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#233

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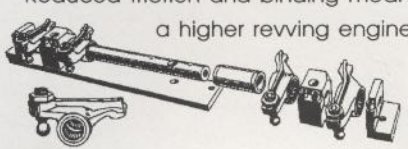
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Contents

Features

Road Hugging (Hogging) Weight: *Using aluminum for car bodies* 14

New Products

 An affordable 900 Convertible 16

 Oil filter cup 16

 North American Rally Calendar 16

A Trip and a Half 17

Will your Saab survive a Smog Check? 18

Speed Limit Repeal Saves Lives 18

Make Airbags an Option, says NMA 18

A Pony Among Stallions *by Dick Lague*

In Which Bob Sinclair takes a SAAB 93 on the California Mille 30

Saab in the original Mille Miglia 32

Tales of the VSRG *by Tom Cox, Vintage Saab Racing Group* 36

Saab Clubs

Celebrate 50 Years of Saab Heritage

 '97 National Saab Owners Convention 19

 '97 Jubilee Festival in Sweden 20

Clubs & Contacts 21

Departments

Letters to NINES 4

Notes in the Margin *by Stephen Goldberger* 6

Professional Perspective *by Chuck Andrews* 8

Saab Klinik *by Doktor Nio* 10

Parts & Service Information

 Complaint of Blown Headlamp Fuse: 1994-97 900 12

 Improving Top Stack Operation: 1995-96 900 Convertible 12

Saab News

 Another double-digit sales increase in U.S. 15

 Talladega Edition 900 Turbo available soon 15

Technical Talk

 Cooler Coolant: Texaco's Dex-Cool 22

 Foggy Gauge Repair *by Bruce Turk* 24

 Things learned while rebuilding a 16V engine 25

 Ring a Ding *by Larry "Stroker" Williams* 28

 Fuel system flush gives better performance 29

 Replacement windshield molding 29

 Tires - Bridgestone RE-71 29

Saab Swap 39

Index of Advertisers 41

Rear View *by Tim Winker, Editor / Publisher* 42

Cover Photo by John Wynn, West Chester PA.

Letters to NINES

Excellent Service

Enclosed please find two years worth of renewal. It's hard to believe I've subscribed to NINES for 7 years, but then the Beast is 9 this last May so maybe time is just slipping away faster than I realize. I've really enjoyed every issue and I wish you luck in your new location.

I'm about to reach the 100K mark on my 900 Turbo and continue to be ecstatic about the car. I've put some money into it over the last 18 months but I guess that's to be expected - nothing major but sometimes little things really add up. One big factor in the car's longevity is some excellent work by the folks at Andrews Saab in Princeton. They did the 90K mile inspection and some paint work for me last fall, and I'd like to take the opportunity to sincerely thank Larry, Dave, Chuck and everyone else in the Andrews organization. They were a bit of a haul from my Grand Forks, ND, location but worth every mile. If you are wondering if a little extra driving is worth having your car worked on by true professionals, take a drive to Princeton and set your mind at ease. Tim, thanks to you as well since it was your recommendation that brought me to Andrews in the first place.

I'm currently living 15 miles SE of Tacoma Washington and looking for an independent garage in the Tacoma/Seattle area. I've had some work done at Carter Saab up in Seattle proper, but it would be nice to have one a little closer to home. I'd appreciate any suggestions you have. To close, keep up the great work on Nines!

Jim Wilkerson
Puyallup WA

"Quality" Service?

Congratulations on a fine magazine!

On page 12 of issue #232, NINES reported on a problem with EDU illumination on 1995 9000 models. This is a problem I have been experiencing since I bought my car last year. Since the car was still under warranty, I took the car into my local Saab dealer along with the article that gave directions on how to repair this problem. I was hoping to have this work done. (I thought I was the only one with this problem until I saw it in Nines.)

Anyway, I took the car into VOB in Rockville, Maryland and showed the service rep the article — unfortunately, he was not familiar with our club magazine! Please note prior to this time I had been a steady and long time customer of VOB having taken my 1986 900S there for 10 years! While one would have thought they would have known me, they claimed they could not reproduce the problem and hence would not fix it!

While I understand it is not a serious problem, it is annoying and after all, it was a new car so why should I put up with the lights dimming off and on? The question arises — Is this how VOB and Saab treat their "loyal" customers? While today there are many fine automobiles on the market to choose from, I chose to remain loyal to Saab as I thought they were a cut above the rest. I was also under the mistaken impression that Saab went the extra "mile" for its customers — Boy, was I wrong?

What I do know is that while it is okay for me to trust my hard earned dollars with Saab when buying a new car, the bridge of trust is only one-way!

Needless to say, in the future I will be looking for a new dealer to service my car and the next time I purchase a car I will look for a company that stands behind the products they sell. Obviously, Saab and their dealers do not!

Bernard Brill
Potomac MD

Eroding the marque

The news that Saab is considering increasing the GM parts content in future models as a cost-saving measure is worrisome and represents part of the gradual restructuring of Saab in the image of GM. This is not all bad, of course, because Saab could use a little financial streamlining, but I believe the focus of GM is far less (if at all) on the quality of their products than on profitability. Put another way, they build for the showroom, not for the road. With an increase in GM parts content, Saab will surely save money, not just because the parts are ready and waiting, but because they are cheap.

Further evidence that GM is taking Saab in the wrong direction is this business about considering Saab an upscale alternative to Saturn (hahahahaha). It clearly shows that Saab/GM doesn't understand what is special about Saabs. It isn't the list of standard features or the low drag coefficient, the Griffin, the key on the floor, or even the use of turbocharging. It's something more basic than all those - the philosophy of design and engineering - that has made Saab outstanding.

I'm sure most of us have considered at what point we would bail out of Saab. Some refuse to buy any Saab made after the GM merger, preferring, perhaps, to restore older models. Others, like myself, might consider buying the current 900 (not with GM V-6) but know that there will be some point at which Saabs become no different than most other cars. I

think 50% GM parts content would do it for me, not just because of the inferior quality of many of those parts, but it would demonstrate a changing philosophy at Saab. There's a big difference between a car which was designed to be driven and one that was designed just to be sold.

Erik Adams
Madison WI

Seeking 96 info

I just bought a 1963 Bullnose 96 Rally Edition with a sunroof and wood wheel. I was wondering how many of these cars were made (I'm thinking it's rare)? I am trying to get as much information about this car as possible, so if you can refer me to someone who knows a lot about this particular year your help would be greatly appreciated. Also, any reader may call me at my phone number below.

Thanks for the great magazine, as it is the most eagerly awaited publication that comes to our house!

David Matters
San Jose, CA
(408) 559-1128

David, it sounds like your 96 could be a GT-850. Does it have the triple-carb engine, extra gauges and front disc brakes? The sunroof models were fairly rare, but I don't know if the GT-850 ever came with a sunroof. It's possible that someone added the steering wheel from the GT model to your 96 over the past 30 years.

Common ailments

This is a reply to Doktor Nio's answer regarding cracks in the mounting points for 900 seats covered in Issue #232. I have personally repaired a dozen or so 900s with this ailment. What irritates me is why a car so well engineered is cutting so many corners. I think the Adams [at Meyer Garage] and the Andrews will back me up on this.

These areas for 900s:

- Seat hold-downs
- Front engine mounts
- Window switches

These areas for 9000s:

- Door post mount for keeping door open
- Upper motor mount
- Oil soaked motor mounts

I am sure there are many more engineering flaws that could easily be changed without an increase of many dollars to the consumer. As Doktor Nio suggested ... fabricate a patch of slightly heavier gauge steel Why not the factory doing this in the first place! In most of these cases it's a matter of going to a little heavier steel and not having to deal with it in later years. Hopefully the new models will be free of these design weaknesses.

Jack K Iverson, President
SAAB Club of Iowa

Flying High

Over the years I have owned four Saabs. Chronologically: A 1975 99, 1980 900 EMS, 1982 900S, and presently a 1987 900S 16-valve. All of my Saabs have been 3-door models and have gone over 130,000 miles before trading up. The present owner of the '82 estimates that it has gone almost 200,000 miles.

In the time that I have been a Saab aficionado, my father-in-law and my flight instructor have both purchased Saabs. All three of us are pilots so it should be no surprise that Saab's heritage in aircraft is special to us.

I spoke with you [recently] about purchasing a membership to the Saab Club of North America for my friend, the flight instructor. Enclosed is a check and appropriate form for a one year membership.

Thanks for such an interesting magazine.

David Parker
Houston TX

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Notes in the Margin by Stephen Goldberger



Goldberger eats crow

Well, half a crow, anyway. When the (new) 900 turbo came out, I wrote an open letter to then-President Jim Crumlish, questioning the wisdom of the short-stroke 2.0 engine. This was motivated in part by the Sports Car Magazines' description of absent low-end torque and turbo lag, and in part with the experience of my wife's 2.0 turbo 9000. My 2.3 liter Turbo has neither problem.

Thanks to Saab's policy of supplying "loaner" cars while extended repairs are performed, along with a weepy headgasket requiring a month's worth of repair attempts, I conducted a weekend sampling of a 900 turbo automatic. Well, in normal driving the turbo lag at low rpm is a lot less than I had experienced with the '88 2.0 turbos, to the point where a 5 speed would probably render the lag irrelevant. But the smoothness of the 2.0 balance shaft engine is beyond belief. In the fall of '93 I reviewed a V-6 powered 900, and the turbo motor is smoother, quieter, and, with the automatic, lacks the droning at idle which drew comment from me. The 2.0 turbo is also smoother and quieter than the 2.3 turbo in the 9000, despite residing in a smaller, lighter body shell, and the 2.3 liter in the 900S. The Turbo 900SE is about \$500 less expensive than the V-6 900SE, accounting for the mandatory automatic on the V-6 version. That could easily be the best \$500 you never spent if you want an SE, especially when it's time to change the timing belt (again).

Engine aside, there is a lot to like in the 900. The ride is surprisingly good in the SE, considering the rubber-band 205/50-16 Michelin Pilot HX tires. The 900S rides even better with its "normal" 195/60-15 Michelin

MXV-4. The sound from that "enhanced" SE radio was outstanding, with solid, undistorted bass available from even the front speakers alone. The remote lock/alarm causes the car to issue a rude noise whenever activated: entertaining, and along with a flashing of lights to enable you to find the car at night. The instrument panel also entertains, insisting in Italian that I "please check the brakes" after every start. Since it takes a foot on the brake to release the transmission from park, that is not inconvenient in the automatic. The on-center steering feel has improved since the '94 I tested, and the car was otherwise everything you might expect in a "high market" 900. In a show of genuine courtesy, it even turns on the interior lights when the key is removed from the ignition.

On the short side, the 900's seats were not up to the 9000's, being flatter and less conforming than the standard 9000 seats, never mind the Aero. (The '97 models are claimed to have improved seating.) The halogen spot reading lights are absent, and the visor vanity mirror lamps are stuck to the ceiling, rather than the mirrors. The cello case does not fit in the trunk with the back seats up and the parcel shelf in place, and the seat heater is a "single speed" instead of the "three speed" in the 9000. And finally, to strike terror into the heart of any long-time owner of a 9000 automatic, the power steering reservoir is labeled "ZF".

The October, 1996, issue of Automotive Engineering shows a new design automotive diesel engine being produced by GM Europe. The engine is turbocharged, with "direct injection" of fuel into the combustion chamber, rather than the more

traditional (for automobiles) prechamber injection. Its first application is in the Opel Vectra series, with the obvious connotation that it will see duty in the Saab 900 in some markets (certainly not ours, though). The engine will be made in 2.0 and 2.2 liter displacements, which are suspiciously equal to the 2.0 and 2.2 liter designated for the new GM Corporate 4 cylinder engine (Nines, #231).

The new diesel is noteworthy for having 4 valves per cylinder actuated by a single cam. Each pair of valves is "bridged", allowing a single cam lobe and follower to actuate both. The General is quite proud of having thought of this, for which patents have been applied. The obvious question is whether the Corporate gasoline engine will be so endowed. I question the chances of snaking a spark plug through the valve-work. The diesel injector, analogous to a spark plug, is shown in the drawings to be quite long and slender, and appears to take less space than a spark plug would. There is also a mysterious probe dead center in the combustion chamber, but which does not extend through the head casting. On a positive note, the engine's cam drive is a genuine steel chain, as is the drive for the injection pump. We shall see if the coming gasoline engine is so endowed. And the engine also has a name, "Ecotec", which bears striking similarity to Saabs "Ecopower" engine line.

In the same issue, the use of aluminum in body and chassis components of the Plymouth Prowler is reviewed. An aluminum metal matrix composite ceramic is used to make the brake rotors, the first such application of which I am aware.

This material is like a sponge, saturated with water and then frozen. The sponge is made from ceramic, and aluminum takes the role of frozen water. The ceramic provides great wear and high temperature resistance, while the aluminum enables the material to withstand shock loads without cracking, and in this case, transfer heat.

Such a part should be immune to the warpage which plagues cast iron rotors. It could be expected to last the life of the vehicle, and reduce "unsprung" weight significantly. The brake rotor is a part which harries designers of aluminum suspension parts. The dynamic behavior of the unsprung weight is proportional to the square root of the unsprung weight. Unless all the significant parts can be made light weight, the benefits from the parts which are lighter are diminished. Aluminum

suspension arms are becoming common, and there is no reason why aluminum hubs can't be made. Aluminum calipers have been made, leaving only the brake disk itself as a heavy iron lump on the end of the spring. With metal matrix composite ceramic rotors, the final impediment to the benefits of a much lighter unsprung weight is removed.

When Saabs suffer apparently unrelated but simultaneous electrical failures, there is often a link. The classic case is the 9000 transmission shift/brake pedal interlock, which becomes disabled if the visor light shorts and blows the common fuse. When the I was tracking my elusive intermittent 9000 back-up light, and managed to bust the bulb on the right rear bottom brake-light. Then the cruise control stopped working! In an unusual stroke of brilliance, I checked

the manual FIRST, and found that the cruise control is grounded through the brake light bulbs. Thus, when brakes are applied, the control loses it's ground and shuts off, even if the "cut-off" switch is not functioning. After replacing the bulb, it's alive again. I guess the one bulb they use for the ground is the one I broke.

