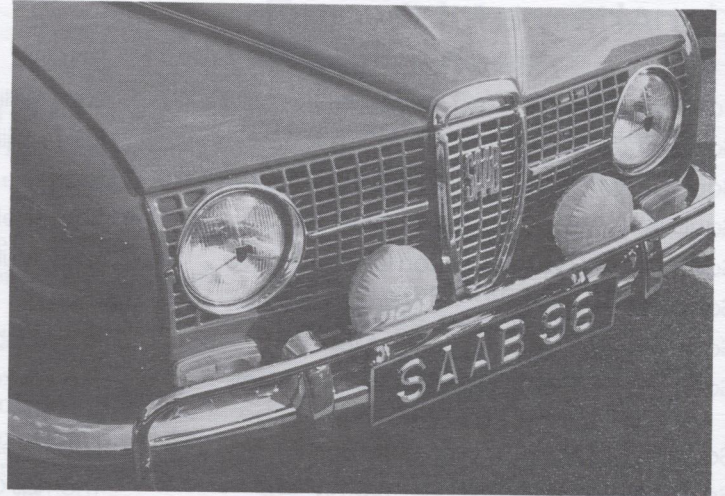
Tim Winker



John Moss uses a magic wrench to dismantle a V4 gearbox for an attentive crowd.



Above Left: The immaculate engine compartment of Bruce Turk's 1964 95.

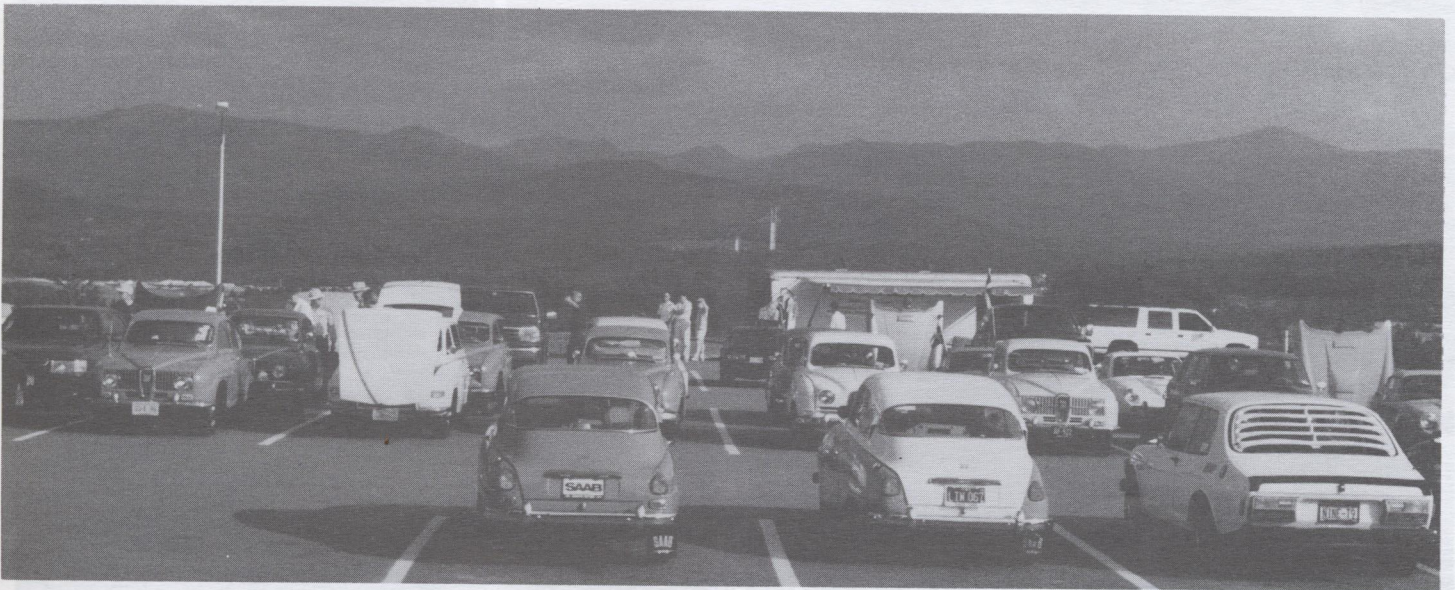
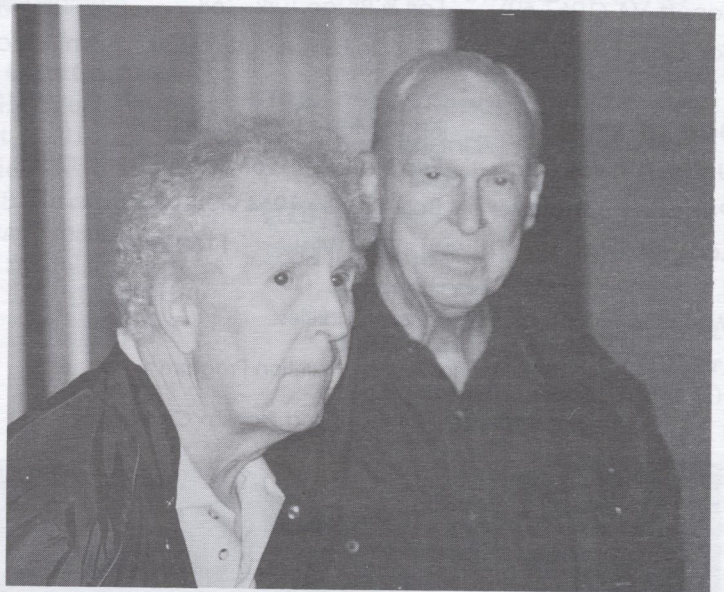


Above Right: Kerry Mull's 1968 96 Deluxe was voted Best of Show.

Right: A pair of vintage Saabers - Walter Kern (left), designer and builder of the Quantum sports cars, and Ralph Millet, first president of Saab Motors in the U.S.

Bottom: Before the rains came, Saabs were congregated in an informal group. Later they were segregated by model.

Photos by Tim Winker



Out At The Lake Awards

WINNER

Saab 93 (1955-60)	Bruce Welch - '60 750GT
Saab 95 (1960-67)	Bruce Turk - '63 95
Saab 95 V4 (1967-73)	Tom & Patti Donney - '70
Saab 96 (1960-67)	Ed Lorenz - '66 96
Saab 96 V4 (1967-73)	Ron Raymond - '73
Saab 99 (1969-73)	C. Lorenz - '73 LE
Saab 99 (1974-78)	Keith Messer - ?
Saab 99 (1979-80)	Claude Hutchings - '80 w/16V Turbo
Saab 900 (1979-80)	(unknown)
Sonett II (1966-67)	A.J. Sutton - '67
Sonett V4 (1967-69)	Lori & Bruce Turk - '68
Sonett III (1970-74)	Claude Hutchings - '71

FINALIST

Larry Williams - '62
Bruce Billings - '66 95 (none)
Bob Abels - '64 GT-850
Kerry Mull - '68 96 Deluxe (none)
Paul Jung - '78 GLE
Tim Winker - '79 GL
Larry West - '86 900T
Thomas Cox - '67
Ralph Bockoven - '68
Jim & Marcia Richards - '73

Best of Show	Kerry Mull - 1968 96 Deluxe
Ugliest Duck	Eric Nelson - 1965 Saab Monte Carlo
People's Choice	Bob Abels - 1964 96 GT-850
Longest Distance Driven:	Tim Winker - 1160 miles

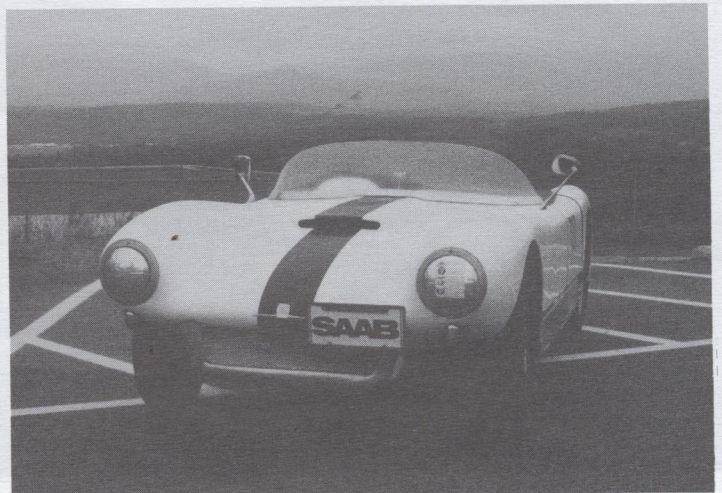
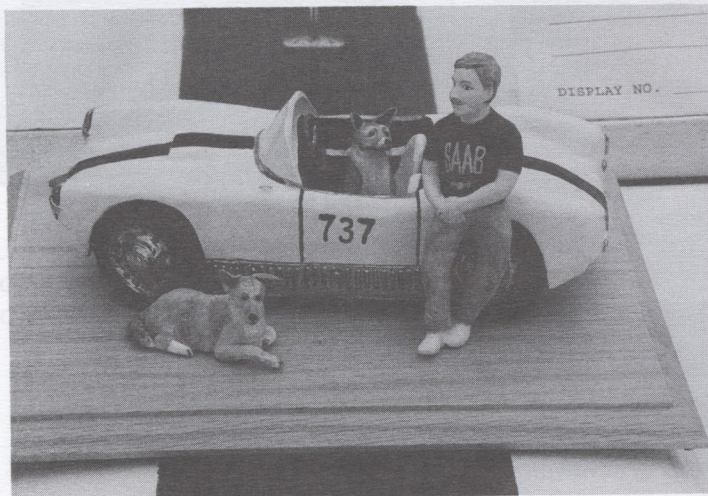
We raised \$535.00 for Lake Placid Charities:

U.S. Olympic Training Center	\$105.00
Essex Co. Office for Aging - Nutrition Program	\$230.00
High Peaks Hospice	\$100.00
Literacy Volunteer's of Essex and Franklin Counties	\$100.00

Somehow we were unable to reconstruct all the results; our apologies to those whose names we missed. Our thanks to all participants.

Dean and Mary Gordon

Bill Jacobson's Sonett I, in clay (left, with dogs, "Sonett" alongside and the late "Maggie" on the front seat) and the real thing.



Clubs Calendar

New England Sonett Club & Green Mountain SAAB Club

The next meeting of the New England Sonett Club and the Green Mountain SAAB Club will be held on Saturday, August 31, 1996, at Lime Rock Park, near Lakeville, Connecticut. Lime Rock is one of the most historically significant road racing courses in the country. The VSCCA will be holding the Dodge Vintage Races that weekend at the track. With any kind of luck, a few Saab-powered vintage racecars may even be competing.

Nestled between the rolling hills of Northern Connecticut, Lime Rock offers the racing spectator spectacular views of the track and countryside. Tickets for the weekend's events include a Paddock Pass so spectators will have the opportunity to see the cars up close between the races. An automotive flea market will also be taking place just outside the track area.

Although food and drinks are available at the track, we recommend bringing a fully equipped picnic basket, picnic blanket or lawn chairs, camera, sunblock, sunglasses, etc.

We will meet at 12:00 noon for lunch at the infield spectator area above the Esses. We will try to reserve a spot under the trees. Look for the Swedish flag. Unfortunately reserved parking will not be available. We will try to park together at the rear of the infield parking area.

Bruce Turk, 914/778-2469 6-9 P.M. EDT.

Milwaukee SAAB Club

Aug 25 - Annual Picnic at Fireman's Park in Slinger. Meat and drinks provided by the club, bring a side dish or desert to pass.

Andy Saksa, 414/785-1550.

Minnesota SAAB Club

Aug 23-24 - Ojibwe PRO Rally, Bemidji. See the Saab PRO Rally car in action.

Sept 1-2 - Jack Pine Sprints, Brainerd. Cheer on Tim Winker's Saab ITB.

Dean Nelson, 612/636-3771.

SAAB Club of Georgia

Sept 7 - Drive to Jack Daniels Distillery in Lynchburg, Tennessee.

Picnic and tour. Chris

McPherson, 770/469-7222.

SAAB Club Nat'l Capital Area

Sept. 25 - Tour of GM Truck Group Assembly Plant, Baltimore, 7 P.M.. Reservations required by Wednesday 9/18. No cameras, camcorders or tape recorders allowed. Frank Stodolsky, 301/253-5392.

Future International SAAB Meets

For all the SAAB enthusiasts out there who are interested in attending the International rallies over the next few years - here are the sites and host clubs for the next few years:

- 1997 Norway, Gammelsaabens Venner. This is the BIG one, Oslo to the North Cape then back to Oslo and across to Trollhattan for Saab's 50th anniversary. Details in NINES #230. More on the 1997 festival in Sweden to come.
- 1998 Great Britain, Saab Owners Club (GB)/Saab Enthusiasts.
- 1999 Czech Republic.
- 2000 Switzerland (Probably Interlaaken).
- 2001 Italy.
- 2002 Luxembourg (their 25th Anniversary).

Neil Plucknett
Press & PR Officer
Saab Enthusiasts Club (UK)



Photo by Rick Corwine

The Saab 900 of Dave Parps and Greg Lester enters a checkpoint at the Chippewa Trail SCCA National Touring Rally, near Menomonie, Wisconsin. Parps and Lester tied for Second place in the Equipped class.

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The Search

A Saab is what I lusted for, an Aero would be fine,
And every time I drove one, I knew it should be mine.
It fit so well and everything fell perfectly to touch,
The only issue that there was - it just cost too darn much.
Then set in the problem, what substitute I'd want,
I knew I was embarking on a very tedious hunt.

My current car, if you must know, a Saab 9000T,
And before that if you were to ask, a dark gray SPG.
So, my friends, my plight was clear, what could I possibly get,
To favorably compare to, that awesome SAAB built set.

The SPG is still around and it is going strong,
At one hundred thousand miles not very much is wrong.
It now belongs to eldest son, who drives it as did I,
And therefore he knows all too well a SAAB's the car to buy.

We both push it through the corners and go flat out on the straight,
The worst thing for our egos would be to get somewhere late.
And so he says to me one day "Now Dad just face the fact.
There's not another car out there that has the SAAB impact.