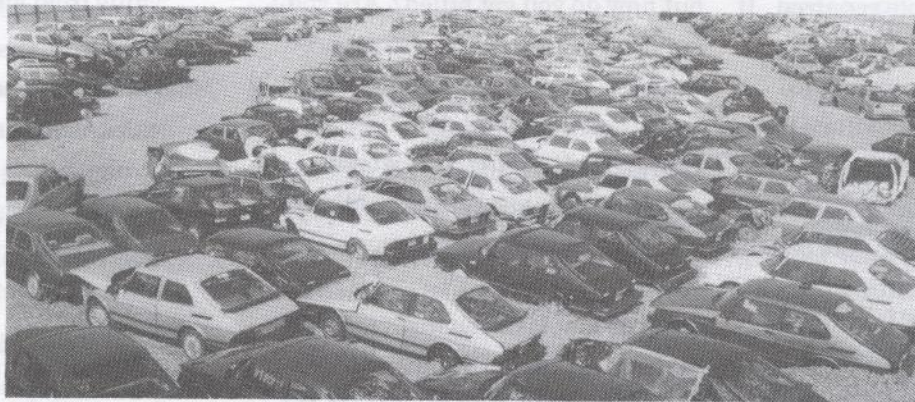
The General has done Chrysler's insulated battery compartments one better, at least in the "W Body" (Cutlass Supreme, et. al.). The windshield washer reservoir wraps over and around the battery, providing a liquid buffer from engine heat on 4 of the six sides, while the air cleaner box rests against a fifth side. This obviously complicates battery maintenance, but with the General's "maintenance proof" battery design maintenance happens only when the battery dies.

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Professional Perspective by Chuck Andrews



No Tears

The December issue of ABRN (Auto Body Repair News) front page headline read "State Farm refunds \$22m." A side bar in the same issue described Farmers Insurance company refunding 4 million dollars and with AllState settling a class action law suit for \$35.7 million which will refund some money to policy holders. While this all occurred in Texas and you may not feel it is relevant, you could change your mind after a brief explanation of those and an issue of Diminished Value (D.V.).

State Farm insurance company settled their dispute with the Texas Attorney General Dan Morales for not properly pursuing deductibles. The Texas insurance code says that if a person involved in an accident is not at fault they should be reimbursed the deductible that they may have paid while having their vehicle repaired. If a third party at fault is liable for the insured's deductible, the insurance company has six months to file a law suit to recover the deductible or notify its customer in writing so they may bring suit or as indicated in the code "bring action to recover the deductible." If the insurer fails to do either within six months it must pay its insured the amount of the deductible. Somehow State Farm (in the Texas attorney general's opinion) was doing less than it should and agreed to pay back approximately 75,600 policy holders \$27m. This is about \$200 - \$500 per affected policy holder. They

also paid \$750,000 in attorneys' fees to the state. Last year Farmers Insurance company refunded four million dollars to 13,035 policy holders on the same issue.

Have you been in an accident in which you were not at fault? Did you pay the deductible? Was it refunded to you?

In October Farmers Insurance company and AllState insurance company agreed to pay its current and former policy holders \$35.7m as settlement in a class action law suit. It seems that both were guilty of double rounding. That is, they could legally round the premium bills up or down one time per year. They were rounding on the annual and semi-annual bills. 4.6 million policy holders will get a refund of \$5.50 each. The attorneys will get \$7-\$10 million for their effort. Not a big deal, but how do you get billed? Are you sure you're paying the correct premium? I'm sure your company would notify you immediately if they overcharged you, right? Is it worth checking? Maybe calling another company to be sure you have a competitive rate?

The last issue on insurance I'll address is that of Diminished Value. D.V. is a relatively new topic in the auto body industry. D.V. was established by the courts at the beginning of the auto age so it's always been here, but not usually addressed. In reading several auto body magazines I realized that a company called Wreck

Check seemed to be the leader or maybe the only independent company that was appraising cars to address D.V. I called them and received a packet that describes what they do and how they accomplish it. After studying the material for several hours in preparation for this column I decided a simple explanation of D.V. would have to be enough for most people and if you want the whole explanation you can reach Wreck Check on the Internet at www.wreckchecks.com or telephone 770-956-8700 in Marietta, GA. (They claim to have locations all over the U.S.)

D.V. is the loss in a vehicle's market value due to accident damage and repair. Wreck Check uses three things to affect D.V.

1. Inherent diminished value; the automatic loss in vehicle market value from an accident.
2. Repair related D.V.; loss in vehicle market value due to substandard repairs.
3. Insurance related D.V.; loss of vehicle market value due to insurance claim practices.

If your car is involved in a collision and repaired perfectly it may still have D.V. As a normal consumer you probably aren't able to determine if repairs are adequate and what the pre- and post-market value might be. This market value should be of concern because you are entitled to be compensated for the D.V. in cash. No

matter what insurance companies say they have and are paying for D.V.

This is where the independent appraiser comes in (Wreck Check). They inspect the car after it's repaired, with the aid of a computer program, using the body shop's bill and the insurance company's estimate, to be sure that all the parts and labor were truly accomplished as billed and the car was repaired correctly. Any deviation (parts billed but not put on the car, or shoddy workmanship) would be disclosed so that the body shop could be held responsible. The inspection might reveal that the insurance company had specified that the shop repair the car in a way that detracts from the market value. All these things would be documented so that you could take the appropriate action. These could include a request that the insurance company pay D.V., usually several hundred dollars or the body shop re-repair any defects found that they are responsible for. D.V. is a real issue that can cost you at trade time if you aren't looking out for yourself. Wreck Check charges \$75 for their inspection but the return to you could be hundreds or even thousands of dollars, or at least the peace of mind that your car is repaired safely and correctly.

If you look at premium costs, deductible, and D.V. when you have an accident it can add up to a sizable number of dollars. Isn't it in your best interest to look at these costs that you ultimately pay? Shed no tears for the insurance industry. They're doing just fine! They will pay D.V. if you are owed it.

Saab to contract with Independent repair shops?

The January 4, 1997 Minneapolis Star-Tribune carried an article from the Associated Press entitled "Losses give General Motors a real Saab story to tell." The article tells of Saab's last year's financial losses which were due to investments in a new product line. They don't expect to become profitable until 1998. They also outline the plans for marketing more cars in the US. Saab Automobile president Robert Hendry seemed to be the official being quoted throughout the text. Whether Mr. Hendry said it or not, the Associated Press reported that to get better service for its customers, dealers were going to set up satellite shops or maybe contract with independent shops. (I addressed this strategy in the last issue of Nines.) The independents are available, but I haven't had any E-mail or snail-mail from Saab. We were told at the 1995 owners convention in Atlanta that Saab wanted to meet with the representative group of independents. At 18 months we're still waiting. We want Saab to be successful! What can we do but try to give better service for the product? Let us help! We want to save Saab USA from a failure like the Canadian Saturn partnership!

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Notice: NINES is seeking a knowledgeable technician to answer readers questions about their Saabs. Doktor Nio remains anonymous so he (or she) will not be inundated with phone questions regarding problems with their cars. If you would be willing to volunteer a few hours every couple of months to respond to the questions sent to NINES, contact the editor, Tim Winker, at 218-729-0826.

Thanks go to Jerry Sweet of Reinertsen Motors who has answered the Doktor Nio questions for the past couple of years, and to Tim Brown and Kevin Booth of Lititz Auto Service, Mark Strohm of Foreign Affairs and Rob Walden of Scandia Autosport for answering questions in the past few issues of NINES.

I own a **1990 9000S 5-door**, 5-speed with 112,000 miles on it. It has begun to experience an unusual problem which neither the dealer nor an independent shop have been able to diagnose. When I am at a stop with the engine idling, the car will suddenly shut off as if someone reached over and turned the ignition off. There is no advance warning such as rough idle, check engine light, etc. I can immediately restart the car and drive away as though everything is fine. The problem is very intermittent with the exception of one day when the problem surfaced five separate times, each time the car restarted without trouble and ran fine.

The problem has occurred with both a cold and warm engine as well as with or without the air conditioning running.

Michael Pritzl
Kiel WI

It sounds like an Ignition System failure; that is when only the engine dies and you still have all the accessories. Check the Ignition Amplifier electrical connections and spray them with contact cleaner. In addition, clean the back of the Ignition amp

with a Scotchbrite pad to ensure good contact with the heat sink, rinse with the contact cleaner then apply dielectric grease.

Check the Hall-effect sensor as well. Connect a timing light and observe the timing marks. If the timing seems erratic, the Hall sensor should be replaced.

One other possibility is to check the air intake boots between the upper and lower halves of the intake manifold for cracks.

My '83 900 has a problem with a gasoline odor in the trunk and spare tire well. The leak was corrected but how can the odor be removed?

There is a venting hole in the fuel filler neck just below the gas cap. Why is this because Saabs have a fuel tank evaporative charcoal canister in the engine compartment for this purpose? I purchased a new filler neck but the hole was larger than the one on my car.

What is the maintenance schedule for this fuel filler vent hose such as cleaning/replacement? It collects road dirt, road salt, rain water, gasoline overflow/dripping from the nozzle at fillups, car wash products, and petro-chemicals that may be leaking from the engine compartment.

Marcia Lee
Shrewsbury MA

If you are still smelling gasoline, odds are the fuel problem hasn't been completely fixed. It's necessary to pressurize the tank to 3 or 4 psi, then use an HC sniffer to check for leaks. In most cases it's the sending unit seal or the unit itself.

The hole in the bottom of the filler neck is an overflow drain. There is a plastic line that attaches to this and exits out the bottom of the car.

According to Saab, the Evaporative Emission Control System should be checked every 60,000 miles, and

components should be replaced as needed.

Your '83 would be considered an "old" car by most standards. After 14 years there should be plenty of cracked or weak rubber and plastic parts that need to be replaced.

Any suggestions for hooking up a secondary water temperature gauge? Specifically, I've got the 3-gauge cluster in the center console (VDO gauges), and I'd like to keep the factory gauge working. I would guess I'd need either a second sending unit in addition to the factory one, or the factory unit would have to be replaced with one that can serve two gauges simultaneously.

John Wynn
West Chester PA

I'm afraid you'll have to find a place in the cooling system to drill and tap a 1/8" NPT hole for a separate VDO sender, unless you can find a sender that is designed for two gauges, like the one for both an oil pressure gauge and oil pressure warning light. You may be lucky enough to find a hole blocked off from some no-longer-used system that relied upon knowing the coolant temp.

I own a **1996 9000 Aero** with 2500+ miles. Since it was purchased, I have heard a rhythmic "whooping" sound that is present only after the car runs for several miles.

The noise frequency increases with speed until 35-40mph when it is no longer audible. My dealer wants to change the brake pads but I am skeptical that this is the problem. Any suggestions as to other possibilities?

Warren Gilman
Middletown NY

There are a couple of possibilities, the most likely is a slightly out of round or separated tire. Next would be rust patches on the rotor

caused when a vehicle sits undriven for long periods of time (a week or more).

The SRS light on my **1990 900 SPG** is blinking again. I would like to know how to reset it because this happened three months ago and the dealer could find nothing wrong with it when they ran their electrical diagnostic.

At that time, a number of electrical "gremlins" were popping up such as: the rpm's would drop, the motor would "stumble" and the headlights would dim when I stepped on the brakes. Once the car stalled and the SRS light came on and the radio came back on in code entry mode. One of the headlights and the brake light switch also burned out about this same time (coincidental?).

The dealer reset the fault codes and said that if the SRS light came on again I should have the SRS sensor replaced. All of this was apparently solved (for 3 months) with replacement of both the Positive and Ground battery cables. As this car is always garaged, I was surprised they found corrosion on the Positive cable. There was minimal corrosion on the Ground, but we replaced it anyway since they already had the old one out and labor is so expensive.

I assume that a blinking SRS light means my airbag would not deploy in an accident. I am also suspicious that special equipment the SAAB dealers have is necessary to reset this warning light. Is it easy for a skilled do-it-yourselfer to replace the SRS sensor? How about the need for fault code reset after sensor replacement?

Wes Verkaart
Duxbury MA

In order to test and reset the SRS system, you would need to purchase the system tester which costs about \$420 (p/n 8471112) and the section of the factory manual pertaining to the SRS. The SRS ECU should record all codes and how long in hours and minutes since the failure happened. Most of the time

the problem is the contact behind the steering wheel (p/n 4310918, \$110) which has too much resistance. After any part has been replaced, the ECU will have to be reset with the system tester.

Your list of "gremlins" seems to be related to a poor ground or other bad connection, such as that caused by corrosion which acts as an insulator. Corrosion on the battery cables is a very common problem that causes a number of electrical troubles. The cables should be removed and the connections to the battery posts should be cleaned annually.

I currently drive a **1988 9000 Turbo** which just turned 110,000 miles. I have been having a problem with my Gas Gauge and Trip Computer Display turning off, simultaneously. The problem seems to be directly related to temperature. When it's in the 80's both displays fail, when the temperature stays in the 70's or below then both work. It should be noted that even though the Trip Computer Display goes black the trip computer is still working, it does not reset the way it would if you disconnected the battery.

Is this a problem that you have heard of and/or can you offer any advice on what I could do before I take the Saab Dealer road? I appreciate your time and I look forward to your reply.

Rob Graziani
Bentonville, AR

We have seen some problems with cracked circuit boards in the trip computer. When the board expands a little bit from heat, it causes an open circuit.

This is not a problem but will it become one down the road?

Up until three years ago I was using **Bosch Platinum plugs** in my 900 Turbos and the cars would tell me when they needed new plugs, at no later than 10,000 miles. I also used Bosch W7DTC plugs, which have three prongs, in an Audi 5000 and Datsun 280Z. Three years ago I tried

the W7DTCs in my '82 900T with 148,000 miles. When I test drove it the difference was as dramatic as when I changed the trans lube in the car to Red Line MTL! At 189,000 miles, the same plugs are in the car and are doing fine. I have since installed this plug in three other 8-valve Saab Turbos and always notice a difference.

Allen Hockman
Brandenberg KY

Most problems related to poor starting/cold running in Saabs have been traced to Bosch Platinum spark plugs, if so equipped. We have seen few if any problems with the NGKs as specified by Saab. In certain situations the Bosch DTCs do work well in Saabs.

What is the difference between **GL-4 and GL-5 gear oils**?

Rob McLelland
Chapel Hill NC

GL-5 is recommended for limited slip differentials, GL-4 is not. The only manufacturer that still recommended a GL-4 gear lube until recently was VW/Audi; I believe they all now specify GL-5 for manual gearboxes or for the differential of an automatic with a separate final drive unit.

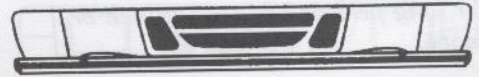
Recently Texaco introduced **Dex-Cool**, a new "Extended Life Anti-Freeze Coolant" that is promoted as capable of a 100,000 mile drain interval. This product does not contain silicates or phosphates and as a result is supposed to significantly increase the life of the water pump. It is also claimed to have superior heat transfer properties over standard anti-freeze/coolants.

How suitable is this product for use in a Saab? How does it compare to the Saab brand coolant? How believable is the manufacturer's claim of 100,000 mile change intervals?

Paul De Keukelaere
Clifton NJ

See the article by Mark Dayan in this issue of NINES for an in depth look at Texaco's DEX-COOL anti-freeze.

Parts & Service Information



Technical Service Broadcast Complaint of Blown Headlamp Fuse: 1994-97 9000

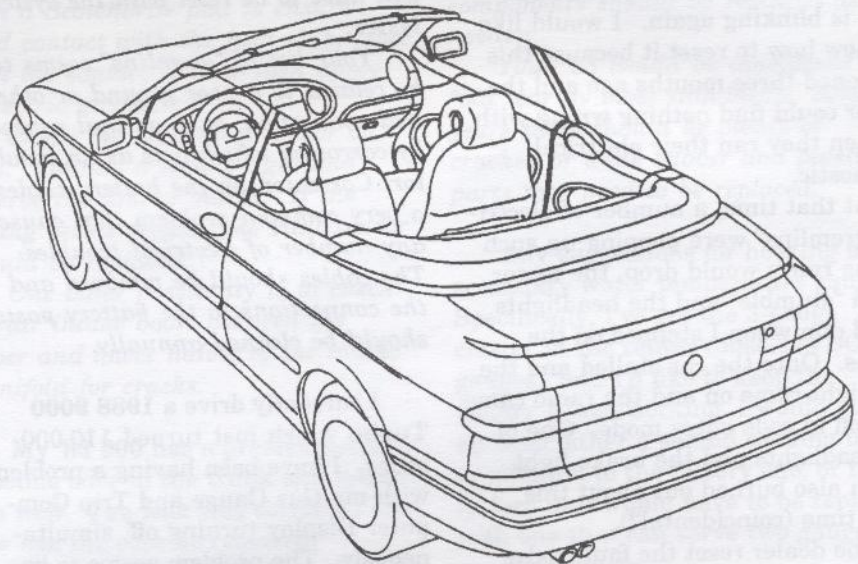
On 1994-97 9000 models with Daytime Running Lights, when the vehicle is driven with the headlamp switch in the left of OFF position, the normal light circuitry is by-passed and current for both headlamps, both taillights and dash lights are passed through fuse #31. The accumulative current draw approaches the 15 amp fuse rating. If the vehicle is driven for long periods with the headlamp switch in the OFF position, this 15 amp fuse may blow.

If diagnosis reveals no other reason for failure, this fuse may be replaced with a 20 amp fuse. The owner should also be advised to drive with the headlight switch in the ON position.

If the vehicle is equipped with a trailer hitch / wiring harness, the owner must be advised to tow a trailer only with the headlamp switch in the right, or ON, position.

Improving Top Stack Operation by Installing New Style Fifth Bow Latch Motor Racks PSI 10/96-0716, Sec. 8 / Pg. 144 Application: 1995-96 900 Convertible

To address a customer complaint that the fifth bow latching mechanism is not functioning, install new style fifth bow latch motor racks as described below.



An inoperative latch mechanism can cause breakage at the tonneau cover access flaps or can cause the top to not go down when cycling the switch.

The top programming should also be checked and adjusted if necessary, paying particular attention to the fifth bow and tonneau cover values.

NOTE: Please make certain before performing this repair that all applicable steps in PSI 03/95-0554 "Improvement of Operation of Top Stack Mechanism" and PSI 02/96-0664 "Customer Satisfaction Campaign 428 - Top Mechanism Quality Improvement" have both been performed. Failure to ensure these procedures have been done will result in an inadequate result of the modification covered in this bulletin.

VIN Ranges for PSI 03/95-0554:
S7000001-S7026130

VIN Ranges for PSI 02/96-0664:
S7000216-S7016595

Cars Affected:

1995-1996 900 Convertibles

Parts:

Fifth bow latch motor rack (lower)	48 52 729
Fifth bow latch motor rack (upper)	48 52 711

NOTE: These racks have improved radii so modifications previously performed on racks or plastic cover are no longer necessary.

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

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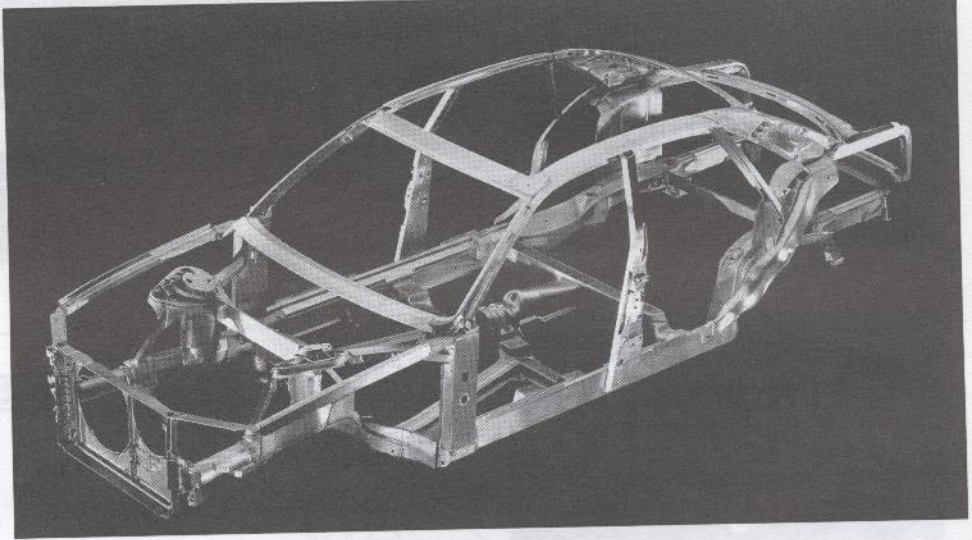
by Frank Freeman,
Group 6 Performance

(originally published in Wizard Words.
Published with permission of the author.)

Weight is the enemy of performance. Overcoming inertia limits acceleration, vaporizes brake pads, and scrubs our tires when we turn. At the same time, we need stiff bodied cars to maintain correct suspension alignments and to provide a base for shock absorbers to work against. The nearly universal unibody saves weight and gives a stiffer structure, compared with a body-on-frame design. I suspect that a combination of lower cost of manufacture and higher scrapage rates from collisions has also encouraged its application.

There is still progress being made in unibody design; witness the structural improvements in the 9000 over the years, and the quantum improvement in the new 900 over the old. But there will come a time when pressed steel construction can provide only diminishing returns for more intricate and engineering intensive designs. "High strength" steels will not help in this area, because the stiffness-to-weight ratio is the controlling factor, and this is the same for all steels, although a higher yield strength does allow for some weight savings when design standards such as "ding resistance" of outer panels are applied. Further improvements in strength-to-weight will then come only from new materials and assembly techniques. Likewise, reinforcing braces such as those sold by Group 6 can improve the strength-to-weight ratio. Their near total absence in OEM applications suggests that the installation labor costs are high, and/or their presence complicates the normal assembly line activities.

The January, 1994 "Automotive Engineering," published by SAE, reviewed an all aluminum space-frame and skin body developed by ALCOA and Audi (A&A). The aluminum body provides Audi with higher stiffness and better crash energy absorption while saving several hundred pounds in the weight of a 9000-class car. The resulting lower



fuel consumption, together with a higher scrap value, lowers the life-cycle cost of the body towards that of a steel one, especially if fuel prices are very high. Let's look at the details:

A&A differ from early experimental aluminum bodymakers by using a skin-over-space-frame construction, versus a unibody. In that sense, A&A borrow from GM's Fiero, Lumina Van, and Saturn models. The frame is constructed mainly of tubular extrusions which are welded together at die-cast nodes. The skin is attached to the frame by "pierce rivets" (like a pop-rivet except it makes its own hole and ends up flush to the surface) adhesives, and spot welds. The processing as well as the structure is different than for steel. The soft metal must be protected from scratches during handling; aluminum oxide dust, created during welding and grinding, is hazardous and requires control; and several heat treatments (the last one being in the paint bake oven) are performed during assembly to control mechanical properties of the aluminum.

Completely absent from the discussion were the real-life problems of corrosion, collision and fatigue. Aluminum is corrosion resistant in a normal atmospheric environment, but add salt water to tiny crevasses and you get a nice crack. Then fatigue takes over, and aluminum itself has no fatigue endurance limit; after sufficient cycles, it fails no matter how low the stress level. Airplanes are forever being inspected, patched and rebuilt, but of course they are lightly built so that they can fly.

Collision repair is an inevitable

concern. Today's welded steel stamping designs can be repaired despite extensive damage, with the original seams providing natural joint lines for replacement panels. Crack a node in a space frame, however, and you are potentially in for a lot of R&R of undamaged parts just to get at the node. There is little experience in the use of body fillers and refinishing materials on aluminum, but I suspect that widespread use of aluminum bodies would result in suitable materials being readily available, and artisans experienced in their use.

Fine for the theory, but how is the real-world product? Preview tests of the aluminum Audi rate the V-8 front-drive versions at 3650 lb., more than the weight of a 9000 CD in a package roughly a foot longer, and with less interior space. Cost wise, the aluminum bodied front-drive 6 is predicted to cost a numbing \$50,000 (\$70,000 in 4WD V-8 trim).

In Audi's hands, the weight saving potential is offset by an otherwise overweight design. Cost is muddled by a high Deutschemark, German labor inefficiency, and market pressures, but it is inherently higher. The claimed benefits of lighter weight and better crashworthiness can be achieved by purchasing a Saab instead of an Audi, but one wonders what the A&A technology could achieve in the hands of the Saab engineers. With the General moving away from space-frame and skin construction, and Saab apparently committed to using GM platforms as their starting point, we will not have that question answered anytime soon, if ever.

Saab News

Another double-digit sales increase in U.S.

Sales of new Saab cars during 1996 totaled 28,439 cars, an increase of 11 percent over the 1995 total of 25,595. That is the best sales year since 1989.

"This strong sales gain is the third year in a row that Saab has posted a double-digit annual increase," said Joel Manby, president and CEO of Saab Cars USA. "We expect our 1997 sales to continue this strong growth, a trend we've already seen in our November and December sales results." December's total of 2,509 cars was 69.1 percent higher than the previous year.

The 900 continues to be Saab's major seller, accounting for 22,437 units last year. The 5-door 900 body style was the most popular at 43.4 percent of all Saabs sold in the U.S. Of those, there were 6,915 2.3-liter versions and 4,494 powered by the 2.0-liter turbo engine. The Convertible outsold the Coupe by about 2-to-1, totaling 6,785 cars to 3,334 for the Coupe.

9000 sales were down slightly from 1995, with 6,003 cars sold, compared with 6,034 the previous year. The 9000CS with the light-pressure turbo was the most popular of the 9000s, with 3,388 sold during '96.

Saab's turbocharged engines continue to be popular. Including both the 900 and 9000 lines, more than half (52.4 percent) of new Saabs sold were turbocharged. The V6 engines continued to lose in popularity: only 1,650 900 5-doors and Convertibles had the 2.5-liter V6 (the V6 was not available in the 3-door Coupe), while only 213 9000s with the 3.0-liter V6 were retailed last year.

According to Manby, all Saabs sold in the U.S. market will have turbocharged engines by the 1998 model year.

Talladega Edition 900 Turbo available soon

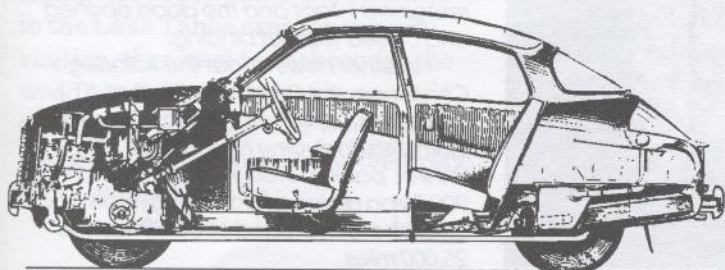
In recognition of Saab 900s setting 40 speed records at Talladega Superspeedway in October, Saab will soon offer a Talladega edition of the 900 Turbo. The Talladega will come in three colors - black, metallic silver or Cayenne Red metallic- and in the 3-door, 5-door and Convertible body styles. The 900 Convertible is not normally available in Silver. Front and rear spoilers, bumpers, and mirrors will be color-matched to the cars. Buyers will have their choice of 5-speed manual or 4-speed automatic transmissions. Under the hood is the same 2.0-liter, 185 hp engine that was used to break 18 existing records at Talladega, records that were set by the Saab 9000 Turbo in 1986.

Tires are Michelin MXM Pilots like those used for the record setting, mounted on Saab Super Aero alloy rims. The interior will be Sand Beige leather with black carpet and trim, and will have leather trimmed steering wheel and gear lever knob, with a leather gaiter on cars with the manual gearbox. A "Talladega" emblem will grace the rear of the car in place of the regular Turbo emblem.

Talladega 900 Turbos should hit Saab dealers' showrooms in early March. Suggested prices put the Talladega package about \$525 higher than a regular Turbo.

Gunnar A. Sjögren, author and illustrator, dies at 74

The author and illustrator of *The First Million* (1978) and *The Saab Way* (1984), Gunnar A. Sjögren, died of cancer recently at age 74. As a designer, Sjögren is also credited with the re-design of the hood on the Sonett II to accommodate the carburetor on the V4 engine, and worked on finalizing the design of the Sonett III based on



Coggiolo's drawings. He also designed brochures for Saab in the 1960s.

In Author's Comment at the beginning of *The Saab Way*, Sjögren wrote:

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1997 Rallysport Calendar

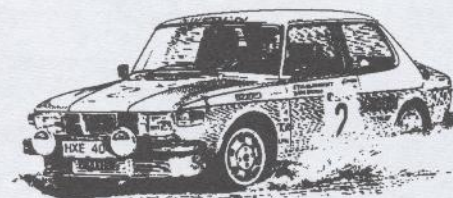
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"The fact that all the drawings and illustrations are suitable for reproduction can be regarded as a service to those persons, organizations or auto-historians



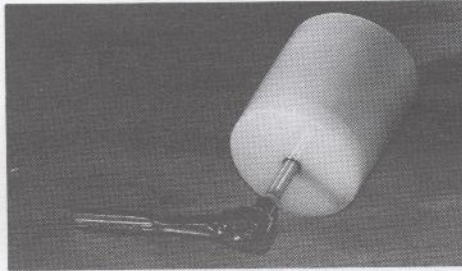
who might be interested in doing so. This can be done without any restrictions on the part of the author-illustrator, other than the material is used in such a way or to such purpose that it is clearly not contradictory to Saab's interests." As a result, Sjögren's illustrations have graced the pages of many Saab Club newsletters. A couple of his illustrations are included here.



An affordable 900 Convertible

Check out the latest models of the 900 Convertible at your Saab dealer. No, not the ones on the showroom floor, the ones in the display case near the Parts Department.

Saab is now offering diecast metal 1/43rd scale versions of the popular 900 Convertible. The collectible Saabs even come in their own plastic display case. Made for Saab by Paul's Model Art GmbH - Minichamps, the very detailed little Convertibles have a suggested retail price of \$25.95 apiece. Part numbers are: Red - 0740860; Black - 0741702; Silver - 0741710.