"You won't be happy, that I know, with getting something less,
And I'll bet you a sport exhaust that you won't have success."
Deep down inside, and in my gut I knew that he was right,
But I just had to try my luck although the chance was slight.
First I drove the Super Sport, too big and gauche I said;
When the salesman burped "Camaro?", from the showroom I fled.
The Mazda store was next in line, with several real nice cars.
Performance wise the RX-7 had me seeing stars.

Fast it was and handled great, but just a bit too tight,
A little narrow in the beam, my butt the seat did bite.
Infinitis the salesman said, have everything I'd want,
But driving them was boring, so again back to the hunt.
The Riviera stopped me cold, it really was a sight,
But I just couldn't like it, though I tried with all my might.
Mercedes Benz? Oh sure, why not, the little one sounds nice,
A very solid vehicle, but oh my, what a price.

Likewise BMW, the M-3 lit my fire,
But when I saw the lease rate, it plain evoked my ire.
I went to drive a Legend, but found it wasn't me,
They couldn't get a six speed, despite my every plea.
Aurora was another one that I tried on for size,
It wasn't bad for comfort, but wouldn't win my prize.
Why don't you try a Volvo, my friend Mel said to me,
The Turbo's quite a rocket ship - try it and you'll see.
So off I went and drove one, it really wasn't bad,
But without a five speed tranny - better suited for my dad.

An SVX I went to see and it was quite a pip,
But when I got back from the drive, I hadn't enjoyed the trip.

The Audi line then came to mind, a Quattro would be nice,
I looked, I drove, I dickered, and even liked the price.
Going home my mind did spin, I really was confused,
The Saab is what I wanted and I remained bemused.

But when at home I had arrived, I heard the phone bell peal,
My daughter (who lives in Florida) was calling with a deal.
Husband Jim had got the hots, a Miata he must get.
His Corrado was available: a bargain price was set.

So soon I will be driving some very sporty wheels,
And will be spared the trauma of negotiating deals.

(For a while anyway.)

But Saab fans please don't worry, 'cause I'm not crazy as a loon,
For I really, really still intend to get an Aero soon.

This way I needn't rush, you see, and I can take my time,
To get the best deal possible to make an Aero mine.

George D Forman
Wyncote PA

Europe By Car... by Video

Anyone planning a trip to Sweden for the 1997 Saab Festival, or any trip to Europe for that matter, would probably stop at the bookstore for various travel books by Baedeker, Fodor and Frommer's You'd be advised to add a copy of Ingmar's Europe By Car videotape to help plan your itinerary. This two hour journey through about two dozen European countries is seen from the passenger compartment of a Saab 900, with requisite stops to play tourist.

Ingmar's Europe By Car is culled from video tapes taken on several trips to Europe by Ingmar Lauringson. The two hour journey begins in Gothenburg with the videographer picking up his new 900 from the Tourist Delivery office. From there, Ingmar takes the viewer on a route through Germany, down to Italy, then to Spain and Portugal. Part two begins in Switzerland and makes its way through France, the

British Isles, Holland, Belgium, Norway, Finland, Estonia and back to Sweden. Along the way there are stops in major cities, folk festivals, travel by large car ferries and plenty of general sight-seeing.

While the program is sometimes like watching someone's home movies, it is well edited and Ingmar's narration adds a more comfortable feel than a travelogue produced by a full-time major production company. It lies somewhere between a polished, detached professional film and your neighbor's everlasting vacation tapes. Instead you get the friendly feeling that Ingmar is sharing his adventures with you.

For anyone who collects Saab memorabilia, or anyone who has ever wanted to see Europe up close, this tape is well worth the money. For details on how to order, call 805-929-3750, or see the ad in this issue.

Tim Winker

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Our new "Ingmar's Europe By Car", a colorful and instructive 2 hour video will take you quickly through about two dozen countries and show you how. Share Ingmar's many years experience as "car gypsy" in Europe. A video mini-vacation that will help you plan and save on your own trip.

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Technical Talk



Sonett Body Removal

By Bruce Turk VP
New England Sonett Club

Saab's Sonetts are now between 20 and 30 years old and are, to put it bluntly, very tired old cars... if they haven't already been restored. Many of these lovely, Swedish beauties have been poorly patched back together in an effort to keep them on the road and are far from original. Quite a few have already found their way to wrecking yards due to accidents or general abuse. That makes those that are left all the more precious.

Many Sonett owners are contemplating restoration and are looking for some sort of guide to assist them in that process. Articles I have written on the subject for the New England Sonett Club Newsletter will be published in the next several issues of NINES in the hope of letting Sonett restorers know some of the problems they may encounter that are not listed in the factory manuals, if they should even be lucky enough to have the manuals.

Despite their fiberglass bodies, rust is a problem common to all Sonetts. The chassis is still made of steel, and most Sonetts were sold in the "rust belt" - from New England to Minnesota.

Prior to removing the body pieces, remove the battery, seats and carpeting. Prepare an area large enough to safely store the hood and rear section. Have plenty of blankets and pillows available to cushion the fragile body and window glass pieces during storage.

Sonett II / V4 (1966-1969)

Sonett II / V-4 Doors

1. Open the door and remove the small pin from the door stop.
2. While supporting the bottom of the door, remove the door hinge retaining nuts.

Sonett II / V-4 Hood

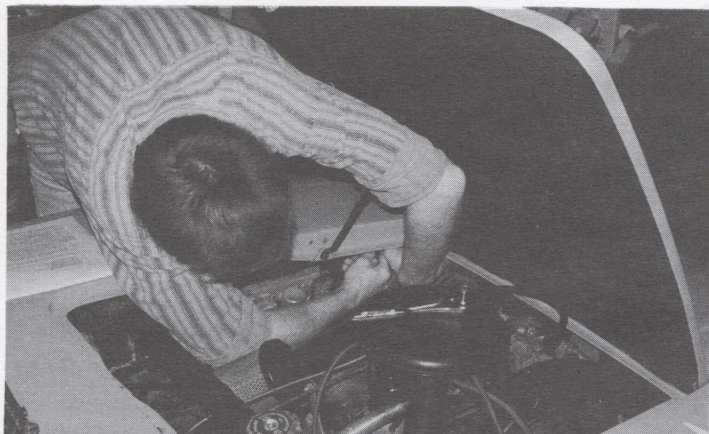
1. Tilt the hood open
2. Unplug the headlight wiring harness on either side of the top radiator brace. NOTE: look for wires bypassing the original harness plugs.

3. Unbolt the hood stop strap on the driver's side wheel well.
4. Lower the hood.
5. Remove the two hood hinge bolts
6. Lift the nose forward and then off.

Sonett II / V-4 Rear Body

1. Remove the wooden trunk floor, the spare tire and all other trunk articles.
2. Remove the right and left trunk side upholstery and the underlying insulation.
3. Unplug the taillight harness on top of driver's side wheel well.
4. Unscrew the tail light ground wires from the floor pan.
5. Disconnect the radio ground and antenna wire if so equipped.
6. Remove the gas cap.
7. Remove the rubber gas cap collar.
8. Pull the door weather strips down from the door openings. I suggest removing the chrome trim from the bottom of the door opening to enable you to remove the door weather strips completely.
9. Lift up the gas tank cover upholstery to allow you to reach through the access holes and hold the door striker plate backing plates.
10. While holding the backing plates, remove the four striker plate screws.
11. Drill out the door jam pop rivets.
12. Drill out the three uppermost pop rivets from the cover plates in the front door jams (on the lower windshield pillars).
13. Knock all the pop rivet shanks inside the body with a punch.
14. Unscrew the heater core cover, then remove the inner core cover.
15. Remove the 12 machine screws and lock nuts that go through the firewall and into the fiberglass body. Remove the two screws from either side of the windshield wiper spindles.
16. I suggest removing the windshield.

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.



Preparing to remove the hood on a Sonett III by disconnecting the headlight raising mechanism.



photos by Tim Winker

Sonett III hood resting on a large truck inner tube held up by a pair of sawhorses.

17. Remove the two bolts from the bottom of each window pillar. The bolts are accessible in the very small gap between the sides of the dashboard and the window pillar.
18. Under the dashboard, turn the rear dashboard support clips to either side.
19. Remove the leather strap from the trunk door and swing the door all the way down.
20. Back off the hinge screws and slide the pins inward (good luck!). I suggest soaking the sliding pins with oil for at least a week before attempting removal.
21. Remove the trunk door.
22. Remove the rear glass (highly recommended). Be very careful as the rear glass is no longer available.
23. Remove the body retaining screws over the roll bar and in front of the rear wheel wells.
24. Remove the two bolts from inside each rear wheel well near the trunk door hinges.
25. Remove the water drain tubes near the bottom of the windshield pillars (if so equipped).
26. Using a sharp one-inch putty knife, separate the rear body seals from the fiberglass body.
27. Remove all putty and other adhesives that hold the body to the pan.
28. Gently break the body completely free from the pan.
29. Using three people, one on either side and one at the rear, lift off the body. It will be necessary to pull the rear fenders outward in order to clear the rear door jams.
30. Store the body right side up, with pillows under the front and the rear sections of the wheel wells.

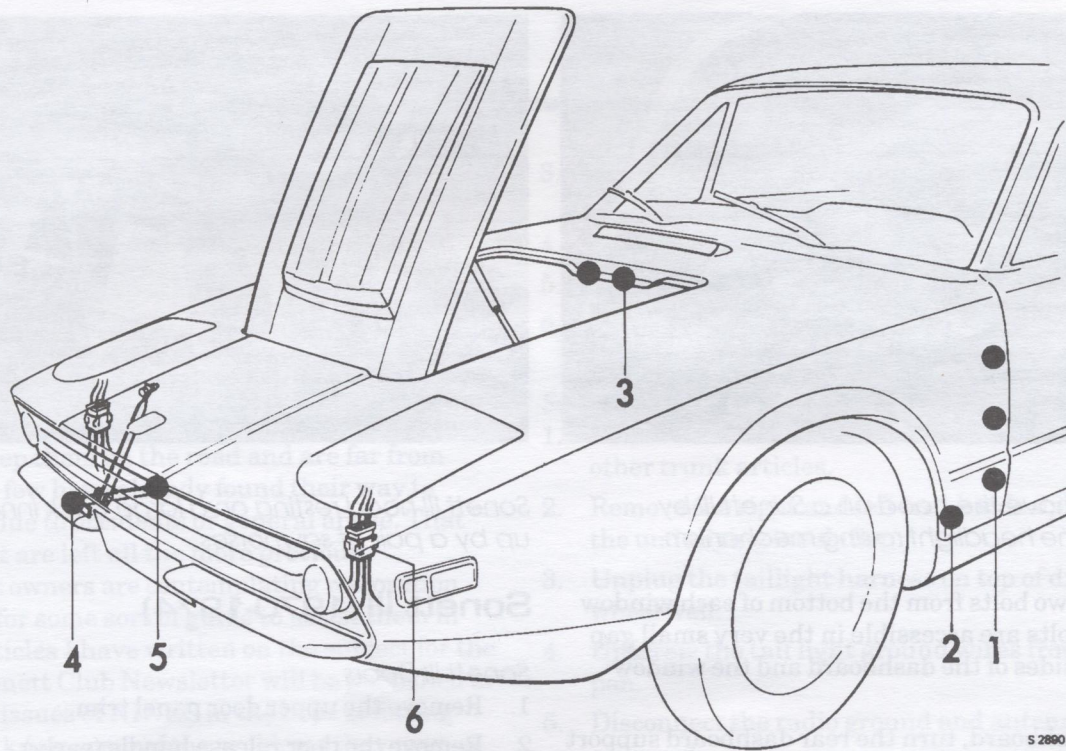
Sonett III (1970-1974)

Sonett III Doors

1. Remove the upper door panel trim.
2. Remove the door release handle (early).
3. Remove the door release handle insert trim (late).
4. Remove the window crank handle.
5. Remove the door pull handle.
6. Remove the door lock knob.
7. Gently pry off the door panel with a screw driver.
8. Remove the plastic vapor barrier.
9. While supporting the bottom of the door, remove the two large nuts from the door hinges.

Sonett III Hood

1. Remove the engine cover hatch.
2. Remove the three bolts from each side of the front door jam. [1]
3. Remove the two bolts from either side of the engine cover latch. [3]
4. Remove the one body fastener from each side of the rear section of the front wheel wells. [2]
5. Remove the right and left splash guards from the wheel wells.
6. Unplug the wires from the horns in the driver's side wheel well.
7. Remove the body bolts located below the bottom corners of the radiator. [5]
8. Late bumpers only - remove any bolts that go through the nose and into the bumper support braces. In the engine compartment, remove the two bolts on each side that hold the bumper support braces inside body channels. While sitting in front of the car, push the



HOOD ATTACHMENT POINTS, NUMBERS REFER TO THE TEXT

S 2880

- bumper up and down while pulling outward. The idea is to remove the bumper with the support braces still attached. **NOTE:** This cannot be done if the tabs welded to the support braces are located behind the body. If yours are behind the body, you must remove the nose with the support brackets still in place.
9. Early bumpers only - Remove any bolts that go through the nose, below the grill, and into the support brace behind the fiberglass. [4]
 10. Unplug the head light wiring harnesses, located on either side of the radiator. [6] **NOTE:** Look for the wires bypassing the original harness plugs.
 11. Remove the small bolt (8mm head) at the end of the headlight lifting control arm.
 12. Remove the bolt (10mm head) in the headlight lifting mechanism just above the lifting rod (the bolt is located in a slot).
 13. Remove the washer tubes where they enter the windshield washer pump.
 14. Lift off the nose with one person on each side. Place one hand above the directional lens and the other in the top of the wheel well. Lift the rear of the nose first, then the forward portion. Dip the passenger side mechanism to clear the brace that goes over the top of the radiator.
 15. Using duct tape, fasten the spring-loaded headlight raising mechanism in the "closed" position.
 16. Nose storage - stand up the nose on top of pillows, leaning up against a wall with the painted side facing the wall and the front facing straight up. Cover with a blanket.