Oil filter cup

Tired of oil dribbling down your arm or all over the floor every time you change the oil filter on your Saab? Saab 9000 owner Gary Kilgore was. So he did something about it - invented a special cup to contain the filter and the slimy fluid so it could be disposed of properly.

The plastic cup has a 3/8" square finger in the bottom to hold an end-cap type oil filter wrench, and a 3/8" square hole on the outside to fit a ratchet wrench. Kilgore designed the 100mm oil filter cup for his 1987 9000. He has also developed an 85mm cup for the smaller filter that Saab now uses. He is trying to develop a cup for horizontally mounted filters as well.

Kilgore says the oil filter cup has been well received, especially by marine mechanics, who have to make sure no oil spills into lakes or other bodies of water.

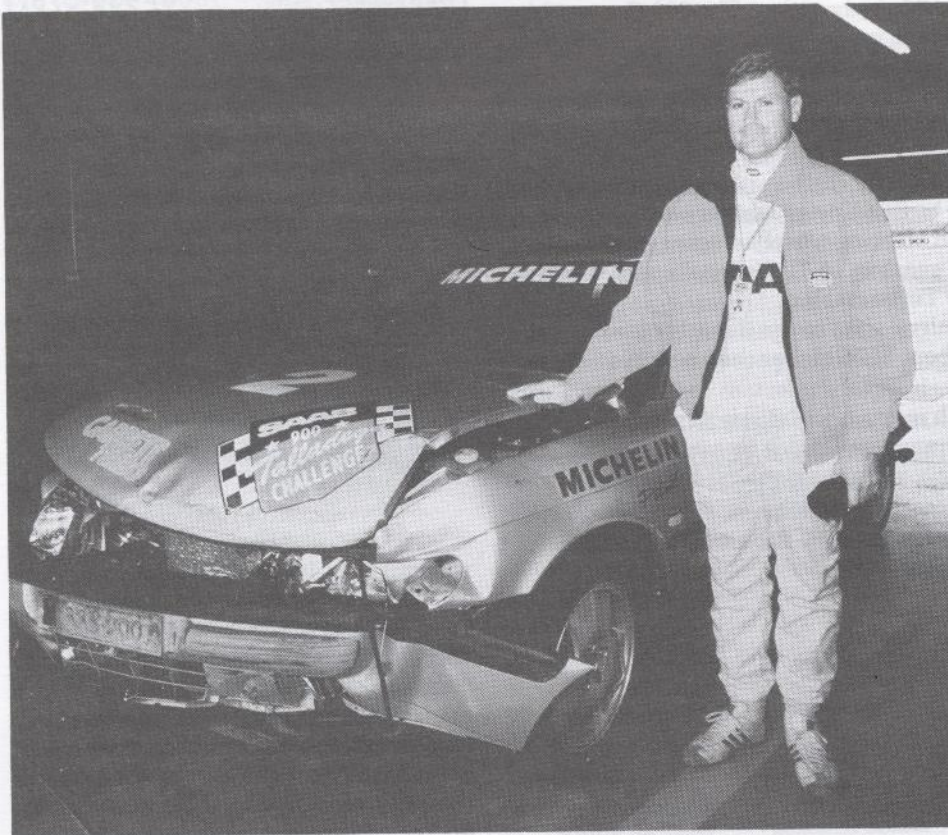
The price of \$7.99 includes shipping. For details on how to order, call Motorbay at 1-800-456-6642.

North American Rally Calendar

For years rally fanatics on this side of the pond have scrambled to get European calendars featuring their favorite drivers and cars, because there was nothing available that had the cars and drivers they could see over here.

That has changed. Rallysport, Inc. and photographer/Saab Club member John Wynn have collaborated to provide a top quality wall calendar with the top cars seen at PRO Rallies in the U.S. and Canada. The full-color calendar includes great action photos of Carl Merrill's bright purple Ford Escort Cosworth, the Sprongls Audi S2 Quattro, Tim O'Neil's VW Golf Rallye, the Hyundai Elantra of Paul Choiniere, Rick Davis' brightly painted BMW 2002, Jon Woodner in his Peugeot 205 Turbo 16, Bruno Kreibich's Audi Quattro, and the Saab 900 Turbo of Sam Bryan and Rob Walden.

Details on ordering the calendar can be found in the Rallysport ad in this issue of NINES. To order the Rallysport catalog of books, video tapes and other rally gear, call 1-800-935-0761, fax to (607) 832-4203, or e-mail to 102347.3566@compuserve.com.



Saab has released this photo of the 900 that was damaged during the 900 Talladega Challenge in October. Driver Herman Rundström was uninjured when a powerful gust of wind during a severe thunderstorm pushed the car into the track's wall. It was estimated that the 900 was traveling at more than 80 mph when it slammed into the solid concrete wall, spun around, and hit the wall again with the rear end. Despite the severity of the impact, the passenger compartment remained intact and the doors opened and closed without binding.

In other news about the Talladega Challenge, the FIA has certified all 40 records established by Saab. Over 100 journalists, including NINES editor Tim Winker, participated in the record run. A 900 Turbo driven by Saab engineers and employees averaged over 140 mph for 25,000 miles.

A Trip and a half

We were excited to hear that the Saab convention was out west this year. Imagine that, we just join a club and they hold their next convention in our neighborhood. I mean, we just couldn't pass that up. Checking our calendar there is no other event on that weekend. It's karma. So, we fill out the entry form, make reservations and put in for time off from the brewery. All systems are go. Not 3 days later, my husband's aunt calls. His cousin is getting married in Jackson Hole, Wyoming and Aunt Alice wants to make sure we have plenty of notice so we can make it. Cool! When is it? August what? Uh oh.

Wait a minute, wait a minute, all is not lost. The wedding is on Sunday, most of the convention is OVER by Sunday. What time is the wedding? Afternoon? Hmm. South Lake Tahoe to Jackson. I wonder I study a map as I make small talk then astound the poor lady by telling her that we can make it. Well, it's not as if she was getting married in Laramie where the rest of the family lives. It's in JACKSON, why, Jackson's just right THERE! Can't be but eight or nine hundred miles away! Convention in California on Saturday, wedding in Wyoming on Sunday. Piece of cake!

We easily wrangled more time off work and a lot of strange looks when we told people what we planned to do. But it's interstate most of the way and with speed limits at 75 mph in the sparsely settled states we'd be passing through, it really wasn't as crazy as it sounded. It would be a triangular route: south from Seattle to the Lake Tahoe area for the convention, then east to Jackson for the wedding, then northwest home, only the middle leg of the trip would be rushed, the rest would be as leisurely as we wanted it to be.

Slept the first night in the desert

under the stars and watched the Perseid meteor showers as long as we could keep our eyes open. Spent hours at the National Auto Museum in Reno (this is the largest chunk of Harrah's collection in one place) and drove a fun side road to Virginia City. Stopped at an old abandoned mine and took scads of pictures. And arrived one day early at the convention without a reservation. We got the last room available.

We attended several of the talks, visited with folks we knew, met lots of others, talked about rallying a lot since our car was "decked out" in rally trim complete with computer, lights and huge decals. Of course we ran the rally and the special stage. Setting fastest time (in a Saab) in the dirt was a kick, but as pro-rallyists we may have enjoyed an edge over the others.

We talked at first of leaving right after dinner on Saturday night, but decided that any amount of sleep was better than none. So we arose promptly at 3 a.m. ("Whose idea was this, anyway?") and were packed, dressed and in the car in 16 minutes flat. We didn't waste any time and took the fastest, most direct route, arriving 12 hours later, exactly when I had predicted. I had figured the mileage right as well as average speed. Hey, I'm a rally navigator, that's my job!

We arrived with 40 minutes to spare. They were all out there on the grass, we could see them out the back door. So we went out to the car and got out our fancy clothes and got all cleaned up and dressed and came out in time to see everyone coming back in. What do you mean, it's all over, we missed it? It's not time yet, we've still got 10 minutes left! Time zone?! OH NO! We forgot about the time zone! AAURGH!

Well, we made it. Got to see the family, eat, drink and party. Well, ok, so maybe we didn't have the energy to drink and party, but we

DID make it, see the family, and participate in the festivities. So, it was worth it.

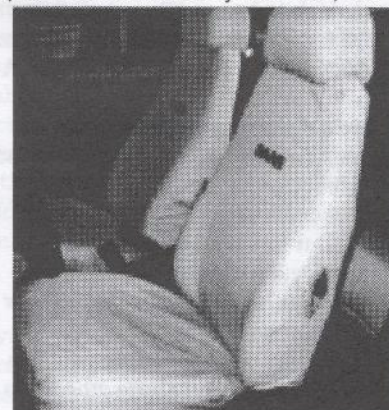
And after resting and doing "that tourist thang" in Jackson for a few days we hit the road again. Wandered around Wyoming visiting breweries and looking for Indian "spiritual places", followed a scenic backroad up to Glacier National Park and toured through that, and finally stumbled home, after 9 days and nearly 4000 miles.

One would think that after that, it would be a while before we would travel again. So, a few days late, the hubby suggested flying up to Anchorage to visit his pop and check out job opportunities. My reaction? "Wh-wh-why do we have to fly?"

Christy Breazeale
Seattle WA

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Will your Saab survive a Smog Check?

New laws take cars away.

Recent legislation in California and New Jersey, as well as many cities, is giving the government the opportunity to take your car, or to render it unsalable. In California, Smog Check II is designed to remove the worst polluters from the roads, but it affects not only the clapped out smokers, collectible cars such as older Saabs may not be able to get licensed. While a car may pass the sniffer test, if it has been modified to improve emissions it may still fail the visual test because it does not have original equipment parts. The Saab Club has already received several calls from owners of pre-1975 Saabs who are looking for original carburetors or other equipment to allow them to pass the test and get registration for another year. Owners of two-stroke Saabs may be plain out of luck as the plan appears to be to eliminate all two-stroke engines over the next few years.

The Saab Club recently received a package of newsletters from Bud Manzler of San Jose, California, who has taken up the sword against the Bureau of Automotive Repair and Smog Check II in that state. He publishes "The Vocal Majority Speaks", a monthly newsletter on the battle to bring some reason to the anti-automobile laws. (To subscribe, send \$30 for a 12-month subscription to: Bud, 550 Vermont Street, San Jose CA 95110.)

A New Jersey law raised quite an outcry not too long ago when it appeared the state could confiscate cars they deemed as polluters. The law was modified, but has not gone away.

Many local jurisdictions have also gotten into the business of policing how many cars can be owned by one household. Collectors with multiple vehicles are hit the hardest, but those who keep a parts car or two on their property are also subject to fines or confiscation. These laws are passed with the idea of "removing junk", but often may result in the destruction of a diamond in the rough.

It wasn't very long ago that there was talk of allowing industries that polluted the air or water to "buy credits" by purchasing older cars and scrapping

them. The credits could be used to keep governments from enforcing anti-pollution laws aimed at the industries. Car collectors have been able to hold back some of this sort of legislation, but it hasn't gone away.

Have you run afoul of state or local regulations aimed at removing older cars from the road, allegedly as a measure to reduce pollution? Share your stories of dealing with the bureaucracy, or information you may have on how to pass the smog checks. Remember, this legislation doesn't affect just Saabs, but all cars, trucks, motorcycles, snowmobiles, ATVs, lawn mowers, chain saws, and any machine that relies on the internal combustion engine. Speak now or lose.

Speed Limit Repeal Saves Lives

It has been over a year since President Clinton signed legislation repealing the 55 mph National Maximum Speed Limit, and according to preliminary figures released by the National Safety Council, the fatality rate (deaths per 100 million vehicle miles traveled) has declined rather than gone up, according to the National Motorists Association, the organization that led the repeal effort.

The Federal government, national safety organizations, police associations and insurance company spokespersons had claimed there would be 6,400 additional fatalities in 1996, all caused by higher speed limits. The NMA argued that there was no scientific merit to those estimates, a point that was later conceded by the National Highway Traffic Safety Administration.

"The safety experts were just plain wrong with their scare-tactic claims that ending the national speed limit would result in thousands of additional deaths," said James J. Baxter, President of NMA.

"Contrary to prevailing government propaganda, changing speed limits has little to no effect on the number of highway fatalities," Baxter said. "The major difference since the repeal is that motorists can legally travel at comfortable, safe and efficient speeds on highways designed to carry high-speed traffic without fear of unjust speeding tickets and insurance surcharges."

Much was made of Montana's daytime speed limit of "reasonable and

prudent," meaning: any speed that is reasonable and prudent for prevailing conditions is legal. Fatalities declined in Montana for the first eight months of 1996.

Compliance with the new limits is far better than it was with the old national limit. Motorists are not driving 10 mph over the newly raised limits. In those states with 75 mph speed limits, compliance is 90 percent or better. In contrast, the states that have retained a 55 mph maximum limit (such as New Jersey and Connecticut) have 5 to 10 percent compliance.

Make Airbags an Option, says NMA

Due to injuries and deaths caused by airbags, the National Motorists Association is recommending that the devices be made optional equipment instead of mandatory in new vehicles. In addition, the NMA proposal would make it possible to choose the type of airbag desired: one that is designed for maximum adult safety or another that is designed for children. The proposal would require that all vehicles be airbag-compatible, even if they're not originally equipped with airbags.

Airbags add as much as \$1000 to the price of a new vehicle. In addition, insurance premiums would be reduced as airbag replacement costs up to \$2000 per vehicle. Insurers have found that drivers of airbag-equipped cars do not have lower claim rates. "The only deduction you get for an airbag is on medical coverage, at a saving of about \$10 a year," said James Baxter, NMA President. "At that rate, it would take 100 years to recover the additional cost of the airbag."

The national Highway Traffic Safety Administration estimates that airbags have deployed 782,000 times, saving 1,100 lives and killing forty-five. In 42 percent of the deployments, vehicle occupants suffered some degree of injury. At a cost of \$1,000, that's \$782 million just for the airbags that were deployed.

"The amount of money we've spent on these devices is astronomical," said Baxter. "Fifty million vehicles are equipped with airbags. That converts to \$50 billion that we've spent over the past seven years to save 1,100 lives. There are more cost effective strategies to improve highway safety."