Sonett III Rear Body

1. Remove the wooden trunk floor, spare tire and all other trunk articles.
2. Remove the air dampers from the hatch glass if so equipped.
3. Remove the rubber plugs from the underside of the roll bar to expose the machine screws that go into the hatch glass hinges.
4. Remove the machine screws.
5. Remove the two large Phillips-head machine screws that go through the roll bar and into the hatch glass hinges.,
6. Pull the hatch glass release handle and lift off the glass.
7. Remove the trunk rear upholstery panel and the underlying insulation.
8. Remove the plastic trim cover from over the glass latch if so equipped.
9. Remove the two phillips-head screws from the underside of the lock mechanism - they screw into the fiberglass body.

10. Remove the bolt from the bottom of the latch support brace, and mark the location of the support stay at the bottom to be used as a reference point for reinstallation.
11. Remove the three screws from each vent window hinge.
12. Swing the vent windows out and unhook them from the slots in the window pillars.
13. Remove the rubber weather strips from the vent window openings.
14. Remove the right and left trunk side upholstery and the underlying insulation.
15. Unplug the taillight wiring harness on top of the driver's side wheel well.
16. Unscrew the tail light ground wires from floor pan.
17. Disconnect the radio ground and antenna wire if so equipped.
18. Remove the gas cap.
19. Remove the rubber gas cap collar.
20. Remove the four screws under the rubber collar.
21. Push the gas fill tube inside of the body and tie off to the roll bar.
22. If your car is equipped with a gas vent canister in the engine compartment do the following: Pull the gas vent tube off the gas fill tube neck. Put the other end of the vent tube off the charcoal canister, then snake the canister end of the tube thru the fire wall, under the dashboard and to the bottom of the passenger side window pillar.
23. Remove the body fasteners from the front of the rear inner wheel wells.
24. Pull the door weather strips down from around the door opening. I suggest removing the chrome trim from the bottom of the door opening to enable you to remove the door weather strips completely.
25. Lift up the gas tank cover upholstery to allow you to reach through the access holes and hold the door striker plate backing plates.
26. While holding the backing plates, remove the four striker plate screws.
27. Drill out the door jam pop rivets including the four holding the VIN number plate.
28. Peel back the vinyl from the base of the vent window pillars and drill out the two pop rivets.
29. Drill out the three uppermost pop rivets from the cover plates in the front door jams (on the lower windshield pillars).
30. Knock all the pop rivet shanks inside the body with a punch.
31. Unbolt the metal strip on the rear underside of the trunk floor.
32. Unscrew the heater core cover, then remove the inner core cover.
33. Drill out 12 large rivets that go through the firewall and into the fiberglass body.
34. Remove the wiper arms from the spindles, then remove the rubber collars.
35. Remove the nut from the spindles.
36. I suggest removing the windshield.
37. Remove the two bolts from the bottom of each window pillar. The bolts are accessible in the very small gap between the sides of the dashboard and the window pillar.
38. Working from under the dashboard, turn the rear support clips to either side.
39. Late rear bumper only - remove the bumper from the support brackets. Remove the bolts that go through the body and into the support brackets.
40. Using a sharp one-inch putty knife, separate the rear body seals from the fiberglass body.
41. Remove all putty and other adhesives that hold the body to the pan.
42. Gently break the body completely free from the pan.
43. Using three people, one on either side and one at the rear, lift off the body. It will be necessary to pull the rear fenders outward in order to clear the rear door jams.
44. Store the body right side up, with pillows under the front and rear sections of the wheel wells. Support the bottom of the windshield pillars with suitable blocks covered with a towel as cushioning.

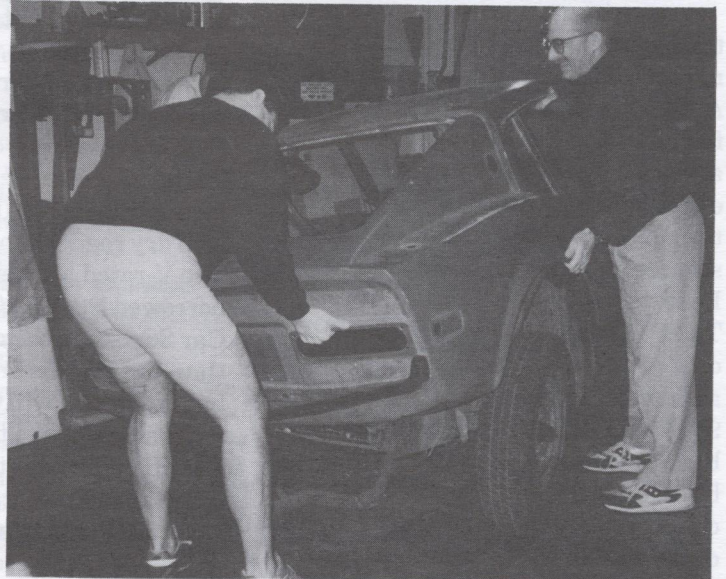


Photo by John Steiner

Dr. Kauffman Talks Tires

25 Mar 96

In August, 1995 I reported that the Dunlop D60 A2 tire rode uncommonly well with Koni Sport struts and shocks in our 1993 9000 CS Turbo. Unfortunately, the ride turned out to be this tire's best feature.

After 14,000 miles of moderately hard driving, several problems became annoying enough for me to sacrifice these tires. (1) Sidewall collapse on moderate cornering, which requires frequent steering inputs to maintain a smooth curve; (2) Nibbling at parallel ridges, causing the car to weave slightly from side to side; (3) Extreme wind-wandering, requiring continual steering corrections; (4) poor road feel and that floating feeling, especially above 70 mph.

So, why did I buy them? One-third of the reason was the recommendation of a friend who had D60 A2s on his Dodge Daytona. His car felt loose and disconnected, but I assumed it was the usual American effect, and not the tires. Two-thirds of the reason was the review by Consumers Union (CU) in Consumer Reports (1/95, p38, "Performance Tires"). While they tested 205/60-15s on a 3400-lb Pontiac Bonneville SSEi and I used 195/65-15s on a 3200-lb 9000 CS Turbo, the results should have been about the same. The major blunder in the test was CU's inexplicable preference for a good ride and disconnected feel over stability with a solid feel even with "performance tires". Other blunders in the test were the use of 60-0 mph for stops on dry road. Since CU is a national and not a Connecticut organization, such a low speed test for performance tires is inexcusable. If CU wanted to be sanctimonious about speed limits, they should have used at least 65 mph. The 70 mph speed that so

many drivers use on dry Interstates is really slowest speed that should have been tested. The 40-0 mph wet road stop was pathetic. Modern FWD cars can go at 60 mph in steady drizzle with good safety, so the wet-stopping tests run by Yokohama (copy enclosed) from 60-10 mph made perfect sense. Note that Michelin MXV4 Green X tires stopped from 40 mph in 95 feet with ABS vs. 159 feet from 60-10 mph. This shows the greater severity of the 60-10 mph range. Other blunders were (4) measuring noise on surfaces other than pebbly concrete and at only 30 mph; (5) not controlling the water depth for the wet stopping and cornering tests; (6) not measuring tread life; (7) not testing the tires after removal of the outer 4/32" of tread to uncover any dual-tread compounds; and (8) not giving the actual numerical data for any of their findings except for a few examples in the text (are CU's reader supposed to be enumerate?).

Goodyear's Aquatread wears out quickly, loses wet traction when partially worn out, is very noisy, and corners only moderately well on wet pavement. The Z-rated Pirelli P4000's that were on my 9000 CS Turbo rode like rocks and had slow steering response (but boy, did they grip dry road when they were ready!). The V-rated Michelin MXV4s on a borrowed '93 9000 Turbo from Sports Car Service in Wilmington rode better than the Pirellis and cornered well, but still had a wifty feel, despite their 2-ply sidewalls. I tried to order a set, but Michelin sent tires with 1-ply sidewalls. The V-rated Michelin MXV3a "Pilot" tires with 1-ply sidewalls that were original equipment on a borrowed '96 9000 Turbo from Clews and Strawbridge were still wifty, but rode fairly well. My only complaints about H-rated Pirelli P4000 Super-Touring are about their delayed steering response and somewhat hard ride.

Still trying to avoid the rough ride of V- or Z- rated tires, I bought H-rated Yokohama Avid MD-H4s in the

205/60-15 size that my car is supposed to have. While these have 1 ply sidewalls, the published data on wet-stopping and wet cornering is very impressive (copy enclosed). The Avids have a somewhat nervous and busy ride, but are no worse overall in ride or noise than the Dunlop D60 A2s. The solid feel, quick response, great traction, and straight tracking are very fine to start. At last my 9000 CS Turbo feels the way I thought it should feel. Now it remains to see whether this fine initial performance was bought with a dual-treat compound that will lose its wet traction.

Joel M. Kauffman, Ph.D.
Wayne PA

30 Apr 96

In my letter of 25 Mar 96 praising Yokohama Avid tires I alluded to a possible problem, so common in Goodyear and Bridgestone tires, of loss of wet traction when the Avid's would become partially worn. Since that letter was written I spoke with Rick Swartzell at Yokohama in Fullerton, CA (800-423-4544 X3813), who said that Yokohama uses a single formula tread composition in all its tires. That is, no cap and base treads. That means no sliding around on rain when the tire is only 1/3 worn.

Jim Pruett, Regional Manager, Consumer Relations, Cooper Tire Co., Finlay OH (800-822-8686) said that all Cooper tires are manufactured with a single-stock tread. My only experience with Cooper tires was with some very worn mud and snow tires on a SAAB 900 two years ago. They were very good on snow and ice.

Fred Fuest, Pirelli/Armstrong, New Haven, CT, said, two years ago, that all Pirellis are manufactured with a single stock tread. I have had enough experience with the Pirelli P2000 and P4000 Super Touring to confirm that they retain plenty of wet traction when very worn.

The same experience showed that Avon CR28s and Michelin TRXs retained their wet traction when

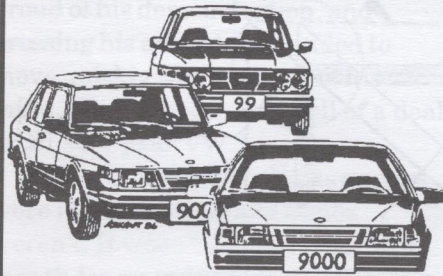
worn, which happened pretty quickly with these two, as well as with the P2000.

The summary of 10 years experience with honestly constructed tires provides a reasonable choice of brands and types for all you NINES readers who do not want your car slipping around on dual-tread tires that are one-third worn.

People at my local retreaders, Bergey's in Hatfield, PA, tell me that their recap treads as used in the low temperature Bandag process, are uniform down to the base layer. - no dual-stock here either. For those of you who are financially strapped, you can have some H - or V - rated casing you like retreaded to last approximately 35,000 miles for about \$52 per tire.

Joel M. Kauffman, Ph.D.
Wayne PA

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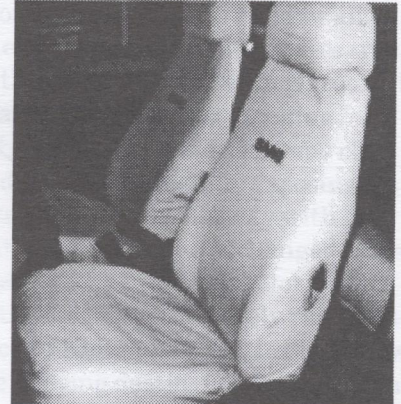
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So, why did *you* get the ticket, instead of someone else? Maybe it was the color or make of your car, or you were unlucky enough to be the first car to enter Officer Quota's speed trap.

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.

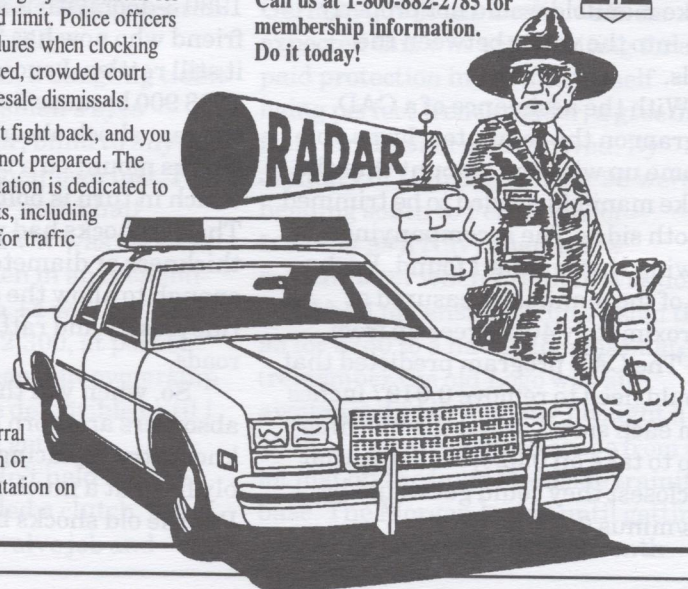
We offer our members books, videos, and personal information so they can ably represent themselves in traffic court. We also offer an attorney referral service for those who wish or need professional representation on traffic matters.

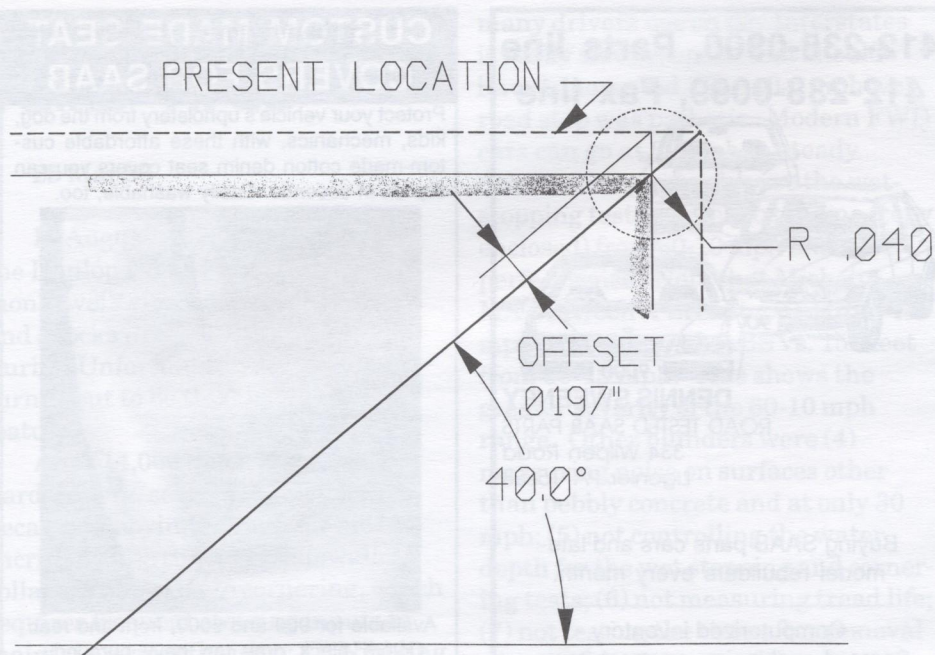
We're so confident in your ability to win in traffic court that after one year of continuous membership, should you receive a speeding ticket, plead not guilty, take your case to trial and subsequently are found guilty, we will pay the ticket!

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Fitting intake manifold on milled V4 heads

Whenever you have the head milled on a V4 engine (or any "V" configuration engine for that matter) the ports on the intake manifold will no longer line up with the ports in the heads, especially if you're aiming for high compression. The problem is most noticeable when you shave 0.040 inches or more off the heads.

I have been building a hotted up 1700cc V4 for my 96. After the rebuilt heads had been milled 0.040 inch, the intake manifold would not properly drop into the valley between the heads.

With the assistance of a CAD program on the computer, I was able to come up with the amount that the intake manifold needed to be trimmed on both sides. The accompanying drawing shows what I found. Each side of the manifold measured at approximately 40 degrees up from flat. The CAD program predicted that I would need to remove 0.0197 inches from each side. I asked the machine shop to take off 0.020, realizing that the closest they could get would be plus/minus 0.005.

Once I dropped the manifold onto the heads, it fit perfectly, except that now the OE cork gasket will need to be modified, or replaced with a liquid gasket material.

Toby Ornot
Duluth MN

Knocking shocks

A sound I pursued and repaired was a knock in the trunk area of two of the three Saab 900s I owned. This became a monumental task because of the many times I took every removable item of the back of the car and still had a rattle or knock. I sold the 1980 3-door with it's knock, to a friend who now has 285,000 miles and it still rattles. I succeeded with the 1988 900 because I elected to replace the rear shock absorbers myself. Rear shocks mount on a threaded stud which in turn is bolted to the body. The old shocks had worn down the thickness or diameter of the stud, enough to allow the shock absorber to ride loosely and rattle on bumpy roads.

So, when you think your shock absorbers are worn due to a rattle or knock, try replacing the stud assembly first, at a much lower expense. Put the old shocks back on the new

studs and drive a few blocks on a bumpy road. If the shocks do need to be replaced, it will certainly show up now. If the knock disappears, you just saved the cost of new shocks.

I sold my last Saab about a year ago, but have continued to enjoy NINES. I wish you folks well and if we ever buy another Saab I know I'll be back in the club, one of the best clubs I've ever been a part of.

Sherm Anderson
Chipley FL

While doing front end work on my 900 recently, a mechanic friend pointed out that the lower shock bushings were pretty mashed and were allowing the shock to hang loosely on the mounting stud. Sure enough, the old bushings were very worn, one of them clear through. Cost for the replacement bushings was under \$7 for the pair. With this simple repair I was able to tighten up the front suspension and get a few more miles out of what I had thought were worn out shock absorbers.

The upper shock mount bushings are also known to wear out on 900s, resulting in a knocking noise in the front end. Again, replacement of the bushings alone will often allow for much longer life from a set of shocks.

Another odd knock had me convinced that the lower left ball joint was shot. The mechanic gave all the ball joints a squeeze with a pair of vise grips, but they all seemed fine. Then he checked to make sure they were all tight in the A-arms, and sure enough, the lower left was loose. Apparently I had not tightened them up to torque when I replaced a wheel bearing on that side a few months earlier. When I did try to tighten them, however, both bolts stripped and had to be replaced. Maybe they had already stripped and I was too tired to notice when I was finishing the wheel bearing job.

Tim Winker
Saginaw MN

Evolutionary Saabs

It was already dark on a warm July evening in 1961 when I pulled my shiny VW under the bright lights of the quiet car lot. I was twenty-two, just out of college, without a job and was shopping for a cheap deal on a car. My bug needed some major work which I didn't have the cash or continuing interest to provide. I'd driven 50 miles to Grand Rapids from Kalamazoo, down old two lane US 131 to check out the Swedish Saabs I'd been reading about. The Triumph dealer there had been selling Saabs a while and was likely to have a few of the unusual, tough little cars in stock, maybe even a slightly used one.

After browsing a few minutes, a dark red model 93 with 17,000 on the odometer had me circling, looking in the windows. "Wanna sell your Volkswagen?" were the first words I heard from the guy walking up.

"Well, shucks, maybe. What's this?"

"It's a 1960, just got it in, haven't even washed it yet," the guy said. "Wanna take a spin?"

The next 30 minutes burned in a memory which has remained for 35 years. It was black out as we headed, as if on a mission, into the shabby, old, industrial side of town. The car was a revealing contrast to the VW, roomy, quiet, solid, sure footed, and quick. Nearing a railroad yard he said "turn left here."

"But this is a railroad track" I said.

"Never mind that, it's abandoned, so drive on it to the next intersection, and speed up!"

At 40 mph the pre-radial tires thumped heavily over the rail bed washboard, but the little Saab's suspension and unibody hardly noticed the test. As I began to breath normal again I blurted something about reading a Saab article in Road

& Track. My amazement wasn't lost on the passenger who turned out to be the dealership owner. He was quite proud of his demonstration, and pressing his advantage decided to move quickly to what was on his mind. "I can make you a hell of a deal on this for your VW."

Now, in these days Volkswagens were in hot demand and Saabs weren't. It wasn't unusual to wait a month for an order on a VW. Having a used one among the sporting imports on his car lot was what any dealer lived for.

For their toughness and, then rare, front wheel drive, Saabs were mostly known for pressing on regardless over the permafrost barrens of blizzard country or African and Mexican desert sand by lunatic fringe, Viking, rally nuts. They were also known to a few enthusiasts in the States who were interested in uniquely efficient, tough, driving machinery, intelligent, aerodynamic, affordable designed and priced for the masses, and at least a ton lighter than the average chrome heavyweight from Detroit.

"Duh, well, I don't know, maybe," doing my best Dog Patch. "It's only a year old and it's going to need a clutch soon so I've been thinking about trading," I mumbled knowing well what game was afoot. Little did he know the well studied shuck prepared ahead for this possibility.

The Volkswagen, a dangling tidbit of bait, had the salesman's eyes looking at each other, blind to any possibility outside their own lust. I'd bought it new a year and a half earlier for \$1,850. A VW was about all the world offered then in an economical, SUV. A Morgan +4 was my first choice. They were \$2,300, at port of entry in Windsor then, but ownership of the VW was more defensible until I finished college and got a job.

But sadly it hadn't held up, by 38,000 miles it needed a clutch, the front end rebuilt, a valve job and

tires. It looked great though. The high build Simonize on the German paint sparkled like a California rod in the night lights of the lot. It was a rare sunroof model too with a Bendix transistor AM-FM. Additionally, the odometer didn't quite register all it knew (originally I'd intended to trade at the hated VW dealer in Kazoo). The year old bug was tasty looking Schnitzel. The dealer, now my close buddy, was shamefully exposing his intention to have his way with me. Within the hour we exchanged titles, I gave him a hundred dollars and with glee drove the barely run in 93 back to Kalamazoo. Little did I know the glowing destiny forged that night.

The Saab had half the mileage, a sound clutch and good tires. It was in an adult league compared to the kiddy car VW, being much faster, almost silent inside, very solid, with great handling even in snow and with a back seat that dropped to create a great running double bed with the trunk. For a kid just out of college, who was usually broke, but liked being on the road and ready to sleep anywhere it was perfect, not to mention other possibilities. For instance impressing a girl friend by parking backwards at a drive in to watch the movie out the back window, while reclining, of course.

That was the summer the East Germans built the Berlin wall. As expected this was very exciting for our paid protection in DC and myself being perfect trench fodder, a greeting from Uncle Sam soon arrived. By January of 1962 me and the 93 were heading south to Pensacola for training as a Navy flier. A few months later when Preflight was done and I had my ensign stripes I sold the 93 for \$750 to a navigator classmate (remember the old Logo was an airplane). Later that day I bought a 1958 Morgan drop head coupe from a lot just off the huge Mainside training base. The Morgan lasted until getting my wings and orders to a Seventh

Fleet weather squadron AEWRON One, also known as the Typhoon Trackers land based on Guam. For the next two years with my crew "the Penetrators," we flew about 1,500 hours into Pacific storms, call sign, Rainproof 4.

Fifteen months later, as I was getting to be a short timer there, the itinerant dealer "Overseas Auto Sales," who was working the service men on Guam, sold me new Saab for a New Haven delivery when duty returned me stateside. During the next months, on an excursion to Hong Kong, I bought a very nice, compact transistor Clarion AM-FM radio for \$35, then a rare find, to fit the dash of my new Monte Carlo soon arriving from Sweden. It was 1965; cost for the new, olive green, GT 850 Monte Carlo, with a factory special, sunroof was \$2,300. It was a unique car for a flier with its wind tunnel consciousness, rally toughness, light weight, economical, high output two cycle, three cylinder engine (with five oversize pistons available for rebuilds), a nearly perfect car. The 2 stroke engine had increased horse power since the 93 and a new oil metering system. Inside was tastefully spare with speedo, tachometer (only available in sports cars) and basic gauges, rally sexy, and the seats were early Recarro type.

That was thirty years and nine Saabs ago. I still own two, a very strong nearly mechanically original, semi-retired 1986 SPG 900 with 185k, now for summer use at the cottage in northern Michigan and a red 1995, SE turbo coupe, with 22k. I've watched the evolution of Saab cars always with objectivity. I've also watched the others but will still take the Saab.

Tim Crumliss (I think I know who your Daddy is Tim) says in his comparison of old and new in #229 of Nines that the new 900 is a "Real Saab," I think it is too. Those who disagree and complain don't know the

history of Saab past. Progressive evolution, technical development and innovation, using what is available in the industry, or frequently inventing it, and with quality consciousness is what Saab has always done, not to mention just surviving. I thank the power of the universe that Saab has survived into the mid nineties even if The General does have a condo now in Trollhatten. The new car is as exciting and as good as any new Saab model ever was and probably better than most.

The 93 and the Monte Carlo fouled plugs and burned pistons and I don't want to talk about the 1969 model wagon sold in disgust within a year. The early 900 Turbos had their problems too. Mine burned up an engine and needed a transmission and turbo around 85k, out of warranty, of course. It took me a while to recover from that, but I still keep the faith. And a few years from now, down the long term test road, I'll know more about the new 900. It is different, tighter, quieter, smoother, more compact, even quicker than that very well tuned SPG tucked away its northern woodshed. It is certainly what a new generation Saab should be, the quality is there and I am optimistic and hope that opinion holds for the next 150k. This doesn't mean development on this model should stop.

For example couldn't we have an outer shape which has a greater distinction than its singular gift for getting lost in airport rental traffic parking? Is it me? I don't think so.

There's a couple other things too. The only way I can cross country with the back seat in cargo mode is with my knees jammed under the steering wheel. And have you tried to lean in and lift that seat back into place after without a visit to the chiro-crack-ter? Another thing what about that straight ahead tracking? Is that me too? This car likes to lurch around an uneven road a bit necessitating a firm

grip on the wheel. It doesn't feel serious and I put up with it cause the dealer service manager somewhat patronizingly says "they all do that". If that's true they all need changing! Maybe it's just those state of the art Michelin VR 205-50 16's.

My biggest surprise was, however, when I got under the front end recently to change to oil and filter. While admiring the beautiful cast aluminum wishbones was disappointed to find a very exposed aluminum oil sump, and close by, the oxygen sensor vulnerable to any highway debris or slight off road protrusion. What happened to that nice heavy skid plate which all previous models had? I figure it's just a matter of time before common sense and a lot of complaint relocates that design. It must take quite a beating in hard winter conditions. So what-me-worry, I am in Florida in winter now where cars don't even get dirty except when our Michelins and oil pans are confidently charged by an armadillo, in full armor, with a death wish.

Adding it all up however, I am pleased and enjoy the new coupe. I've always believed that the dominant perception of Saab designers is kinesthetic, how something feels, like a cars' handling felt though the seat of the pants and steering wheel, while driving. Their cars were designed with this as a dominant focus. It's also this driving feel that I most heavily weigh while making judgment about any car. In this respect the new coupe's driver seat is very familiar and better. It triggers many old feelings; memories of Saabs past and also of cockpits and leaps of faith toward change with reward which is satisfying like that singular night in my youth, humming silently home-ward to Kalamazoo, at 80 mph, on US 131 in my almost new, red Saab 93.

Craig Brigham
Northport MI
& Sarasota FL

Another Swedish Import

"Hold on now ... we're going to do some crazy maneuvers," said Anders Goransson in his lilting Swedish accent some time ago as he prepared to road test an '87 Saab 900 I was thinking of buying.

And a wild ride it was on the rural roads near Anders' garage in the Youngstown, Ohio suburb of Boardman, as the young Swedish mechanic put the gray sedan through a series of twists and turns, punctuated with bouts of rapid acceleration.

"The turbo seems to be OK ... you'd see a cloud of white smoke behind if it wasn't" he remarked at one point as we careened down the road. The ride wasn't quite what one might expect from the average American mechanic, but then Anders had received his automotive training in Sweden, where they may do things a little differently.

After our rally-like ride, Anders put the car on his rack to check out the under-carriage and brakes. He said the car, which had 72,000 miles on the odometer and also had rather poor tires, damage around the windows from an apparent forced entry attempt and a few nicks and scrapes elsewhere on the body, seemed to be a decent buy, given the asking price.