Celebrate 50 Years of Saab Heritage

July 31 to August 3, 1997

Waterville Valley, New Hampshire

Celebrate half a century of Saab heritage and individuality at the largest-ever annual Saab owner gathering. Saab has reserved the spectacular White Mountain resort of Waterville Valley, New Hampshire for Saab owners from the U.S. and Canada, and the combination of a beautiful mountain setting, a lengthy lineup of resort amenities and four days chock-full of Saab events and activities will appeal to every member of the family. Here are some of the highlights participants can look forward to:

- Exclusive Skip Barber Driving School (Thursday, July 31), featuring professional instruction by Skip Barber's team of racing experts. You'll learn all about braking techniques, heel and toe downshifting, vehicle dynamics and how to handle a Saab 900 Turbo on a skidpad. Then, apply your newfound skills on famous New Hampshire International Raceway. (Limited to 75 participants, \$150.00 additional fee applies. Only available to registered Convention attendees).
- A full day of track activities for all Saab enthusiasts (Friday, August 1). Registered Convention attendees can sign up for Hot Laps, featuring Saab 900 Turbos. We're also planning a Touring Rally, which allows you to take your own car around the track at controlled speeds, following a pace car (bring your camera!). Also in the works is a Vintage Rally, for all our classic Saab buffs (fun to watch for new-model owners, too!). In addition, we're working on a timed autocross competition and, for those Saab enthusiasts who like driving at lower speeds, but nonetheless enjoy the spirit of, a fun skill exercise called "gymkhana" that allows you to compete for prizes in your own Saab.
- A weekend of Saab cultural, technical and information seminars. From Saab automotive and aircraft history to car care "for women only," from restoration tips for vintage owners to an overview of today's high-tech engine management systems, you'll find a workshop or seminar to pique your interest. Saab factory representatives,

Saab Club members and a squadron of Saab-loving volunteers stand by to share their passion for all things Saab.

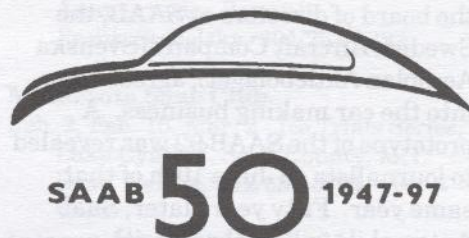
- Friday evening welcome reception, hosted by Saab Cars USA. Cross your fingers for nice weather, because we're putting on a party in Waterville Valley's town square. Meet Saab owners from all corners of the country, the headquarters team from Norcross, Georgia and our friends from Saab Automobile AB, including our own rally legend Erik Carlsson, Saab Museum curator Peter Backstrom, and some other surprise guests. And, with a new car rumored to debut in 1997, who's to say we won't pull the covers off it at Waterville Valley?

- Scenic road rally for the whole family. You won't need to be a race fan to enjoy this easy romp through the breathtaking New Hampshire hills and valleys. Our rally master happens to live just down the road from Waterville Valley, so you can count on a leisurely ramble along his favorite backroads. Prizes for the top finishers, too.

- Concourse d'Saab. Fifty years of history translates into fifty glorious model years of our favorite Swedish marquee. From the ahead-of-its-time aerodynamic lines of the Saab 92 to today's sporty performers, see (and enter) the legendary models that have defined the unique Saab look for half a century. Rally cars, one-of-a-kind hybrids, tuned marvels, mint two-strokes, and late-model gems, they're all on hand for some serious judging (and ogling). Saab will bringing up their headquarters vintage collection (not for judging, just your viewing pleasure).

- New Saab test drives. Want to sample the latest Saab models, straight from the factory? They'll be here, for your driving pleasure. Convention participants get the latest scoop on all the Saab product offerings. We'll also feature Saab specialty cars, such as the Talladega 900 Turbo Coupe.

- Swap meet: today and yesterday's Saab "stuff" for sale. Whether you're in the market for an old part, a collectible or the latest Saab clothing and accessory,



you'll find it at this huge swap meet. We expect vendors from around the country, and our Saab team will be on site with boxes of goodies as well.

- Saturday Evening Gala Banquet. Join Joel Manby, president, Saab Cars USA, Inc. and your fellow Saab enthusiasts at this annual tradition. A festive atmosphere is the backdrop for the all-important awards ceremonies, drawing for terrific door prizes, and other surprises. It's all included in your registration fee.

- Saab Golf Tournament to benefit the Jimmy Fund. This dealer-sponsored tournament on Waterville Valley's course isn't just a chance to show off your athletic ability—participants contribute to a worthwhile cause as well. Sign up for a foursome when you register for the convention.

- Much more is in the planning stages, ranging from used car appraisals by a certified appraiser to detailing clinics, autograph sessions, corporate round tables, and even a whole range of activities for your non-Saab enthusiast traveling companions ((hey, IS there such a thing?). We're currently working on a kid's camp, bike tour, outlet shopping tour and other diversions.

Stay tuned to our website (www.saabusa.com) for all the late-breaking Convention information, and make sure you're included on our registration mailing list (which means you'll receive a registration package just as soon as it is available). Just e-mail us your name and address, along with the word "1997 Saab Jubilee Owners' Convention" in the message body. You can also leave your address at 1-800-GET-SAAB to receive any mailing updates. We hope to meet you personally next July 31 -August 3!

Update - '97 Jubilee Festival in Sweden

It was February 27, 1947 when the board of directors at SAAB, the Swedish Aircraft Company (Svenska Aeroplan Aktiebolaget), agreed to go into the car making business. A prototype of the SAAB 92 was revealed to journalists on June 10th of that same year. Fifty years later, Saab Automobile will celebrate with a Festival in Sweden for Saab car owners, July 18th through 20th.

According to Peter Backstrom, curator of the Saab Car Museum in Trollhattan, the three day event will center around the museum which will be open all weekend. The museum is currently undergoing an expansion which will double the exhibit space. It will be complete in time for the 50th Anniversary Jubilee Festival in July.

The schedule is still very tentative, but here is an early draft:

Friday, July 18th, will be dedicated to welcoming the participants in the Oslo-North Cape-Trollhattan Rally as they finish at the Saab Car Museum, and a welcome for all Saab Club members from around the world. Saab Cars USA is planning a party at the museum exclusively for U.S. Saab owners on Friday evening.

Saturday's events will take place primarily at the airfield next to the Saab factory, and among possible events are an air show of Saab aircraft, a parade of historic Saab cars from the museum, and a swap meet, as well as an opportunity to experience Saab's factory test track. It is hoped that owners who bring their older Saabs will be allowed to drive their cars on the test track as well. On Saturday evening there will be a meeting of the International Saab Clubs, including a dinner hosted by the Svenska Saab Registret (Swedish Saab Register) and other Swedish clubs, and sponsored by Saab.

Sunday's focus will return to the museum, with a display of privately owned Saabs, tours of the museum

facilities, and a continuous running of films in the Saab archives. Festival memorabilia and other Saab souvenirs will be available for purchase at the museum as well.

The Saab factory will be closed for new model changeover in July, and it is unlikely that factory tours can be accommodated.

Make your travel plans

Deborah Hutchins at U.S.T.S. Travel (1-800-433-2998 or 770/594-0711) is in charge of the Group arrangements for the Saab Festival '97. Airfare varies slightly depending on which city you originate from, plus there is a discount if you pay by check as opposed to credit card. The Group Rate applies if you leave the U.S. on July 16th and/or return on July 21st. Some deviation is allowed; check with U.S. Travel for complete details.

A block of rooms has been booked at the Hotel Swania in Trollhattan, a few blocks from the Saab Car Museum. Room rates are \$118 per night, double occupancy, including tax & breakfast.

If you wish to rent a Saab during your stay in Sweden, Saab has worked out a special rate with Avis, featuring unlimited mileage. A Saab 900 is 425 SK/day (about \$61), while a 9000 450 is SK/day (about \$65). Minimum 3 day rental, you can pick car up at any Swedish city (Stockholm, Gothenburg, etc.), but in order to avoid extra charges, it must be returned to the same city. Again, check with U.S. Travel for details.

Reservations are on a first come, first serve basis, and space at the Hotel Swania is said to be limited. Reservations and payment must be made by February 28, 1997. Tickets are non-refundable after June 1.

As part of the package, Saab Cars USA is planning a private party at the Saab Car Museum on Friday evening for U.S. Saab owners.

If you plan to make the trip to

Sweden for the Saab Festival '97, get in contact with Saab Cars USA at 1-800-GET-SAAB (1-800-438-7222), option 4, to make sure you are on their mailing list for updated details.

Aussies plan 50th Anniversary Party

Australia is half a world away from Sweden, so the Saab Clubs there are planning their own party to celebrate Saab's 50th Anniversary this summer.

The Saab Car Club of Queensland will be celebrating the 50th Anniversary this June 9-11 in Canberra, Australia. For details contact the club's president, Paul Gurney, at:

PO Box 386
Aspley, Queensland 4034
AUSTRALIA
Phone: 61 7 3888 2763
E-mail: pgurney@wps.com.au

Internet Info Exchange

I've taken it upon myself to initiate a mailing list dedicated to exchanging information about Saab's 50th anniversary celebrations, including...

- Saab's own Jubilee in Trollhattan, Sweden, 16 - 20 July, 1997
- Saab USA's National Convention, Waterville Valley, New Hampshire, USA, July 31 to August 3, 1997
- Saab Owner's Club of Great Britain in Peterborough, UK, 26 - 27 July, 1997
- Saab Car Club of Queensland in Canberra, Australia, 9 - 11 June, 1997

Things I'd like to see here:

- press releases about the events
- local club activities associated with these events
- group planning about these events (i.e. anyone want to share a car, hotel, etc.)
- local hospitality availability (i.e. I've got some space for a couple travelling Saabers) - This doesn't have to be limited to the celebration dates. Some of us will be travelling before or after the celebrations, and to other parts of Sweden or Europe.

- recommendations for places to visit, eat, stay

Ok. Now that I've got your attention, here's the right way to subscribe: Send an e-mail to: majordomo@voyagerco.com

In the BODY of the message, include: subscribe saab50 <insert YOUR FULL e-mail address me@something.somewhere.dom>

You will get a confirming e-mail and a short description of the list.

Shortly, there will be a page on Turbo! for each of these events, with a pointer to this list for more info.

I'll even try to get a digest set up, but no promises!

Larry West
ljw@pobox.com

<http://www.pobox.com/~ljw/>

Saab Club Web site

John Steiner has agreed to assist the Saab Club of North America in expanding the site on the World Wide Web. Plans include some tech tips, a

listing of available back issues, the "Clubs and Contacts" as listed below, and photos of some club members' Saabs.

If you have suggestions or contributions, send them to Tim Winker at the Saab Club postal address, or e-mail to: 71151.1354@compuserve.com, or to John Steiner at: jsteiner@engr.csulb.edu. The Saab Club web site address is <<http://secret-secret.com/nines/>>.

Tri-State Spring Saab Tour

Several Saab heads are planning a driving tour through New Jersey, New York and Northeastern Pennsylvania this spring. Tentative dates are April 12 or May 3, both Saturdays. The route will be about 150 miles, ending in plenty of time for a picnic.

For more information, or if you have any suggestions for places to stop, please contact Larry West at 201-748-7431 or via e-mail at larry.west@pobox.com.

Calendar of Events

Saab Club National Capital Area

March 1 - SCNCA 36th and Saab's 50th Anniversaries Banquet.
Frank Stodolsky, 301/253-5392.

Minnesota Saab Club

Feb. 2, Feb. 16, Mar. 2 - Ice Trials Series, Lake Cynthia, Scott County, MN.
Dean Nelson, 612/636-3771.

International Saab Clubs Meet

July 18-20 - Trollhattan, Sweden. See details on page 20.
1-800-GET-SAAB.

National Saab Owners Convention

Aug. 1-3 - Waterville Valley NH. See details on page 19.
1-800-GET-SAAB.

Clubs & Contacts

Appalachian SAAB Club

Ken Edwards
296 Brethren Church Rd
Jonesborough TN 37659
615/753-3153

Bay Area SAAB Club

(Northern California)
Douglas Morse
25291 Morse Ct.
Hayward CA 94542
510/582-1858.

Boulder SAAB Club

David Snider
4939 N. Broadway #61
Boulder CO 80304
303/444-7222

Carolinas Saab Registry

Jason Henske
2830 16th St. N.E. Apt #99
Hickory, NC 28601
704/256-9877

Central Penn SAAB Club

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

Delaware Valley SAAB Club

Pat Bolmeyer
1407 Oak Hill Road
Wilmington DE 19805
302/695-3125 or
302/994-6357

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
617 Beechwood
Holland MI 49423
616/335-5215.

Green Mountain SAAB Club

(Vermont)
Cathleen Pembroke
RFD #5, Box 2758
Montpelier VT 05602-8812
802/223-0025

Milwaukee SAAB Club

Andy Saksa
2480 Eastwood Ln
Brookfield WI 53005
414/785-1550

Minnesota SAAB Club

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

Montreal SAAB Club

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

New England Sonett Club

P.O. Box 4362
Manchester NH 03108.

New Jersey Saab Club

Bob Adams
448 Old Deal Road
Eatontown NJ 07724
908/544-0516

Northwest SAAB Owners

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

Rocky Mountain SAAB Club

(Colorado)
Stan Beitscher
8261 Upham Court
Arvada CO 80003
303/424-4876

SAAB Club National Capital Area

Donald Titus
3504 Hutch Place
Chevy Chase MD 20815
301/652-6806

SAAB Club of Central Ohio

Dan Orzano
2434 Dover Road
Columbus OH 43209
614/231-3892

SAAB Clubs of Georgia

Chris McPherson
4877 Pine Shadows Dr
Stone Mountain GA 30088
770/469-SAAB

SAAB Club of Greater New York

Kathy Geary
231 West 25th St. Apt 5K
New York NY 10001
212/727-0793

SAAB Club of Iowa

P.O. Box 2329
Cedar Rapids, Iowa 52406-2329
319/364-4015

SAAB Club of NE Pennsylvania

Ron Augelli
1723 Clearview St.
Scranton, PA 18508
717/969-9863

SAAB Club of Texas

Craig Bobchin
Suite 100-165
12407 N. Mopac Express
Austin TX 78758

SAAB Owners Club of Canada, Inc.

John Casey
4214 Dundas Street West, Suite 106
Etobicoke, Ontario, M8X 1Y6
CANADA
416/239-6228 voice & fax.

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Chris Rogers
10559 Lansford Lane
San Diego, CA 92126
619/530-0019
619/530-0096 (fax)
annexus@abac.com

Southern California SAAB Club

Paul Florance
126-1/2 Main St.
Seal Beach CA 90740
310/493-6707.

Tristate SAAB Club

(Ohio, Kentucky, Indiana)
Paul Arel
9864 Baughman Rd
Harrison, Ohio 45030-1771
513/367-9864

Utah SAAB Club

Chris Cox
P.O. Box 526105
Salt Lake City, UT 84152-6105

Western Penn SAAB Club

Andy Bittenbinder
9433 Katherine Dr.
Allison Park PA 15101
412/364-4780.

NOTICE TO SAAB CLUBS:

Please check your listing for accuracy. If your club is not listed, or if a listed club is no longer active, let us know.



Technical Talk

Cooler Coolant

For many years Saab has specified only BASF G-48 coolant for use in its cars. BASF G-48 is a phosphate-free coolant that is also specified by VW and Volvo for their cars. Last year, BASF sold its coolant products division to Ashland Oil (Valvoline and Zerex brands) and no longer markets coolant here in the US. Saab still uses G-48 coolant as factory fill, but recently changed its U.S. supplier of replacement coolant to Texaco.

Last year Texaco introduced its new organic technology coolant - DEXCOOL™ which has a service life of 5 years or 100K miles. This article will explain the merits of this new technology coolant, contrast it with the older technology inorganic cool-

ants, and provide some specific recommendations for owners of newer and older Saabs.

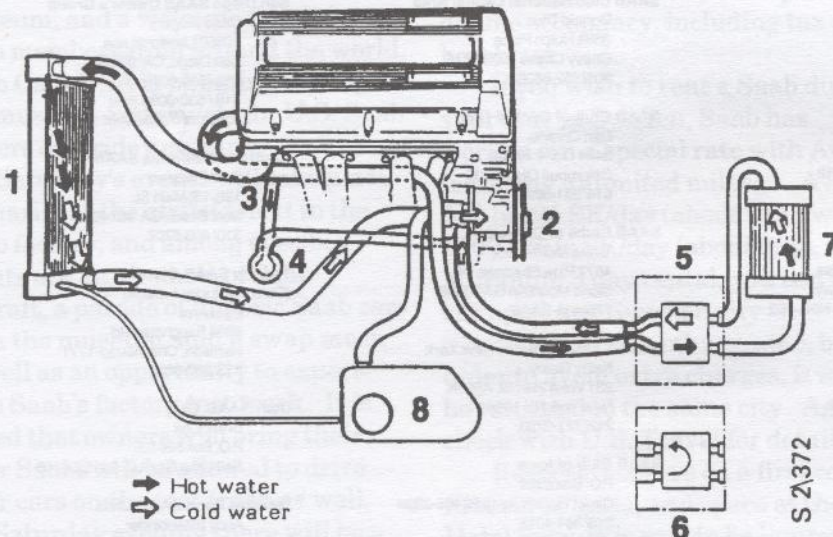
Disclaimer: To maintain your new car warranty, follow Saab's maintenance schedule and only use Saab coolant in your vehicle.

Manufacturers are mainly concerned with two issues when it comes to producing a high quality coolant, anti-corrosion properties and anti-freeze capabilities. Typically, coolants use ethylene glycol or propylene glycol to provide anti-freeze capability and the user varies the concentration to adjust the freeze point. Conventional coolants use inhibitors such as phosphates, nitrites, borates, silicates and nitrates to provide anti-corrosion properties. These inhibitors are abrasive, form

deposits and sedimentation, and lose their effectiveness quickly. The negative effects on the cooling system are wear on the water pump seals, clogged passages in the heater and radiator cores, and metal corrosion in the system. Of course, extended drain intervals with conventional coolants will cause even more damage from inhibitor precipitation and changing pH levels. This is one of the reasons why heavy duty diesel trucks use filters in their cooling systems as well as cooling system additives.

In the past, dealer maintained Saabs were filled with Saab G-48 coolant while independent shops and Saab owners probably used conventional coolant. Saab's coolant recommendation for my 1987 9000T was 2 years or 30K miles. Most automobile manufacturers recommend changing coolant every 2 years or 24K miles with conventional coolant whereas I recommend changing conventional coolant every year. My reasoning for this is that phosphate is corrosive to aluminum and all 9000's and the new 900's use aluminum cores and heads. Conventional coolants contain phosphates but use an additive that reacts with the aluminum and protects it. So due to the phosphate content and the sedimentation effect, I just don't feel comfortable leaving conventional coolant in for more than one year. Also, there are extended-life products on the market that claim to last 4 years or 50K miles which you should be able to use longer than conventional coolant. (Sorry, these don't meet the Saab G-48 specification even though they are phosphate-free).

Fast forward to 1995 when Texaco announced their new DEXCOOL Extended Life Coolant. This new Texaco coolant is based on a patented carboxylate technology that does not contain phosphates, silicates, nitrates, nitrites, borates, molybdates, or amines. The absence of these abrasive



- Hot water
⇨ Cold water
- Cooling system in a 16-valve 900:
- | | |
|-----------------------------|------------------------|
| 1. Radiator | 5. Heater valve open |
| 2. Water pump | 6. Heater valve closed |
| 3. Thermostat housing | 7. Heat exchanger |
| 4. Preheater, valve housing | 8. Expansion tank |

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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.

inhibitors reduces water pump seal wear, and the silicate-free formula results in better heat transfer. Saab 9000 owners who have had their temperature indicators move right up to the red zone will have an extra margin of safety due to more efficient cooling. The new technology coolant is based on the use of two organic acids which are neutralized when combined and form carboxylates. This technology provides the corrosion protection for your cooling system, with virtually no sedimentation or deposit buildup, and a very low oxidation rate over the life of the product. Samples of the DEXCOOL coolant that had been in service for 100K miles passed American Society for Testing and Materials (ASTM) 1384 specifications for corrosion and ASTM 4340 for the aluminum hot surface test. These 100K mile samples had test results which were similar to new conventional coolants. Texaco recommends 5 year or 100K mile drain intervals when used as factory fill.

So the bottom line here is that you get a kinder gentler (sorry no thousand points of light) and longer lasting coolant which costs less in the long-run. This of course brings to mind numerous failed water pumps, leaking heater cores and radiators that might have lasted a lot longer. The environmental advantage is that millions of people won't be dumping their coolant every year so this will reduce ground water contamination and the chance that small children or pets will ingest it. Conventional coolant has a shelf life of about 18 months (the inhibitors begin to precipitate out) whereas the new technology coolant has a shelf life of at least five years.

So here's the answer to the question that you've all been waiting for - "How do I convert my Saab to the new DEXCOOL coolant and what is Saab's position on this product?". General Motors is using the new coolant in all its products except Geo and Saturn. I expect that Saturn will use it in 1997 and Ford and Chrysler will soon follow. The monkey wrench here is that Saab is a European company and environmental laws are different over in Europe, so coolant technology is viewed quite differently by a European engineer. Saab's official position is "we have not completed the DEXCOOL testing, so continue to use Saab Coolant". The potential downside here is that the new coolant may not be compatible with head gasket or hose material.



Texaco makes the replacement G-48 coolant sold by U.S. Saab dealers. I was told that this product is based on carboxylate technology, but is not the exact same formulation as the DEXCOOL coolant. If your car is out of warranty like mine, then by all means consider using the new coolant, I think that it's a win/win situation. If your car is under warranty fill it with Saab coolant, it's based on the new technology anyway. By the way, Saab G-48 coolant costs around \$15 per gallon versus the DEXCOOL which costs half as much.

If you decide to try the DEXCOOL product, make sure that you flush the cooling system very well until clean water comes out. I don't recommend chemical flushes if you've been maintaining your system regularly. After you've drained and flushed the system, fill it with distilled or deionized water and run the engine up to operating temperature. Drain the system, and repeat the fill with the bottled water and run it up to operating temperature again. You should also renew the thermostat and gasket, and if your car has over 100K miles consider changing all the hoses. Do a final drain and add the required amount of DEXCOOL coolant necessary to avoid freezing. This is usually 50% but depending on temperature extremes where you live can go as high as 67%. Top off the system with de-ionized or distilled water.

Since you are presumably doing this to an older car, you might be wondering about all the deposits caused by the

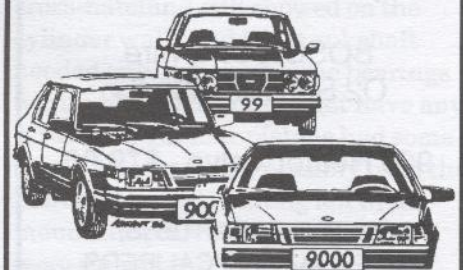
conventional coolant that you had in the car. These deposits are still there and over time will break off and circulate through your cooling system. For this reason Texaco recommends changing out an older car's initial fill of DEXCOOL after two years. After that change over you can then take advantage of the full service life of the coolant.

One final note, the DEXCOOL coolant is compatible with conventional coolants, however if you add more than 10% conventional coolant to your system, you will compromise the long-life properties of the new coolant and you should then treat your cooling system as if it had conventional coolant. The new coolant is orange in color presumably so the monkeys at Grease Monkey (a local quick lube place) will know not to top off your car with conventional coolant which is usually tinted bright green.

So after winter is over pick a nice warm day, do some spring cleaning and flushing, and you'll have a cooler cooling system.

Mark Dayan
via CompuServe

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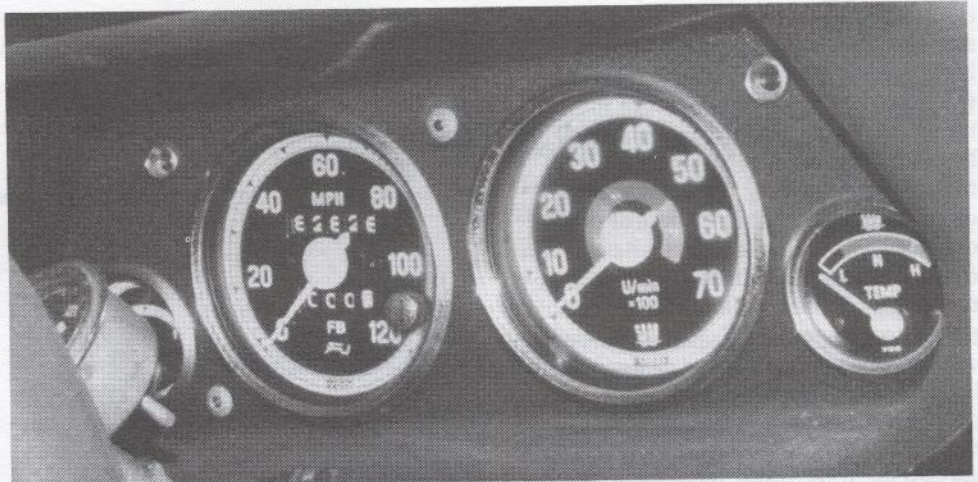
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Foggy Gauge Repair

By Bruce Turk
VP, New England Sonett Club

Car design usually improves with age, and such is the case with the gauges on Saab Sonetts. Show me a Sonett III and I'll show you clear gauge lenses. Show me a Sonett II or V4 and I'll show you foggy gauges (well, often, anyway). Note that the round gauges on 1964 and later 95's and 96's are the same as the Sonett II and V-4, so venting of these gauges can also be accomplished.

The gauges on my '68 Sonett V-4 were fogged up half the time. The other half of the time you could barely read them through the dirt that coated the inside of the lenses. I couldn't think of a practical way to make them air tight, especially since the gauge lights had to be removable. The answer seemed to be to vent the gauges, allowing them to breathe. So vent I did, and it worked. No more foggy gauges.

To vent your gauges, proceed as follows:

1. Remove the gauge access panel on top of the dashboard (Sonett V4) or the dashpad on a Sonett II.
2. Remove the mounting brackets that hold the gauge to the dashboard.
3. Remove speedometer cable, wires and bulb sockets as required.
4. Remove gauge through front of dashboard.
5. Remove the chrome trim ring using a small screwdriver. The

idea is to slide the screwdriver under the back side of the chrome ring, working the screwdriver around the circumference of the gauge, popping the ring off the front of the gauge. Be patient, being careful not to kink the front of the ring. (Note: the ring will spin and release.)

6. Remove the glass lens, clean with glass cleaner.
7. Polish the face of the gauge with car wax.
8. Before venting, it will be necessary to remove the "works" from the gauge. Depending on the gauge, remove the screws and nuts on the back of the gauge. Remove the innards.
9. Drill several large diameter holes through the sides of the gauge housing. Blow out any metal filings.
10. Replace the works and glass lens.
11. Snap on the chrome ring. Do not bend the chrome all the way over the gauge housing to make future removal easier.
12. Replace wires, bulbs, cables, mounting brackets, etc.
13. Replace access panel or dash pad.

It can be argued that vent holes will allow dirt into the gauges causing future trouble. That possibility does not bother me, especially after seeing clear gauges for the very first time.

Things learned while rebuilding a 16V engine

I recently undertook the task of rebuilding the engine on my 1985 900 Turbo. As the odometer passed through 150,000 and then 160,000 miles, various systems began to exhibit signs of potential failure.

I was a bit reluctant to drive this car to the convention in California given that there were several systems that, though still functional, were becoming questionable. Mark at Foreign Affairs made me take a spare timing chain tensioner in case the timing chain noise got worse. On everything else I was trusting to this Saab's general reliability, and the hope that there was a kindly guardian troll making the journey with us. Apparently there was as the only problem we had was when the temp gauge went nearly to the red while climbing the mountains west of Reno.

Several items ultimately led to the decision to pull the drivetrain for a serious update of wear parts. These included a slight coolant leak in the head gasket; not serious as it didn't seem to use much if any coolant, but there was a trail of coolant down the exhaust side of the block from the engine/head seam. The timing chain was making a bit of noise; not surprising as the engine still had the older style chain tensioner (Saab updated the tensioner in 1988). The clutch pedal travel was near the floor - a problem that cropped up at Kirkwood - so a rebuild or replacement of the clutch master cylinder was due. And the car would pop out of gear when backing, an indication that the motor mounts might have worn to the point where the drivetrain was shifting position too far.

I figured the main and rod bearings and piston rings were probably worn to needing replacement, and the engine seals were probably near the end of their cycle as well. As long as the transmission was



Step one of reassembly, the cleaned up crankshaft is installed into the cleaned up and freshly painted engine block.

out, why not tear it down and replace the pinion bearings before they became a problem. Why not take care of everything at once and have an engine that would take my 900 past 300,000 miles without further worry? Just past 170K miles and with winter approaching, the 900 went into Foreign Affairs under its own power. The plan was to work on the car evenings and weekends for the next couple of weeks.

With assistance from local Saab Club member Dave Halver, I removed the engine and transmission as a unit and began the teardown. Just a reminder that before disconnecting the clutch hydraulics, install the spacer in the clutch pressure plate so it will be easily removed once the drivetrain is on the floor. So that I wouldn't get parts too mixed up, I removed "systems" and put them into separate plastic covered bowls, the kind you get potato salad in at the deli. In hindsight, some Ziploc freezer bags might have been a better idea as the name of the components can be written on the outside of the bags with magic marker, then they can be sealed so they don't get mixed up if

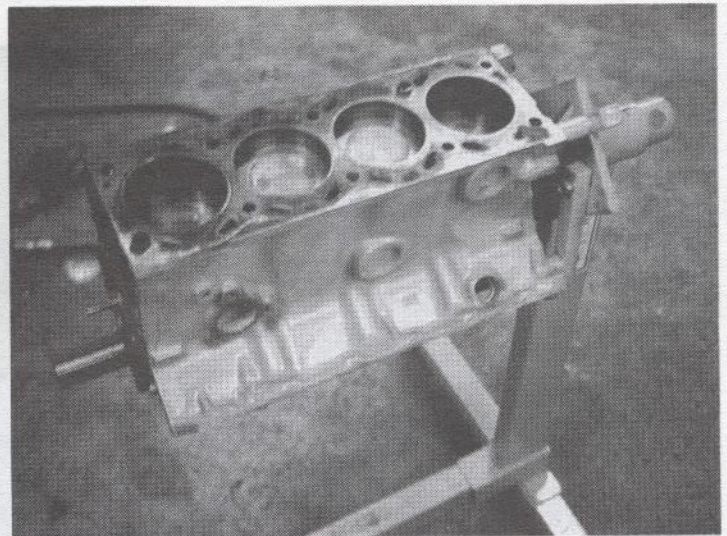
the box of parts gets knocked over.