"The automatic transmission has been replaced with a rebuilt unit, but that's good, since we won't have to worry about it," he observed.

Anders wasn't wrong about the car. In the 23,000 miles since I bought the car, I've had it back to him and to our local Saab dealer, Armando's Saab, a number of times for repairs, but no more perhaps than one would expect from an older used car. And it's a fast car, fun to drive, and certainly smoother riding than my '86 900 Turbo.

Anders' base of operations at that



time was a rather decrepit, vermin-infested garage on the far south end of Market Street's "auto row" in Boardman. The Swede, now 35, has moved up a few notches in the automotive repair hierarchy since then. His is still strictly a one-man operation, but now he's renting a new, much cleaner and spacious facility at 650 W. Main St., Suite E, in nearby Canfield. His new garage faces west, and in the warmer months is cooled by the prevailing westerly breeze.

On a recent tour there, he proudly showed me a second bay into which he is expanding. Between the new bay and his present one he is refurbishing three rooms. One will be a customer waiting room with Saab-oriented art on the walls and, of course, comfortable chairs and a TV. Another will be an office for his wife, Nancy, who helps him by answering the phone and taking care of records and other paperwork when she isn't home minding the couple's three children (ages 2, 4, and 11). The third will be a bathroom with a shower.

"I think we have most of the Saab repair business in Youngstown now," remarks Anders. "They buy them elsewhere and have them repaired here." he adds in an apparent jab at

the local Saab dealership owned by Armando Spano who also sells Subaru's and deals in a wide range of prestige autos. Spano's business, also in Canfield goes by the motto "purveyors of exotic motorcars." Although I prefer to have my two Saabs repaired by Anders (for one thing, he's from a part of Sweden not far from where my father was born and raised, and I can always ask him about "the old country") I tell him that I have no quarrel with Armando's. After all, among other work capably done on my cars, Armando's did rebuild the front-end of my 900 after the car had been practically totaled when my son, then just 16 and out cruising with his buddies, strayed off a rain-slicked road and impaled the car on a stump. No one was hurt but the car was a mess.

Along with other Saab owners in Youngstown, in Anders I am benefiting from a mechanic trained under the European system. From age 14 to 24, when he left Sweden, Anders helped to repair Saabs and Volvos. He points out that the small town of Stenungsund on the west coast of Sweden where he lived is located between Goteborg, the home of Volvo, and Trollhattan, where Saab is located. Anders also comes from a Saab-owning family. His father Goran, a current engineer who has worked on projects worldwide including wharves in Poland, a large tourist hotel in St. Petersburg, Russia, and a power station in Sri Lanka, drives an '89 900 and his younger sister, Annica, an '84 900. Anders also drives a 900. Over the years, the family owned other model Saabs, including a two-stroke (meaning oil had to be added to the gasoline) 92, and a model 95 station wagon in which Anders and his sister sat on a small back seat facing the rear window on the family's annual vacation trips "all over" Norway. On one trip, he recalls, the road was so narrow and the precipice so abrupt that his father couldn't bear to look over the side and got out and walked up the road while his mother drove

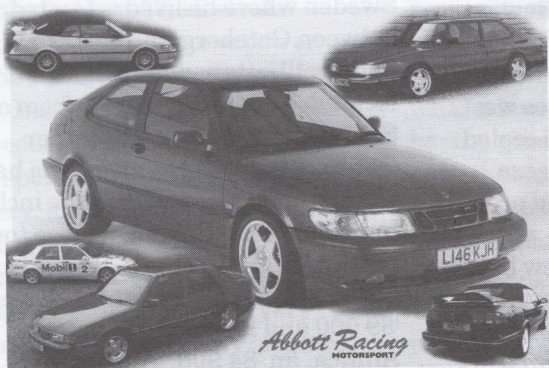
the Saab.

Anders received his early automotive training on those bulbous-shaped Saabs his family owned. "Every time the hood was open I was under there working on them," he remarks. He notes that the two-stroke was "so simple my mother could work on it" but the rainy weather affected the motor so adversely that a plastic bag had to be tied around the distributor.

Anders said he left Sweden because so many people he knew had been abroad to exotic locations, while he had only been over to Norway on his family's vacations. He decided to visit a neighbor who had emigrated to Australia, and told his parents that he'd only be gone a couple of weeks. To take advantage of the cheap fares offered by the Yugoslav national airline, he traveled to Copenhagen, since that carrier wasn't allowed to land in Sweden. After a two-day layover in Belgrade, he took a city-hopping flight across Eurasia and on to Brisbane where he stayed with his Swedish neighbor for two weeks and then decided to "see the country." He bought an old Ford Falcon station wagon and after a 3,500-mile trip across the Outback ended up in the northern city of Darwin, where he sold the ailing Falcon and took a bus back south to Melbourne.

There he frequented the Scandinavian Seamen's Church, a gathering point for Scandinavian seafarers. Through an ad there he landed a job on the dock servicing Volvo forklifts. The money he earned on that job helped

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him buy a Qantas ticket to America, where he decided to visit a Swedish acquaintance who had settled in Canfield.

After the long Pacific flight and a three hour stop in Los Angeles that spring of '86, Anders rode a bus for three days and three nights, arriving in Youngstown, he recalls, "with my hair a little greasy." He took a cab to the Canfield address of his Swedish friend, but upon arriving there he learned that she had moved to New Mexico.

But he decided to "check out the neighborhood" just the same, and was soon repairing cars and working as a short-order cook in Newton Falls. His command of English was quite limited (he could just say "yes," "no," "where is the nearest bus stop?" and other basic phrases) as he had usually skipped English classes back home. He didn't think he'd have much use for it. "Other people who learned English are still over there, but they don't have much chance to speak it," he notes wryly.

One day a pretty young girl had her disabled car towed to his shop. They became acquainted, and she offered to show him around the area. The girl, of course, is now his wife, Nancy. Anders says that one of reasons he decided to stay in the U.S. is that Nancy has close family ties here and doesn't want to leave.

Anders, who is thinking about training a young person to help him work on Saabs, Volvos and other European cars at his Scandinavian Auto Repair (his business card reads "For a job Viking tough") will pursue virtually any repair job on Saabs. Manuals and disassemblies have helped him learn the intricacies of transmissions and turbos. "Not too many people are willing to tackle transmission and engine overhauls at a reasonable price," he remarks.

He is thankful to NINES for advice. "Whenever I get a problem that's giving me trouble, particularly on the 9000s, I look through back issues of NINES, and I am apt to find the answer," he says.

As for his preference in Saab models, Anders calls himself a "pure 900 person." He prefers the longitudinal placement of the 900 engine to the transverse arrangement in the 9000, a car he calls "too Japanese."

"The 900 is a classic ... we're going to run out of 900s," he says, referring of course to the original model. "What else can you own and get 500,000 miles on it?" he asks.

He faults the design of the new 900s. "The rear looks like a GEO," he remarks, admitting at the same time that it may just take some time for the new model to grow on the public.

He also thinks that Saab may be making a mistake if they are trying to sell more cars by virtue of the company's association with GM. He said a man he knows was turned off by such a sales pitch at a Saab dealership. The new car shopper said, Anders relates, "I don't want to buy GM; I want to buy Saab."

Bob Stanger
Boardman OH

Mobile repair shop

My customers have been bugging me to send you a few pictures of my rather unusual 1979 900. I operate a mobile auto repair service in and around Anchorage, Alaska, servicing Saab, Mercedes, and most of the European and English classics and antiques in the area (yes, Virginia, we do have some nifty cars in Alaska, although weather conditions preclude the enjoyment of some of the English and Italian classics for most of the year).

I needed a smallish vehicle to fit the average two car garage, but enclosed to keep my tools warm, roomy enough to carry what I needed, and safe - we drive on glare ice four months out of the year, and average one moose kill a day on the road I drive. The obvious choice was a three-door Saab.

As you can see I modified the right rear quarter window to hinge all the way open so I could mount my toolbox ahead of the rear axle (and also the air compressor) and I added a receiver hitch for which I built accessories with a vise, a devise to depress the Saab clutch, etc. I did have to add spring lifts, but while I



wouldn't enter the car in a rally, it handles no worse than it would taking three fat relatives and their luggage to the airport (amen).

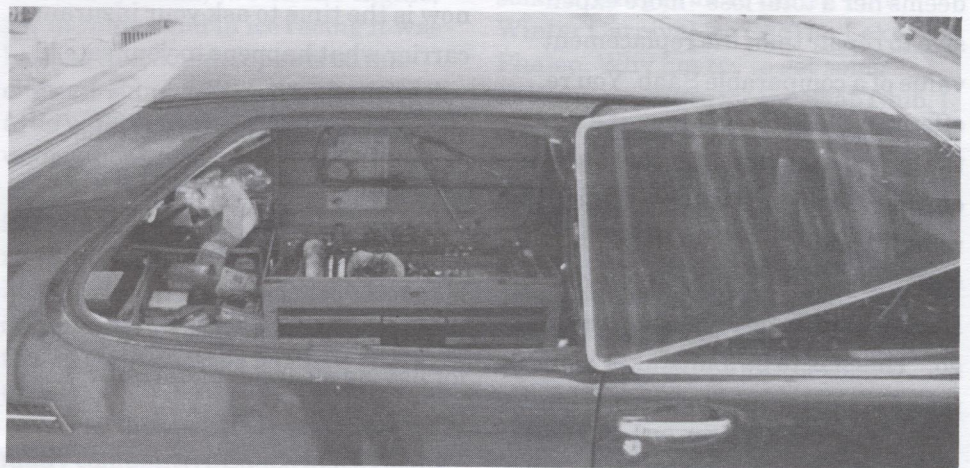
If you are wondering how long a Saab would put up with that sort of abuse, the car started this service at 180,000 miles and just passed the 330,000 mark. It had a head gasket, water pump, and heater control valve in the 140K - 160K range and a clutch at 178K. Otherwise it has had nothing but regular maintenance (ALWAYS with the correct SAAB oil filter).

I certainly have enjoyed the club magazine over the past few years. Thanks for all the tech tips and the parts sources. I would like to include one of my own for you 900 four door owners with confused tail lights.

Tail lights on 4-dr 900s

The problem lies in an inadequate ground on the left rear light unit. The ground wires are the black wires found second from the right in the multiplug. Attach a short piece of wire to a ring connector and using a self-drilling screw, drill through the plastic into the ground track of the printed circuit. There is a convenient spot just below the plug where the plastic backing is flat. Having connected this "pigtail" to the circuit board, splice the two ground wires together with the other end. You may elect to do this with connectors or simply by stripping the wires and twisting them together. In any event, this will bypass the inadequate ground connection and solve the problem without purchasing a new and spendy circuit board.

Jason M. Yardley
Yardley Imports
Wasilla AK



Insure Wisely

Parting with your Saab can rank right up there with losing other priceless treasures. It can be an emotional time, to be sure. Losing your Saab involuntarily - after an accident or having it stolen - raises issues regarding its monetary value. As one who works in the insurance industry and who has owned Saab's for 20-plus years, I caution all Saabophiles to plan ahead and spend wisely.

Our loyalty to the Saab brand is unmatched. We own safe, well-made, fun-to-drive cars that last decades. Our bond with the cars is established early and usually remains strong until the end. It's great for the soul, but it can translate to a skewed perception of Old Betsy's value. Out of our love for her and the expectation that she can keep on for many thousands of miles, major components are replaced, she goes on, more components are replaced. On one sunny day another motorist rams into her with the force of an Amtrak locomotive. You walk away, ever thankful it happened in a Saab, but she really took it hard. Your insurance company deems her a total loss - more expensive to repair than the replacement value of a comparable Saab. You're offered a check for an amount equal to the cost of that last round of repairs on your '85 900 - you know: The rebuilt tranny, new clutch, heater valve, shocks and a/c compressor. Back to your insurance company you go, "This has to be a mistake! You mean to tell me my car is worth only

\$2,400?"

The insurance company really did do their homework. Not only did they tap into a database which tracks recent sales of '85 Saab 900's in the Midwest, they have conferred with three Saab dealers, they have combed the newspapers and perused the most recent edition of "N.A.D.A. Official Used Car Guide". You've been overwhelmed with information about your car's fair market value, info that has been heretofore unknown to you. Away you walk, richer in knowledge, but possibly poorer in pocket.

After a total loss or theft, your insurance carrier wants nothing more than to settle promptly and fairly with you. Your actions before the claim will have a lot to do with how you feel in the pocket after the claim. Accidents happen - that's why we have insurance. Mel Brooks shares some great wisdom in the title song for one of his earlier films, *The Twelve Chairs*: "Look for the best, expect the worst."

Spend your insurance dollars wisely. Often the company with the lowest rate is not the company that will serve you best when the worst happens. Since we all make mistakes, now is the time to ask your insurance carrier what happens to your rate if you or another family member has a chargeable accident? What is the surcharge percentage? How many years must you live with the surcharge? Are other "innocent" family members' policies affected as well? Will the company cancel your policy for having an accident or traffic tickets?

In the case where there is no logic to the offer your claim rep has made you, or things just aren't moving along very well, especially if another driver's insurance company is involved, where is your agent? You know, the person who sold you the policy? Know your agent before you have to make a claim! The agent wants to keep your business, so will work with you to get an acceptable settlement from the insurance company. Differences among the various insurance carriers are dramatic. Having this info in hand will make the quote seem far less significant. Value over price should always be the guiding rule.

Restored and collectible cars are treated somewhat differently. Owners are encouraged to obtain a certified appraisal and ask for a "stated value" policy from your insurance carrier. It would be wise to have the appraisal updated every two years and to take photos of the car every year, preferably with a camera that dates photos. You do not want to leave any doubt in the mind of your insurance carrier that the condition of your '72 Sonett III has not deteriorated over time in any way. It is difficult, if not impossible, to establish a fair market value on an older car that has been destroyed. Since most cars over 20 years are driven only occasionally or during good weather, a stated value policy may actually be less expensive than a regular policy.

Bill Booras
Duluth MN

(Bill Booras is an agent for a national full-service insurance company.)



Photo by Bob Nielsen

Living Dangerously: The Sequel

by Tim Winker

Driving fast is my thrill, even more than fender to fender racing. That's not to say I don't enjoy a good dice with other cars and drivers on the track, but rather I get my greatest enjoyment out of pushing a car to its limit. While this may sound more like I should take up autocross, I find autocross to be too slow; I prefer to run in the 60 to 100 mph range. That leaves track racing, PRO Rally, and Solo I. My preference also leans to modified production vehicles rather than single-purpose formula or sports racers. You can start with a street vehicle, and build it little by little or all at one. You can choose good used parts or find beefed up aftermarket parts. Hence, the 1979 Saab 99 that I built to run in SCCA's Improved Touring category.

You may recall that last summer, that same car was used for a Divisional PRO Rally, an autocross, a National Road Rally, and several road races in IT. The tale was written up in NINES #228 as "A Month of Living

Dangerously." It was assumed in the previous installment that the Second Banana 99 would become a single purpose competition vehicle. Then an opportunity arose where the racer could see one more form of competition, with only minor modifications. Ice Racing!

Part of my fascination with Saabs when I first discovered them in the late 1960s was their use as competition cars. Here was a machine that had a very small, two-stroke engine, yet in rallies and in ice racing it was beating much higher powered machinery. Front-wheel drive had much to do with Saab's competitive edge under slippery conditions.

My first car was a 1960 SAAB 93F purchased from a couple of ice racers, Dutch Edwards and Denny McCue. A few years later, my first opportunity to go ice racing came at the wheel of another 93F (see NINES #208).

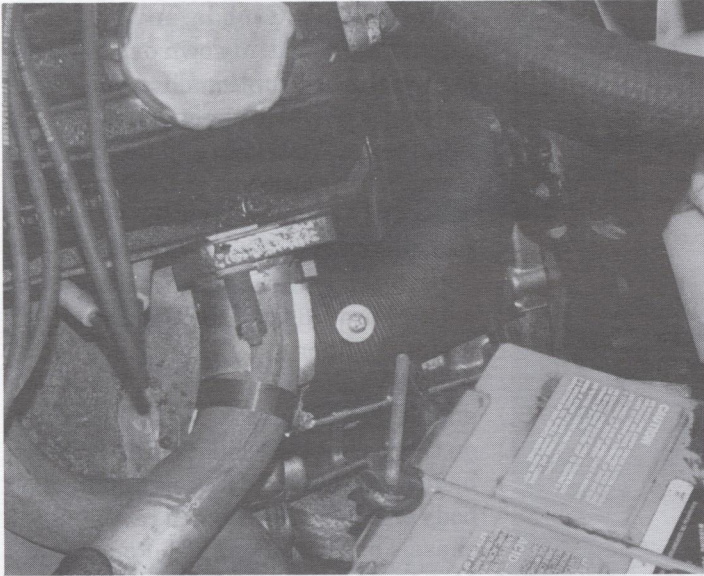
Over the years there have been many competitive Saabs in ice racing

in the U.S. and Canada, and I assume around the world. My own experience is from the International Ice Racing Association, which sanctions races in Minnesota, Wisconsin and Central Canada. First the 93s and 96s with two-stroke engines, later the V4 96s, took many wins. The lighter weight Sonett was used in stock form and with a Ford V6 from the Capri stuffed under the fiberglass. One of those, a Sonett V4 that now carries a Volvo V6 engine, has been actively campaigned on the ice virtually all its life. Others have used the aerodynamic Sonett III body on specially designed racing chassis but with Ford V-8, Porsche or Mazda rotary power. More recently the 99 has been a popular choice in the IIRA Stock class primarily because it stands up well to the rough conditions encountered on ice tracks.

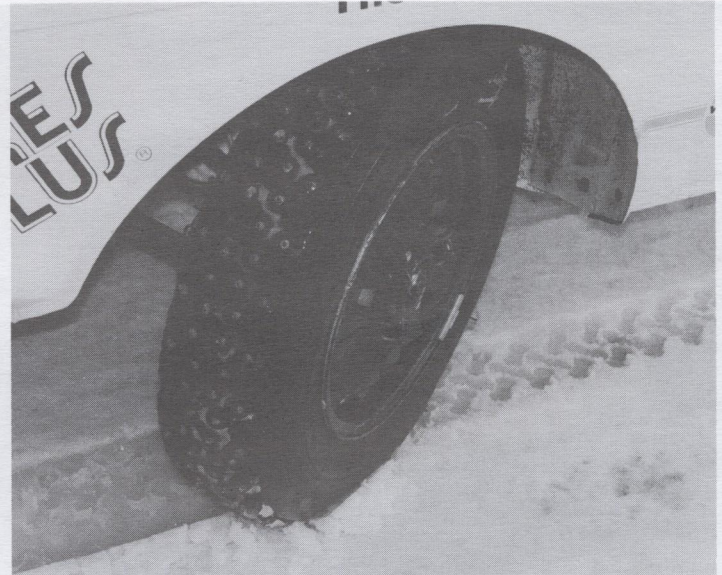
In recent years, other FWD cars have taken the point in IIRA, primarily VW GTIs and Honda CRXs. With less weight and lots of performance goodies available in the aftermarket, a racer doesn't have to fabricate lots of pieces to make his car go fast, just buy 'em and bolt 'em on. But most of the cars out there have been raced on the ice for several years and the bodywork shows it. Part of that has to do with the required tires, but I'll get to that later.

The decision to run the 99 on the ice came when I heard that National Geographic Explorer was going to do some filming prior to the St. Paul Winter Carnival Ice Race on Lake Phalen. Why not try to get some national exposure for the Saab Club, I reasoned. Running the race was secondary, though it would likely be fun.

All the car really needed was to replace the radiator that had been damaged by a rock during summer racing. In addition, Mark Strohm, co-owner of Foreign Affairs of Duluth, offered to replace the short springs used for racing with the stock springs so the taller ice race tires wouldn't



A simple duct was set up to direct warm air from the headers into the air cleaner.



The specially made Menard Can-Am ice race tires have studs molded into the tread.

tear up the fenders. To meet the rules of the sanctioning body, the headlights had to be in working order and an amber fog light had to be added to the rear so the car could be seen through the snow dust kicked up while racing. With the help of Dan Page, Jr., a duct system was fabricated to direct warm air from behind the headers into the air cleaner box. It was a very simple arrangement, involving a piece of aluminum bent and clamped to the header pipe, a metal-reinforced paper tube and duct tape. Danny would be my crew again, along with fellow DAMN-IT racer Randy Jokela.

Rather than spend \$500-plus for a set of the necessary spec tires, provided by Menard Racing of IndyCar fame, I conned Bob Swinehart into loaning me a set of tires from the 99 he had campaigned a few seasons earlier. The only problem with this arrangement was that I would have to mount the tires on different rims as the EMS wheels that held his tires would not fit my 99. It is a '79 with larger centering hubs, so the earlier EMS wheels would not sit flat on the flange. I dug a set of Inca wheels

(from a 99 Turbo) out of storage and took them to St. Paul with me. Bob would also help as an additional crew person for the weekend.

The plan was to leave home at 8:00 am Friday, arrive at a Tires Plus store in St. Paul around 10:30 to have the tires and wheels switched, then get to the track by Noon. Unfortunately, the weather wasn't so cooperative. It was -40F (or is that -40C?) when I got up that morning and the ex-ambulance/tow vehicle refused to start. It took two battery chargers (one for each battery), a magnetic oil pan heater, a propane heater, a pan of hot charcoal and several hours to get the 454 Chevy engine to fire. After that delay and another at the tire store, we missed the Friday practice session by minutes. Don't look for the 99 on National Geographic Explorer.

The most we had to do now was to fill up the racer and the truck with gas and be at the track in time for Saturday practice and qualifying. Which we did. For the first time I can remember in my racing career, everything was ready to go. The temperature was below zero and the car's battery needed a jump to fire the

engine, but that was probably the most work we would do all weekend. The 99 was one of the first cars to hit the track for practice.

Since I hadn't driven on the ice in 11 years and the tires were quite different from the studded street tires we used then, I took it very easy for a few laps. It took awhile to gain some confidence in the tires and even then I wasn't too impressed. As most everyone who has driven in wintry weather knows, a car generally has little traction on ice. The invention of studded tires improved this situation greatly. Specially developed ice racing studs and now single purpose ice racing tires have improved it even more, but with some trade-offs. The current spec tires, available only in one 13-inch and one 15-inch size, have very good traction in a straight line for acceleration and braking, though nowhere near that of pavement. Part of the finesse of ice racing is to toss the car into a corner to scrub off speed through sideways motion, which also aims the car for a better exit, then to accelerate out of the corner. Unfortunately the sideways traction on the spec tires is deceptive. It took awhile

to adapt, and I never did get a couple of multiple-apex corners figured out. In addition, the track was quite rough. Of course all drivers have the same problems since they're all running the same tires, but it has also created a situation where there seems to be a lot more body contact in the sport than I remember.

Anyone who has looked at the cubes in an ice tray knows how water expands as it turns to ice. That same principle causes frost heaves on the frozen surface of a lake. In addition, there had been a rainstorm the week before the race and the rain had puddled beneath the snow and on top of the existing ice, creating large ice patches similar to reverse chuckholes. The stock suspension on the 99 turned out to be an asset under those conditions.

The IIRA race format includes two half-hour races for cars in the Modified category, with a two-hour Enduro primarily for Stock category cars. In previous weeks there had been no more than 10 cars in the Modified races, but over 20 in the Enduros. In order to minimize exposure to the fenders of other cars, I entered the 99 in the Modified category, Stock class. There were a total of 14 entries in the Modified race for this weekend.

Since the 99 was not really prepped as an ice racer, I figured it would be a mid-pack car at best. I wasn't far off. Fast qualifiers for Saturday's race were a Porsche-powered "Sonett" (actually more like a funny car with a modified Sonett-III style body on an IndyCar chassis) and the aforementioned Sonett II/Volvo V6. The 99 qualified 9th, a good ten seconds off the pace on the 1.8 mile track. Virtually everyone runs a limited slip or locked differential which improves cornering considerably. The 99 has neither since a limited slip is very expensive, if one can even be located, and a locked diff

on pavement is a real armful. As planned, I ran my own race, let the faster cars duke it out up front while I tried to stay ahead of a Mazda RX7. Thanks mainly to attrition, the 99 ended up 3rd of the six cars running in Stock, 6th place overall.

With snow falling and blowing on Sunday morning, visibility was very poor and a couple of drivers decided to pack up and head home rather than risk destroying their cars. One of those had finished ahead of me in the Saturday race, and another higher finishing driver failed to make the grid on time, so I was gridded 4th. With several faster cars behind me, I chose instead to pull into the pits on the pace lap. Just to make it look good, I had the crew open the hood and pretend they were fixing something. But the field had not gotten the green flag, so I was able to catch up to them on the back part of the course.

After the green flag, I kept the two cars just ahead of me - a Honda CRX and the aforementioned RX7 - in sight (I couldn't see beyond that due to blowing snow) and waited for an opportunity. It came a few laps into the race when they touched heading into a corner and both slid into a snowbank. To avoid them, I headed straight over the bank, chased a Jeep that was on its way to tow them out, then re-entered the track over another snowbank. Since those two cars had been close to my lap times, I didn't worry too much about them and ran on by myself. Pretty soon the Honda caught and passed the Saab like it was parked. Turns out he had been trying to get past the RX7 since the start but kept getting blocked.

I loafed along and moved off line to let faster cars lap me, then I saw the RX7 in my mirror. I stepped it up a bit to stay ahead, but he did get by me briefly on the main straight when the 99's transmission popped out of gear on a bump coming out of the last corner. He tried to go too hard into

the first corner, however, and I was able to slip ahead again. A couple of laps later, I watched in my mirror as the Mazda rolled over after clipping a snowbank on a high speed part of the track. Snow is more forgiving than the grass or gravel adjacent to a paved racetrack, so the car was not badly damaged and the driver was unhurt. The team was able to fashion a replacement windshield out of a piece of Plexiglas and made the start of the Enduro about an hour later, but dropped out of that event due to a tranny failure.

Several of the fast cars retired or made numerous pit stops due to the roughness of the course, and I found myself in 7th, then in 5th, finally in 4th. The only Stock class car ahead of me, an early model VW Scirocco with little weight, gobs of horsepower, and a locked diff, had lapped me about halfway through the race. Near the end of the race, he ducked into the pits for some quick service, but it apparently wasn't enough as he was parked on the course next time around. Though I had unlapped myself when he was in the pits, he completed that lap before I did and was credited with the class win. If only the race had gone one more lap.... Still, a 2nd place trophy for an underprepped, last minute effort was certainly a reward. Even more rewarding was a weekend of ice racing with no dents!

The Second Banana now takes up residence in the barn, waiting for the next competition it may be called upon to run. Now about that single purpose vehicle idea... I've been having more fun using it as a multi-purpose racer. And there's a new dragstrip opening this summer not far from home. What might the next installment be?

Back Issues of NINES

At right is a listing of back issues of NINES that are still available. The price is \$6.00 per issue ppd to U.S. addresses. Any 10 available issues for \$50.00 ppd.

The supply of those marked with an asterisk (*) is very limited. Those with a line through them are no longer available, though copies can be made for \$10.00 per issue.

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- #199 (1/91) - Index 1990

#200/201 (2-3/91) - 200th Issue - 20th Anniversary; Traction Control System; Tow bar mount for Sonetts; Restoring Sonett chassis; Turbocharger care; History: Erik Carlsson - Saab's Rally Ace; LACAR, a very modified 900.

#202 (4/91) - Correcting water leaks in 900s; History: 3-cylinder, 2-stroke; Lonnegren remembers; Shipping crates for V4 & 2-stroke engines; MSS Header & exhaust; 96 upkeep

#203 (5/91) - 9000 A/T fixes; Neutering the V4 freewheel; Care of the V4 Gearbox; Magazine Road Test summary

#204 (6/91) - 900 Fuel pre-pump; Lubrication analysis; The 99/900 Transmission; Thermo Accumulator

#205 (7-8/91) - Winter Beater Mk. II: '85 900T; Curing delaminating doors on Sonetts; Water cooled Turbo kit; Review: The Machine That Changed the World.