The inside of the engine looked pretty good. There was some dark discoloration left by oil that had gotten too hot (or not changed often enough), but most everything measured to specifications. Most of the cross-hatching still showed on the cylinder walls and the crankshaft needed only polishing. The bearings were a bit worn, but did not have any scratches. All four pistons had some scuffing on one side, possibly from the aforementioned running hot in the mountains, but the cylinder walls were fine after a light honing. I decided to replace the pistons since I had no intention of opening up this engine again for another 150k+ miles. All of the replacement bearings and pistons were ordered in standard size.

Since I had the luxury of working in an auto shop, I was able to clean all the parts in a parts washer prior to reassembly. If you don't have access to a parts washer, bathing the pieces in mineral spirits will help to remove most of the baked on oil. If your Saab has a turbo, make sure the oil tube between the turbo and engine is clear, as blockage of this tube is a common



New standard size pistons were installed on the old connecting rods.



Cleaned up block with the new pistons installed.

cause of turbo failure. The head, block and flywheel were sent out for machining - the head for a valve job, the block for cleaning and honing, and the flywheel for refacing. Before assembly, I masked the bare block and painted it red.

As long as the drivetrain was out, I also took time to completely clean the engine compartment. I used a spray-on degreasing product from Gumout called "Steam", which

did a very good job, though it took two cans to ultimately penetrate the accumulated layers of crud.

Dave had rebuilt several Saab 5-speed transmissions over the past year, so was willing to increase his knowledge of that component by assisting with the rebuild on mine. The counter gear shaft showed signs of wear, so it was replaced (about \$80), and of course the pinion bearings were replaced. There were a couple of other pieces (including one of the primary chains) that showed some wear, but we were able to scavenge good replacements from a donor 5-speed gearbox. We did have the advantage of having the proper Saab tools to replace the pinion bearings. Without access to those tools, the critical bearing pre-load must be left to a repair shop with the proper experience and tools. (Dave has promised a more in depth article on rebuilding 900 5-speeds for a future NINES.)

The "Official Service Manual for the Saab 900 16-valve", a.k.a. the Bentley manual, is pretty useless when rebuilding the 5-speed transmission. It indicates that the rebuilding of transmissions is best left to professional or experienced technicians, and that specialized tools or equipment are required, therefore "these operations are not within the scope of this manual and have not been included." The Haynes manual for the 900 does have information on rebuilding the transmission and was useful, but the best information is in the manual gearbox section of the Saab factory service manual (4:1 Manual Transmission, M1979-88 [p/n 319699] or 4:1 Manual Gearbox, M1989- [p/n 319772]).

The inner axle drivers were switched from one side to the other as the car had been exhibiting some vibration under acceleration. With the axles out of the drivers, it is easy to feel if the forward sides of the joint pockets are worn. Swapping the inner drivers gives a new forward face for the inner universal joint to contact. The inner drivers on my 900 Turbo have been replaced with used parts on a couple of occasions over its life.

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The Saab shop manual says to use oil for reassembly of the engine. Most mechanics will tell you to use Engine Assembly Lube, which is a thick white grease and comes in a tube. It sticks to the pieces better, allowing for better lubrication on first start-up. It also works well to create the necessary suction in the oil pump to build up oil pressure when the engine is first turned over. Be generous, any extra will squeeze out of the way.

Piston replacement was pretty straightforward, but required finesse to install the new wristpin circlips. Careful placement of a thumb and use of a small screwdriver as a lever will eventually snap them into place. When installing the pistons on the connecting rods, make sure they are both oriented in the proper direction, and again when dropping them into the engine block. The old pistons had an arrow on top that pointed to the front; the new pistons had a symbol that I finally realized was supposed to be a crankshaft and flywheel, which was supposed to be pointed toward the back of the engine block.

The new timing chain installation was quite easy. Three links on the chain were a different color. These corresponded to the timing marks on the crankshaft gear and the two camshaft gears. New chain guides and a new tensioner were also installed. The original gears looked good so were reused.

Make sure you have all the gaskets and seals you need before you start the rebuilding process. You can buy the head gasket set and a transmission gasket set, but the gaskets and seals for the engine block have to be ordered individually. Also make sure you have a tube of Loctite 518 or other anaerobic liquid gasket material (not blue RTV!), plus some black RTV for the gasket between the engine and transmission and for the valve cover seals.

While the engine is out, it is also a good chance to inspect: the water pump, alternator, starter, clutch

pieces, crankshaft pulley/harmonic balancer for separation of the rubber, turbocharger, radiator, all hoses and clamps (probably best to replace them all every 100,000 miles), power steering pump and steering rack, air conditioning compressor and idler pulley, and all belts. While you're at it, clean all electrical connections and coolant hose flanges of any corrosion. This is also an excellent time to replace suspension bushings on the A-arms as some are accessible only with the engine out. As long as the inner universal joints are exposed, inspect them for wear, replace if necessary and repack with fresh grease.

The clutch master cylinder looked good inside so I honed it a little, then installed a new seal kit. It works like new. In addition, I replaced the clutch pedal with one that has a bushing welded into the hole where they normally wear (available from Scandinavian Auto Service in Boulder, 303/444-SAAB). I also swapped the rubber pedal pads on the brake and clutch pedals to get more life out of both.

As suspected, the motor mounts were all shot, the rubber had torn loose from the metal. On my '85, these were the solid rubber mounts, not the hydraulic mounts as used on later 900s. Replacement was quite easy with the engine out of the car.

The radiator was sent out for evaluation, and the recommendation was to have it re-cored. Foreign Affairs had a *new* 900 radiator on the shelf that I could buy for less than the cost of re-coring. Guess which option I took. That means I also have a spare 900 radiator among my spares should I ever need one.

One other problem that occurred was when re-installing the power steering lines; one of the fittings stripped and power steering fluid leaked all over the shop floor once the engine was started. The power steering pump may also have been damaged by the lack of fluid, but seems to work okay.

As with all major projects, the

timetable was all out of whack. It took a little over a month from start to finish, with Mark doing a fair amount of the final electrical and fuel connections. These were things Dave had removed when we were originally removing the drivetrain so I really had little idea of where they might have to go. I probably could have guessed, but that would have taken hours, whereas Mark could get everything back together in a fraction of the time, and do it correctly.

Once the work was done and the car was back on the road, I kept an eye on the engine for leaks, and there were a few. One was where the oil drain tube from the turbo enters the engine block; it hadn't been pounded in quite tight enough to make a good seal. Another was at the base of the oil filler tube, quite difficult as it's nearly impossible to get a wrench that fits into that tight space with the engine in the car. I needed an 8-inch Crescent wrench for that final little tweak. A small coolant leak was traced to an old hose clamp that should have been replaced.

Total cost for parts and machining was about \$1500, roughly half what it would have been if I had asked Foreign Affairs to do the work on their shop time. However, Mark insists that I need to know how to do these repairs, so allows me to use his shop after hours.

The rebuilt engine definitely has more power than it used to have. Over the past year I've also replaced a front caliper, the left front wheel bearing, both front rotors and brake pads, all four shock absorbers, a ball joint or two, and the headliner is beginning to droop. Rust has begun to take hold on a couple of fender lips and the driver's door is beginning to bubble, so some preventative bodywork may be in the near future. Or maybe I'll let it rust for another year or so and drop the rebuilt drivetrain into a non-rusted 900 chassis. Either way, I'll have a 900 that should last well into the next century.

Tim Winker

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Ring a Ding

by Larry "Stroker" Williams



Keep it simple

When the trim around the windshield and rear window of my 99 turned to burnt color I SIMPLY removed the trim. I also got a lot of flack about the glass popping out due to loss of the locking effect provided by the trim. It has been 8 years and I haven't lost any glass yet.

Black bumper turning gray again? SIMPLY wipe off that gray crap with some gas and a rag. Then drench the black cover with you favorite "temporaty fix" preservative.

Can't find paper gaskets for the old Saab? SIMPLY make your own. All thickness of gasket material are available. A hand paper punch and one of those "pointy little fold up scissors" will make the job SIMPLE. On interior cuts of a thick gasket staple the material to a board and use a utility knife. On thin narrow gaskets (like a bullnose water pump cover), forget it, go straight to the form-a-gasket (blue snot).

I made a Stroker 3 carb intake manifold gasket and I noticed the old original gasket matched the manifold parts but not the block parts. The old part openings were deformed at the ends and partly covered the ports of the block. So I SIMPLY made the port openings in my new gasket a little longer to match the block. With only 40+ hp everything helps!

I traced a drive train "thump" to a

big rip in the rubber of the rear engine/transmission mount! All the replacement mounts I had were the "with weld nuts" type for a longnose car. So I SIMPLY drilled out the threads making those nuts "weld washers" and usable on a bullnose car.

On a bullnose car the rear mount can SIMPLY be replaced from the inside of the car (under the toe board). I did have to lift the engine a little to align the bolt holes.

96 Ball joint adjustment! I wanted to make the adjustments on the car, not remove them as the good book suggests. So I put a spare joint in the vise to get a feel for a proper adjustment, (slightly stiff but movable in any direction by hand). Drawing it up snug, then backing it off 1/16 of an inch at the outside diameter of the locking flange does fine.

Finding a thick screw driver to fit the big slot in the adjusting cap was solved by using a railroad spike! I ground a flat on the offset head of the spike to match the cap's slot. Then I was able to adjust the ball joints right on the car and it was SIMPLE using the spike's built in handle.

The ball joints on Sadie had less than 1/4 inch movement at the outside diameter of the lock flange so I did not notice any difference in the driving. But it was SIMPLY worthwhile when a couple of 900 guys asked me, "You adjusted what?"

Fuel system flush gives better performance

Recently I was on the phone with Don Andrews of Andrews, Inc. and he related an experience he had with a set of three products from BG Products for cleaning the throttle body assembly and fuel system. My 1985 900T with 225,720 miles was hard to start at times, gas mileage had dropped despite a recent tune-up & checking for vacuum leaks, etc. so I decided to give it a try.

One of the products is a spray can of air intake cleaner used to clean the throttle body and butterfly valve. Using a mirror and flashlight, I looked down the throat and back up into the intake manifold. Though the throttle body was mostly clean, the inside of the intake manifold was black. After using most of the can, everything was back to shiny aluminum.

The second product is used in a pressurized injector cleaning kit put out by BG. The fuel supply line is disconnected from the rail feeding the injectors and a line from the kit is substituted in its place. The car is then started and runs off the second chemical for 10-15 minutes.

The final product is added to the gas tank before refueling and cleans the rest of the system. I had used this product by itself a couple of years ago.

The results? The first thing I noticed is that the idle speed rose from 900 to about 1300. The car idled smoother; throttle response was improved and gas mileage was greatly improved. Before I was able to travel about 320 miles in town and 360 on the highway. After, in town mileage rose to about 374 miles and highway rose to 421. In other words, this stuff really works.

Mark Florian
Austin TX

Replacement windshield molding

In the most recent NINES (#232, page 4), Jim Onesios asks about a replacement for the windshield chrome strip. A similar problem is observed by every owner of the Saab 99 (and most 900s - TW).

A good solution is to get some chrome plastic body side molding, which I

have only gotten from a friendly body shop. The stuff in the parts stores has not got the right cross-sectional shape from what I've seen here in Pittsburgh. The trouble is, I don't find in my junk collection the part number -very sorry to admit- but this stuff has a width of .422 inch, a thickness of .197 inch, including the thin peel-away plastic strip covering the layer of self-adhesive backing on the stuff. It's a bright chrome plastic section, of a rather soft plastic material, intended for use as a self-adhering wheel-well decorative strip. The cross-section as rather like a rectangle with two corners well-rounded - close to a semi-ellipse. The peel-off backing strip is bright red, at least on mine, and reads only "3M".

It cost me something like \$1.40 per foot, but at least for the 99, it is a more-or-less perfect answer, as it fits nicely into the rubber windshield gasket after the old piece has been pulled out, and will adopt to the shape of the windshield. It comes on a roll. I had to buy enough to do more than two cars, but I own three 99s.

K. J. Strack
via E-mail

Tires - Bridgestone RE-71

Yet another note on tires. I've been driving 900s for about 10 years and by far the best tires I've had have been Bridgestone RE71s and Pirelli P600s. The other tires I've had were Bridgestone HP-41s and Pirelli P4000s; both good all-season "compromise" tires, ok for easy everyday driving, not so hot when pushed. Kind of like oatmeal, they just don't stand out in my mind.

I believe there is a new RE71 replacement tire and I only have experience with the older model but they were the best tires I've ever had. Almost unbelievable in the wet and very good in the dry, terrible in snow of course. I also believe there are/were a couple price levels and I was very happy with the cheapest ones (at \$80/tire compared to the V-rated at over \$110 each).

As I've been told the older, cheaper RE71 is discontinued (you may find some still in stock if you hunt), I switched to the Pirelli P600. I am very happy with this tire also. I don't think it's quite as good in the wet, but very comparable in the dry and equally bad in snow.

I drive pretty hard and only get about a year out of my tires and I'm not too concerned with "quietness" so don't ask me about that.

Unfortunately we don't get much snow in the Philadelphia area, so most of the time it's not a problem, but I do have a set of Hakkapeliitta 10s. I cannot stress the value of a set of snow tires in addition to your everyday street tires if you get any kind of snow and like to be in control. You cannot go wrong with either Hakkapeliitta 10s or Bridgestone Blizzaks. Both of these are reasonably priced and with 4 of these on your Saab you will not need all-wheel-drive. If you have any driving skill at all, you will not get stuck with these! Money well spent. Personally, I like the idea of having Finnish tires on my Swedish car. (Hakkapeliittas) A number of Nines advertisers sell them, but last time I checked our local tire store chain (Avelino's) carried them under the name Nokia. With a name like Hakkapeliitta....

Bottom line: The older RE71s are a fantastic, mid-priced tire, you're into hard driving, and if you can still find them. I would hope the replacement is worth trying. The Pirelli P600 is also very good, (what I'm driving now) but gives up just a little to the Bridgestone. Both of these will kill you in the snow though, so if you're lucky enough to have any of that, be smart and buy a set of 4 mounted snow tires!