#206 (9/91) - '91 Nat'l Convention: Crystal Mtn, WA; Extending the 96 front bumper; Zymol car cleaning system, a review; The Barber Saab Pro Series.

#207 (10/91) - Test drives: Special Edition Convertible & 9000 2.3 Turbo; '92 New Models; Weber 34 ICH for V4s; Adding gauges in a 900; Cleaning 2-stroke exhaust; Audio replacements; Replacing 900 CV boots.

#208 (11/91) - '91 Alcan 5000 Rally; Changing V4 valve seals; Fix for 16V cold running problems; Stroker Saabs find new homes.

#209 (12/91) - Improving taillight ground circuit on 900 sedans; Boosting turbo performance; Test drive: 9000T w/TCS; Race & rally results

#210 (1/92) - Index: 1991 (#199-#209); Saab Friction Tester; 95/96/97 Shipping crate; Gearbox protection; Auto shows display.

#211/212 (2-3/92) - New CV boot clamps; Ashcraft's Fast Freddy Sonett V4; Larger tires for 9000; Jon Davis - Saab's US Rally Champion.

#213 (4/92) - FWD Car Museum; Saab Soundings Vol.1, No. 1; Group 6 APC box; Fast Freddy Sonett V4 update.

#214 (6/92) - Mechanics List; Saab at the Baja 1000; Brakes; Electric sunroof fix; Skip Barber Racing School.

#215 (8/92) - '93 New Model intro; '92 Nat'l Convention: Columbus, OH; 900 Turbo tips; Possible horn malfunction; 99/900: Shocks: KYB vs. Bilstein; Several V4 tips.

#216 (10/92) - Today's Saab Aircraft; '92 Int'l Meet: Austria; Spark Plug recommendations (all models); 99/900 Caliper "clunk"; 99/900 CV boot replacement; V4 tips; Satch Carlson: Stuck in Dawson Creek.

#217 (12/92) - Saab Miniatures: Catalog of model Saabs; US Gov't vs. Old Cars; Recycling antifreeze; Factory Service Manual listing; Modernizing old Saabs; Erratic fuel gauge readings due to Gaschof.

#218 (4/93) - Index: #210-217; Secrets of APC; Buying Time: Flat rate vs. Straight time; Cracked A-arms on 900s; Saved by the belt; James Bond's 900 Turbo; 236-mile 96 V4; 325,000 mile 95 V4; Stuck parking brake: 99/900. *

#219 (7/93) - Power steering flush; 900 oil drain plug; 9000 clutch M/C; History: The beginnings of Saab in the U.S.; 95/96 rear brakes; Audio upgrade in a 900; Racing a 99; R&F reprint of '63 Monte Carlo Rallye.

#220 (10/93) - Introducing the New 900; '93 Nat'l Convention: Kenosha, WI; A/C for the '90s; New clutch slave for 99 & 900; 95/96/97 CV boot replacement; Resurrecting a 900; Owning a 9000 in Canada.

#221 (1/94) - Your Sexy Sonett: Features & Reviews of New 900; Binding ignition switch contacts: 99/900; Broken 900 crank pulley; Proper care of V4 transmission; History: '65 Pan American Endurance Race. *

#222 (5/94) - Quantum/Saab Formula "S" Register & details; 9000 Radiator fans malfunctions; 9000s as Colorado Police Cars; Resurrecting a 99EMS; Tires: Pirelli P700; Vacuum leaks in a V4; 9000 Aero vs. Turbo; Rude Awakenings: Reviving a 99 5-dr. *

#223 (7/94) - Overheating 9000 A/T backup light switch; History: 1980 24 Hours of Nelson Ledges & Baja 500 in a 99; Fitting aftermarket wheels; DIY Tools: Brake caliper tool & Pressure plate press; More power: Transmission ratios & Turbo intercooler; Suspension rebuild on 99/900.

#224 (10/94) - Curing cold driveability in early 16V engines; Brake fluid recycling; '95 New Models; Interview w/ James Crumlish; Meets: Int'l, Vintage & Nat'l; Adding a Clarion CD changer; Replacing seat support; 900 alternator removal & repair.

#225 (1/95) - Index: #217-#224; Fog lights explained; Examination of PRO Rally Champion 99; 900 water pumps: OE vs. Aftermarket; Driving the 9000 Aero; Intermittent DI. *

#226 (4/95) - "Flawed Report" on 9000 fires; 16V transplant into 99T; Change 16V timing chain in the vehicle; Repair cracks in 9000 rear wheel housings; High mileage Saabs

#227 (8/95) - Electric 96; Windshield leakage and corrosion; Leasing a Saab; Turbo tune-up; Help revive Satch's Hawg of Steel; Adventures with Bill the Goose.

#228 (12/95) - '95 Nat'l Convention: Atlanta, GA; V4 Brake M/C; Tires: Pirelli P6000; Shocks: Koni; One Saab - Four different events; Saabs & Sci-Fi; Driving the Sensonic Clutch; Rally tales: GRRR & Lake Superior PRO Rally; Future engine technology.

#229 (3/96) - Headliner replacement; 16V Retrofit to earlier 900; Tires: 900s: Classic vs. New; Diagnosing CIS problems; 2-stroke & V4 tips; Sonett floor repair.

#230 (6/96) - Saab Returns to Rallying; History: '77 99 EMS 16V; Report from The Lost Patrol; Timing chain guide wear; Sudden engine stalling; Adapting door mirrors for tall drivers; 2-stroke fanshaft bearings; V4 Tips; Index #225-#230.

Saab Swap

Sonett For Sale

'74 Sonett III, red, 96,000 miles, new clutch. Great shape. \$3500. Doug Billman 4602 Vernon, Phoenix AZ 602/840-6966.

'73 Sonett 1700 CC W/Turbo, Good condition, garage stored 6 yrs, alum wheels, no rust (CA car) \$3000 OBO. Clayton D. Olsen 11730 E Whittier Blvd Sp 15, Whittier, CA 90601, 310/698-1234.

'73 Sonett III, yellow, early small bumpers, Weber 34-ICH, MSS exh, Sheet metal done 3 yrs ago, new clutch and freewheel, just passed NJ inspection, Pictures avail. \$2000. Dave Starbuck, 28 Union Ave, Warren, NJ 07059, 908/604-0685.

'72 Sonett III, new paint, Dunlops, polished wheels, Engine rebuilt with ported large valve heads, reground cam, MSS carb and exhaust. Close ratio trans, HD clutch, electric fans. No rust. All other mechanics new or rebuilt. \$4500. Steve Bauer, 4519 Pescadero Ave, San Diego, CA 92107, 619/655-8430.

'69 Sonett V4, 1700 CC, original body, interior, glass, has alum wheels, Garage stored 10 yrs. No rust (CA car) \$3000 OBO. Clayton D. Olsen 11730 E Whittier Blvd Sp 15, Whittier, CA 90601, 310/698-1234.

2-'69 Sonetts, V4, Need restored, mostly complete, extra parts. \$4000 (Will sell separate). Robert Gamber, 41841 Lawrence Ct, Elyria, Oh 44035, 216/324-5507.

'69 Sonett V4, #1362, Good restorable condition, garage kept, runs, needs paint and minor work to be complete. \$1700. Mike Romanell 4834 Red Hill Way, Ellicott City, MD, 21043. 410/465-2835

'68 Sonett V4, no rust, good body & glass, new interior, runs excellent, early alloy wheels. \$3750. Gary Norman, PO Box 568, Granby, CT 06035. 860/653-6373.

93s, 95s & 96s For Sale

'62 95, ser #4407, restorable, most critical NOS parts come with car & extra power train \$1000. '68 95 V4, green, recent trans, eng work. Solid car. \$1400. Also loads of parts for models 95/96 & 2 '74 99's for sale. New & used 3 cylinder pistons, etc. Roger S Harris, 65 Buckingham St, Springfield, MA 01109. 413/739-1806.

'72 96 V4, White, Rebuilt Sonett engine, Sonett mags, many parts including Saab AC, Factory & Haynes manuals, 2nd owner since '76, new bearings for trans reassembly. \$1200 /BO Paul C Kappils, Trevoze, PA 215/364-2625.

'72 96 V4, 5,000 miles on completely rebuilt 1500 eng and trans. New paint, tires, brakes, exhaust. Many spare parts including manuals. No rust. \$4800 Peter Snyder, 100 Ore Hill Road, South Kent, CT 06785. 860/927-4192.

'72 95, Tan, 104,000 miles. Partial restoration, very clean, picture available. Trade for 96 or 900T. Jim Iverson 1348 36th St SE, Cedar Rapids, IA 52403. 319/364-2683 or 364-4015(wk).

'69 95 Wagon, perfect shape. \$10,000. Jerry Adams, Meyer Garage, 2687 480th St, McIntire, IA 50455 515/737-2239.

'68 96 V4, rebuilt engine & master brake, new gas lines, good tires, many spare parts inc. transmission, mntd studded snow tires. Best Offer. Larry Mann, 223 McLaughlin, Lexington, VA 24450, 540/463-3628.

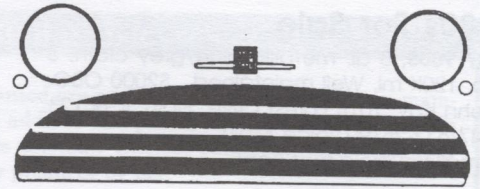
'67 96, completely rebuilt drive train, fresh tires, paint, interior, needs nothing. Solid. Sharp. Daily driver. Wife, girlfriend & house payment late - must sell!!! \$2850 OBO. Dave Hanson, PO Box 65, Newton Falls, OH 44444, 330/872-0941.

'67 95 V4 with '72 engine and transmission. Recent Red repaint. Almost no rust (MD car). Must see to appreciate. \$2000. Bob Seath, 10904 Crooked Lk Blvd, Coon Rapids, MN 55433. 612/421-8885.

'66 96 3-cyl, restorable or great parts car, new floor pan \$400 '71-95 for parts \$400 Many misc. parts available. Peter Hylkema, Rt 1 Box 131, Barneveld, WI 53507 Eves: 608/924-1061

'66 96, restorable with regrettable NY rust, great running oil/inj 2-stroke drive line plus parts. Make offer. Matt Getchell, 14 Old Valley Road, Whitesboro, NY 13492. 315/768-8493.

'65 96 2-stroke. Running, no rust, no dents, all glass & trim. Reasonable offer, to a good home only. Visit Yellowstone Park. Bill Whitford, 1765 Moffitt Canyon, Bozeman, MT 59715. 406/587-2851.



'58 93, mechanically sound, no rust. \$2500 OBO. Gabriel Boenzli, 35221 Riverside Dr, Albany, OR, 97321. 541/967-7276.

2-Stroke & V4 Parts For Sale

Sonett wheel inserts. Originals, in factory new condition (never used). Blue/silver plastic. \$30 each or all eight for \$200. Chesley Morton, 3580 Coldwater Canyon Court, Tucker, GA 30084. 770/496-0416.

Sonett III parts: rblt trans w/ new R&P, \$400. NOS parts: air filters \$8 ea, timing gear set \$75, inner and outer CV joints, steering rack boots, lightened valve lifters, HD rod bolts, 96 master cylinder, lots more. Call for list. Steve Bauer, 4519 Pescadero Ave, San Diego, CA 92107. 619/655-8430.

Misc parts from '68-69 Sonett V4, Sonett III rear lenses, misc. V4 engines, transmissions, set 850cc 2-stroke pistons, doors, fenders, 95 rear chrome, etc. Send SASE for complete list. Dave Starbuck, 28 Union Ave, Warren, NJ 07059. 908/604-0685

96 steering column, complete with switches, wheel, ignition w/key. \$100/offer, +shpg. Michael Wolk 503/777-5195.

Used 95/96 parts '61-'68. Lots of glass. Sales literature '71-'93. Cleaning house; must be recycled if not sold or donated. Also: reluctantly considering sale of solid '57 93 body and collection of GT-850 parts. Peter Bunn, PO Box 132, Barneveld, WI 53507. 608/924-1501.

New upper ball joint, \$20. 95 trailer hitch, \$20. Slave cylinders, 2 used, \$10. New expansion tank, \$25. 95 rear hatch window, \$200. Hood air intake, \$20. MORE. Ken Losin, 22715 Hatteras St, Woodland Hills, CA 91367. 818/346-4417.

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.

Transmission jig. Trade for old Lancia parts. Make offer? Steve Katzman 415/472-0146

99's For Sale

'77 99GL, 4 sp manual, uses no oil, good seats, one owner \$500 Gary Gordon 618/443-5051

900s For Sale

'87 900S, 3 dr, metallic blue/grey cloth, 5 sp, 120K mi, Well maintained. \$2000 OBO. John Kay, 1018 Forest Drive, Elgin, IL 60123. 847/632-2519 (Voice Mail), email:kay@cig.mot.com.

'84 900 Turbo, Black, 120K mi, 4 Dr, Auto. New heater valve, starter, front calipers/rotors/pads, ball joints, very solid, drives nice. \$2495 OBO. Dave Ewaldz, 4547 Sunderman Rd, Rockford, IL 61114. 815/633-7031, E-mail: dme@ingersoll.com

'80 900 Turbo, 112K mi, 5 dr, 5 sp, body very good; excellent engine - trans, tires. Complete records. \$2200. Dr. Carl Brahce, 522 Beryl Dr, Kent OH 44240. 330/678-7642.

99, 900 & 9000**Parts & Accessories**

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

'82 900 Turbo parts car, 155K mi, 3dr 5 sp, needs trans. Lots of good parts: engine, rims, turbo exhaust. Will not part out. \$550. Fred Doennige, 992 Windermere, Willoughby, OH 44094. 216/953-9730.

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'77 EMS 5sp, 4 wheels and tires, radiator-fan, axles, misc. Dr. Carl Brahce, 522 Beryl Dr, Kent OH 44240. 330/678-7642.

SAAB OEM rack for 2 bikes, downtube clamp type (leave tires on), Like New. \$75 + ship. SAAB Service manual set for 900's through '86 (4 binders, VGC \$60 + ship. SAAB Head Gasket set for '77 99 \$10 + ship. John Kay, 1018 Forest Drive, Elgin, IL 60123. 847/632-2519 (Voice Mail), email:kay@cig.mot.com.

Short block, rebuilt "H" engine \$500 OBO. Harry Fleury, 16 Towers Rd., Essex Junction, VT 05452. 802/878-5423

Complete shop manual, '74 99. Body/Electric/Brakes/Engine manuals for '82. Set of Newsletters from late 70's to early 80's. best offer +shpg. "Bra" for Classic 900, will be sent to first person who provides funds for shpg. Jerry Plotkin, 847/923-1119, Internet: 76167.3125@compuserve.com.

'87 900 H/B parts: 4 Ronal Silver Spoke wheels p/n 24380, Evolution-4 H/B car cover, Rubber trunk mat, Wade headlight guards, Zymol Saab wax, D/S rear quarter panel light lens, Spare bulb kit, 2 Amber Bosch fog lenses, 1 White Bosch fog lens. Make offers. Brian D. Sommer, 34 Barber Blvd, South Bound Brook, NJ 08880. 908/356-9495.

'85 900S parts: Complete car in parts. Excellent condition of all parts. Engine, transmission and complete dashboard w/ all instruments, many, many parts.. (609) 698-0919, ask for Roger or leave a message in my mailbox #11.

Complete set (5) star Mags, computer controlled EQ/AMP, Headpipe 2.0, TC03 Turbo, Lower Valance, Many other parts for '76 93, 99 & 900's. Terry Rock, 1399 Pacific Ave Apt 318, San Leandro, CA 94577. 510/633-2036 (h) 569-9622 (w)

Thule roof & #589 ski rack, W/locks. Best ad price is \$185.60. \$120 OBO. Excellent! Save \$65 plus! J.J. Zechiel, 26 Fleet Pkwy, Culver, IN 46511 219/842-2668.

Four Vredestein 165SR15 snow tires (two with studs) on steel wheels w/ hubcaps. Fits '79-'86 900. \$150 + shpg. Paul De Keukelaere, 7 Haussler Terrace, Clifton, NJ 07013. 201/471-1051

'79 Saab Turbo engine/transmission (4 sp) unit 19K mi. Stored 15 yrs inside, pickled (oil) from day one. No Turbo, no clutch. \$2200 +shpg. Many other older Saab parts. Lewis Auto Sales, Inc. 8 Lisbon St, Lisbon, ME 04250. 1-800-273-8285.

900 parts: Cruise electronic module, \$25. Heater resistor pack, \$15. 2 near-new clutch m/cylc, with fresh kits, \$25 each. Front caliper kit (does 2), \$15. KYB shocks - 2 new front, \$40 pair, 2 used rear, \$20 pair. Sunroof motor \$50. Brand new dash cover, black, \$22. Dave Thomas, 5136 Hazel Road, Edwardsville, IL 62025. 618/656-5249 (days) 656-5149 (eves).

Custom car cover, (\$100); beige carpet floor mats, (\$75); aluminum wheel. (\$150) from '86 900S 4Dr. Everything for \$160. Call Bernie at 301/294-9689 after 6 p.m. in Maryland.

Wanted, All Models

Horn button and hardware for Saab GT- style wood steering wheel. Already have wheel, need button to complete. Rob McLelland, Route 12, Box 77, Chapel Hill, NC 27514. 919/968-4267

Spacer plate for 2 bbl carb w/PCV & Power brake fittings to with SAAB 14001 manifold, nylon balance shaft gear, lsky F4 spec. cam. Dave Starbuck, 28 Union Ave., Warren, NJ 07059. 908/604-0685.

Complete glass for '57 93. Rubber seal/weather-stripping for same car. Also: front and rear bumpers. Cash or trade for? Peter Bunn, PO Box 132, Barneveld, WI 53507. 608/924-1501.

'83 Saab 900 Turbo, 3 dr 5 sp in good to excellent condition. Greg Bonham 309/662-8586.

Rear window for '68 Sonett, also inside door panels, rubber tie downs for hood. Paul Regnier, PO Box 152, Baileys Harbor, WI 54202. (W 9-4) 414/839-2802.

Misc. For Sale

Saab dealer sales brochures, models 93, 95, 96, 99 and Sonett. Send S.A.S.E. for detailed list. 10" long metal toy Saab 900 convertibles by Anson - Yellow \$40 each, Red \$30 each plus \$3 for postage. N.O.S. Saab airplane logo key chains \$4 each plus .50 each postage. Bruce Turk, 333 Saint Andrews Rd, Walden, NY 12586. 914/778-2469 6-9 PM EST.

SAAB ORIGINAL sales brochures showing all Saab models, interiors/features. Great for restorations or gifts! '56-59, \$20 ea yr; '60-69, \$15 ea yr; '70-79, \$12 ea yr; '80-present, \$9 ea yr. Add \$3.50 shpg. VISA/MC. Specify year, model. Have literature all cars/trucks/motorcycles, worldwide. Walter Miller, 6710 Brooklawn, Syracuse NY 13211 315/432-8282. Fax 315/432-8256.

Index of Advertisers NINES #231

Accelerated Response Motoring	32
Andrews, Inc.	9
Carter Motors Saab	11
Foreign Affairs of Duluth	2
Foreign Auto Parts	20
Goldwing SAAAB parts	43
Group 6 Performance	7
Ingmar Production	21
Intellect Corp.	14
Italy's Famous Exhaust	21
J&B Imports	7
Jean Seat Int'l	27
Lititz Auto Repair	2 & 44
Meyer Garage	2
Nat'l Motorists Association	27
NINES back issues	38
Overseas Speedometer	2
Red Line Synthetic Lubricants	14
Specialty Car Care Products	40
Sports and Specialist Cars	21
Strandbergs'	2
Swedish / English Car Spares	9
Sweeney, Dennis	27
Trollhattan Motors	44
Zumbach Motors	44

SAAB SWAP CLASSIFIED AD RATES

Ads offering parts or Saabs for sale or wanted are available to members and non-members. Ads are limited to 25 words, plus name address and phone number. Ad copy may be edited for space (abbreviated and excess words deleted). Enclose sufficient funds with your ad, we **do not** bill. No ads will be accepted by phone or by fax.

The Classified Ad Rates are as follows:

	Members	Non-members
CARS FOR SALE	\$10.00	\$15.00
PARTS FOR SALE	\$5.00	\$7.50
WANTED ADS	\$2.00	\$3.00
COMMERCIAL ADS (Parts & Services)	\$10.00	\$15.00
Every 5 extra words	\$1.00	\$1.50

DEADLINE: 15th of the month for the following month's issue.

Mail ad with full payment to:

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Saginaw MN 55779.

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

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- 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
- Wanted - All Models
- Other category: _____

(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



I have a disorder. So do many of you. Certain governmental and environmental agencies would consider it to be anti-social. Those of us who have and feed the disorder find it to be very social. I'm talking about collecting cars. Not just little models, but real, drive-'em-on-the-road automobiles. Saabs, of course.

I scour the ads in every issue of NINES, Hemmings Motor News and other publications dedicated to older cars, the local newspaper or the paper of any town I happen to visit, looking for potential additions to the Saab stable. I call on some, and even go to look at a few. Several have followed me home this year. Part of the problem is that I now have room for more cars, so I can't use that as the excuse not to acquire "just one more". The move from a house with a two-car garage in the city to a 32-acre farm with six outbuildings makes it difficult to say no, especially to an older car with a very low price, despite little value other than parts.

This past winter I received a call from someone in Illinois who had a 1975 99 EMS with only 60,000 miles, allegedly in very good shape. I've desired a decent EMS, the performance Saab of the mid-1970s, for over 20 years. Would this be the one?

A friend was making a trip to St. Louis to pick up some racing pieces (roll cage, wheels, engine stuff) for his Toyota Corolla GTS project, and I was pressed into service as co-driver. On the way back, we stopped to look at the 99. It had been parked in a garage for about six years, due in part to mechanical ills that the owner could not solve. The engine ran, but barely. The body was fairly good, without the usual rust-out problems common to the Belgian-built 99s, which included most of the EMS's. It would need a paint job and some rust touch-up to make it pretty again. The interior

was fair, the ignition switch had been exposed to get the car to start, the OE Bilstein shocks had been replaced with a cheap no-name brand. The owner had no idea what the car was worth, but he wanted to get rid of it and accepted my low offer. That meant we had to tow it back to northern Minnesota in sub-zero weather.

It is not a priority project, so has been parked in a back corner of the barn. There are several other Saabs that need to get worked on first.

A few months ago, a local member with a 99 Turbo called, wondering if I might be interested in his car and collection of parts. I was mildly interested in the parts, but the car was pretty tired. A couple of weeks later he let me know that he was going to be relocating to Alaska soon and needed to get rid of his 99 stuff. Would I take it all for \$100? Sure!

He drove the car over, full of spares, then I took the truck to his place to pick up the rest of the spares. Now I need to build those shelves in the barn. The car is probably not worth restoring, but the engine could find its way into the compartment of the NINE-T9. And it looks like I'll have enough 99 spares to keep those going for quite awhile.

Another car that I have followed for many years is a Sonett V4 racer. It was built for ice racing beginning with the 1976 season by Danny Page, who lately has helped out as crew on my 99 ITB racing effort. Page won a couple of International Ice Racing Association championships in the early 1980s in this Sonett, and it was featured on IIRA posters, passes, hats, and letterhead. The 1700cc engine features a 2-barrel Weber carburetor, MSS camshaft, and larger Ford valves in the heads. He ran it for nine seasons before retiring from the sport.

About 10 years ago Dan sold it to

a couple of other local guys, Harry Goldfine and David Byrka, who were just getting started in racing. They ran it a few seasons on the ice, and were getting ready to run it again when Desert Storm intervened. As a member of the National Guard, Harry was sent to Saudi Arabia. Upon return from the Gulf War, the Sonett was parked in a garage, as David and Harry decided to go summer racing instead. Recently the place where the Sonett has been stored was put up for sale and the old ice racer had to be moved. Why not to my place? It might make a very interesting vintage race car. For a small fee, it became mine.

One recent Sunday I hauled it down to my local repair shop, Foreign Affairs, while Mark was there building a new trailer, and put it up on the hoist for evaluation. The years of racing on the ice, followed by years in storage had not done it well. The chassis doesn't have the usual rust cancer, but does have a coating of rust due to years in a dirt floor garage. The brakes and clutch are shot. The body has cracks at every corner and the hood had been patched after an accident to the front end. The roll cage may have been acceptable for ice racing, but it will need to be replaced to satisfy most vintage racing sanctioning bodies. Fortunately, we were able to get the engine running and it sounds good! In order to make this Sonett raceable again, it will need a complete teardown and rebuild. I figure I'll do that work to this car, then take what I've learned to restoring my Sonett II properly.

I have all these wonderful ideas as to what I'd like to do, but I have the same problem as most collectors. Too much imagination, too little time, too little money.

This brings the total number of Saabs in my stable to NINE.

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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:

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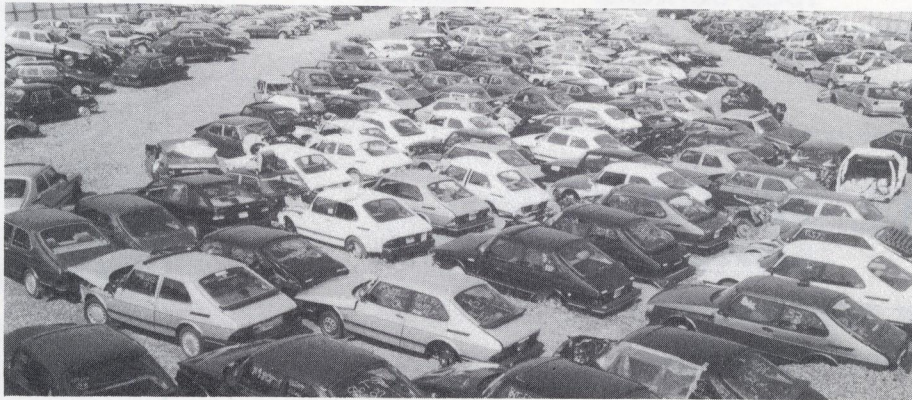
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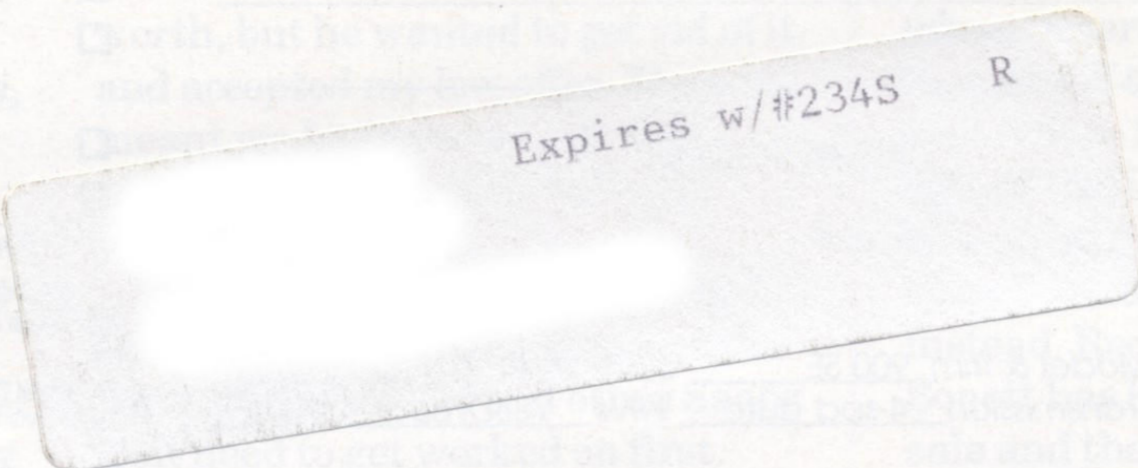
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