I'm not big on 'all-season' tires; I'd rather have the best snow tire I can get and the best tarmac tire I can get (within my budget, of course) and change them when necessary. As I said, I drive my tires very hard and only get about a year out of my tarmac tires, but since we get so little snow here (which I do, in fact, love! And yes, with the exception of last year) I rarely need them and hence get many more years out of them (I think I'm on my third year for the Hakkas).

You will be amazed at what your Saab can do in snow with Hakkapeliittas; I pulled some friends (they were in a car) up a very steep, ice-covered hill last winter with these things, no problem. Heck, maybe I don't really need that Quattro!

Shiny side up!

John Wynn
West Chester, PA



The 93B looks out of place among the sports cars entered in the California Mille...

A Pony Among Stallions

by Dick Lague

A 1959 SAAB 93B in the California Mille. Sounds like an interesting proposition. This event is supposed to be a re-creation of the famous Mille Miglia run in Northern Italy until 1957. To qualify for this event a car must be of a make and model that ran in the original event. Promoter Martin Swig, did not really know what to make of this entry. He usually stretches the requirements a

bit if the car is the same as what ran.... But a Saab 2-stroke! He initially thought he was really bending the rules for his old friend Bob Sinclair. Little did he know then that the Saab 93 had a pedigree stronger than many of the cars in the event. A 93 driven by Harald Kronegard and Charlie Lohmander won the 750cc class in the 1957 Mille Miglia (see page 28).

The California Mille is the brain-child of Martin Swig, a Saab dealer from San Francisco. It has grown into the premier vintage rally in this country. The 1996 version started this May at the beautiful Fairmont Hotel high on Knob Hill in San Francisco. This is truly a gentleman's tour. Good company, fabulous cars, great wine, food, and hotels are all part of the package. But most important of all are the roads. Those wonderful California roads.... Through the Napa Valley, the mining areas of the Sierra, Lake Tahoe, and the lost northern California coast, back to San Francisco.

The story of how this particular Saab got from the Saab Car Museum in Sweden to the California Mille is an interesting one. It starts in November 1995 in the bar at Mike's Sky Ranch in the middle of Baja. Bob Sinclair, Ove Hasselberg and I were talking over margaritas in that sacred bar. Bob had driven an Alfa in the California Mille that year.... Well almost. The Alfa expired on the way to the event and he had to borrow a ride. I could not understand what a Saab guy like Bob was thinking about driving an Italian car in that event. It had to be a Saab. Bob had a 93B as his company car back in 1959 when he was working for Saab in New England. At the same time our family had a 1959 93B that I learned how to drive and took my driver's test with on those same New England roads. The plan was hatched, we would find a 93B and drive it in the Mille.

Elke Martin, PR Director for Saab, was recruited into the plan. Perhaps she could put out some feelers in Sweden and find a car. Within a couple of months, Elke had put together a deal with the Saab Car Museum in Trollhattan. They had a blue 93B in their collection that they agreed to trade for a 1966 Sonett II that Bob had there awaiting restoration. Peter Backstrom, the museum curator, agreed to rebuild and prep the car for the rally. The blue 93B was a true museum piece, original paint, all original interior in terrific condition. It had been run occasionally, but would need quite a bit of attention to be reliable for this event. Backstrom went about having the engine rebuilt, installing a new crankshaft, a new piston and rings. He also rebuilt the brakes for good measure. The car arrived in the U.S in early April, and it was really a gem. The car had only been on

the road in Sweden for 3 years or so before being put into the Saab Museum.

Peter had also installed a Halda Speed Pilot, a 30 year old rally instrument fresh from the Saab parts shelves.

Bob put some test miles on the car around Santa Barbara and ventured off to Los Angeles to get a little more test mileage on it. This test made him fully aware that cooling was going to be a problem. He searched his friends and the Internet looking for a solution. He turned up a "green" winter thermostat, and a red racing thermostat; the latter was basically an empty thermostat shell. The cooling system and heater hoses appeared to be 30 years old we replaced most of them with new rubber, and threw on a new fan belt while we were at it. The night before we left Santa Barbara for the start in San Francisco, the voltage regulator froze in the non-charging position. An hour of fiddling, some WD-40 and point file, and the voltage regulator was back to new.

We set out early Monday morning from Santa Barbara heading for San Francisco. The car ran great. It was interesting getting readjusted to an old friend, and this example was so painfully stock. The trip was quite uneventful until we got North of San Jose when we realized that we had an overheating problem. Somehow we were losing coolant and overheating. Due to the fact that the engine was so fresh and 2-strokes are prone to seizure, we were very careful. We topped up a couple of times, and finally in a Chevron station just north of San Francisco airport we were heartbroken to see coolant pouring out of the bottom of the water pump/generator. We pulled the unit off for closer look. Upon disassembly we found that an O-ring seal at the front of the pump was no longer sealing on the shaft. We borrowed some grease from the fifth wheel of nearby truck and reassembled the pump. This fix got us into San Francisco and through the next morning.

We arrived at the Fairmont fashionably late. A worker with a clipboard assigned us our parking spot and we headed in to get our room and dressed for dinner.

The street in front of the Fairmont had been blocked off and was filled with some of the most amazing vintage iron: Lou Sellyei's 1958 Testarosa; the 1933 Alfa-Romeo 8c2300 Corto Spider of Frank and Melanie Pritt; a 1932 Alfa



Roadside repairs to the 93. Lague (left) and Sinclair get dirty.

M.M. Spider that is a factory car that ran the 1932 Mille. Assorted Allards, Lancia, a Delahaye, a dozen Porsche 356's and equal number of Jaguars fill the 60+ car field. The 93B looks a little lost in this group, but it attracts a lot of attention.

Dinner that night was an elegant affair in a beautiful turn of the century dining room. Martin Swig welcomed us and Kate Nyland (who really runs the event) filled us in on details. We picked up our goodie bags that were filled with great stuff - jackets, hats, shirts, and the

all important route book. This book gives maps, detailed rally instructions and distances in both kilometers and miles.

Early the next morning we were up and ready to go. The scene in front of the Fairmont was amazing. Local video crews and reporters, Mayor Willie Brown and other dignitaries. The mayor rode in Martin Swig's open Chrysler as we went off in the morning drizzle. By the time we reached the Golden Gate bridge the drizzle was a solid downpour. We were happy to be in an enclosed car with a

... but not all the entries were sports cars.





Saab in the original Mille Miglia

It's really hard to imagine today. It helps if you've ever seen coverage of one of the big European bicycle races such as the Tour De France. Imagine those same tree-lined country lanes and village cobblestone streets. Cheering families stand at the very edge of the pavement, young people occasionally darting across the road, wine bottle in hand. Now put your mental image on fast forward; to say... 170 mph!

The Mille Miglia began in 1927 and was run over public roads from Brescia in the northern lakes area, south along the Adriatic coast, turning inland to Rome. From there the racers continued non-stop north to Florence, Bologna and finally back to Brescia. The exact route varied slightly year to year but it always included lots of sweeping, high speed straights and twisty narrow mountain passes. Total distance was about one thousand miles; hence the name: Mille Miglia.

In 1957, the entry list included the SAAB 93 of amateurs Harald Kronegard and Charlie Lohmander. Both men were experienced in international competition with occasional class wins in major rallies. Harald did most of the driving as Charlie felt he was too slow and careful for an all-out speed event like the Mille Miglia. His caution may have come from the fact that he owned the car.

Harald later recalled: "The worst problem was visibility, especially rearwards. Rear vision was vital as the organizers had started the smallest cars first and the fastest cars last. Also, we had taped the rear window over so there was only a small gap to see the lights of rapidly approaching Ferraris and Maseratis. By the end of the event I was driving with one eye on the rearview mirror all the time. The other problem was the turbulence created as the fast cars roared past; you really had to grip the steering wheel to stop the car being buffeted off the road!"

Late in the event, Peter Collins' co-driver, Louis Klemantaski reported roaring over the mountains on tires worn bald and hitting a rain storm which turned to sleet. While tip-toeing down the other side, trying to stay on the road, they were passed by a small engine sedan. It may have been the little SAAB, but no matter, as soon as the pavement dried and Collins could re-engage his 350 hp, he was back in the lead, at least as far as Modena, where he retired with a broken differential.

The SAAB went on to win the 750cc class. Unfortunately, the Marquis de Portago crashed his Ferrari, killing himself, his co-driver, Edward Nelson, and eleven spectators in a tragedy that spelled the end of the event after fifty glorious years. Today the Mille Miglia is re-lived every year as cars built during the original period re-trace its route, at much slower speeds, but still lined with cheering throngs.

Leif Ortegren
San Anselmo CA

heater and good wipers. The morning commuters hardly knew what to make of this gaggle of exotic cars dodging the heavy morning traffic in the rain.

Our first stop was for breakfast at the estate of Arturo Keller. Close to Sears Point raceway in the rolling hills of Petaluma and the wine country of Sonoma is the estate called the Pyramids. Words can't describe the estate and private museum. The buildings for the museum and restoration shop had to cost a couple of million. As you walk in the door you are greeted by a Sauber Mercedes, and one of the first Mercedes F-1 cars. The first building holds what must be the world's finest collection of Mercedes-Benz cars. Everyone in perfect concourse condition. We didn't count, but it was just more cars than you could absorb or appreciate in a day. We were strictly forbidden to take photos. The next room is the restoration shop, which was set up for brunch. The next building was filled with another collection of fabulous cars that had won concourse events all over the world.

After leaving Keller's place we headed north and over the Hill into Napa. The rain was continuing and we were on a terrific twisting road up and over the hill into the next valley: Napa Valley. Unfortunately the rain made visibility a bit of a chore, but the road was awesome. Just east of Napa, we ran out of gas. The gas gauge was the only thing not working on the Saab. We did have a spare one gallon can for such an occasion, but filling the tank in the rain on a narrow highway was less than fun.

We were now skirting south of Sacramento through the delta region of the Sacramento river, heading for lunch in Sutter Creek. Many of the two lane roads were on the levees where farmers grow fruit, rice and asparagus.

The Saab's temperature gauge was again in too high a region, and we soon discovered we were losing coolant. The water pump was leaking once more. We stopped at couple of auto parts stores looking for just the right size O-ring. A farm supply store finally provided one that was close in inner diameter, and Bob schemed that if we tried to fit two O-rings, one would take care of the inner diameter and the old one would take up the outer diameter. When we stopped for lunch in Sutter Creek we yanked the pump again and installed the two O-rings along with plenty of good water-

proof water pump grease. This fix held for the remainder of the trip.

The 93 was going to teach us a little more about its needs this afternoon. At high altitude in the rain we fouled a lot of plugs and switched to a leaner main jet and hotter spark plugs. We went through this drill twice before breaking out into the valley south of Lake Tahoe. Luckily we had a chase truck behind us in this section, and Philip Basson of Basson Restorations patiently helped us with our plug and jet changes in the cold snowy passes. In wonderful hindsight, we later concluded that we may have been experiencing extreme carburetor icing. We should have tried installing that little pre-heater tube.

One more trial lay ahead of us. This time was lack of cooling capacity going over a very steep pass from Genoa, Nevada into Lake Tahoe. We would flat run out of cooling system and have to stop by the side of the road to cool off. It brought back memories and stories about how marginal this early cooling system was. A very small radiator, and tiny impeller on the water pump. At the Saab Summit in Kirkwood I would later learn a lot about the shortcomings of the cooling system from Peter Backstrom. There is plenty of room for a larger radiator, a larger pump can be installed, and electric fans will help the small single overhead fan.

We got to the Hyatt at Incline Village on the North Shore of Lake Tahoe a little late for a late dinner. That night Bob called Peter Backstrom in Sweden at 2:00 AM local time for advice on plugs and jetting. With Peter's recommendations, I got up early the next morning and changed the main jet and the plugs and topped up the cooling system. As we left that morning we hoped our mechanical problems were behind us.

The second day's run headed north out of Tahoe to some of the best roads of the trip. We first went through Truckee and then on towards Taylorsville in the Indian Valley. We even encountered some dirt sections which the Saab handled like a true rally car. Thirty or so miles of unbelievable road on Forest Road 70 and National Forest Road 03 followed. Freshly paved, it was like a private race track. For a while we followed one of the delightful Alfas with bellowing exhaust, and impossibly tall skinny tires. That thing went like stink!

But the Saab was in its element. It is amazing how that little 38 or so horsepower two stroke can haul that little car. The chassis is incredibly rigid, and surprisingly light. Body roll is moderate, and the grip is amazing for those skinny little tires. On flat twisty roads, on downhills, everywhere but hill climbing, the 93B was a blast. In the mountains you just have to be patient, and watch the temperature gauge. And that gauge does move a lot. It is mechanical and very responsive.... Sometimes you wish it weren't so responsive as it tells the story of that struggling little 2-stroke on the hills.

At lunch in Taylorsville, the car draws a lot of attention. The locals who show up have never seen anything like it. Our fellow participants are impressed with the speed and handling of the little car. Understand we had spent a bit of the previous day at the back of the pack and with the hood open. Lunch is served by the local populous in the Indian Valley Museum. The Taylorsville people are great. We find a small water hose leaking, and replace it with a piece of fuel line from the chase truck.

After leaving lunch, we stop at one more auto parts store in Greenville just for good measure. We are getting to know a lot of auto parts stores, and here we find the perfect O-ring for the water pump. The shop staff are intrigued by the Saab, and after pouring out of the shop to look it over, they dig deep into their extensive supply of O-rings and find the right diameter and the right gauge. We never need to use it this week, but it feels good to know we have the right \$.50 part in the glove compartment.

Fast forest roads take up the next 30 miles of driving, then we get on Route 32 and head downhill into Chico. This is over 50 miles of great twisty downhill, and the Saab loves this road. The free wheeling pushes the brakes to their smelly limits. For a while we are followed by the Carrera Panamerica Lincoln of Dennis Varni. This thing is big and mean but heavy. Dennis and his co-driver, Bill Perry are shocked to see a rear wheel of the Saab occasionally off the ground in some turns, at least while they were close enough to see us. Plenty of downhill sections that demanded cornering power and agility put some distance between us and them. This was great fun for many miles, until the next long upgrade. They blew past us like we

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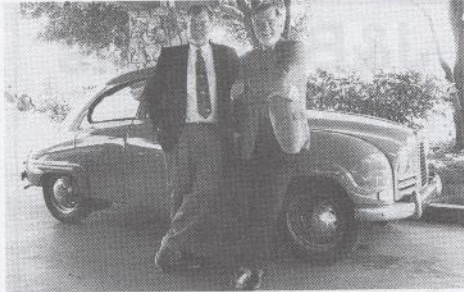
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Our heroes - Dick Lague, Bob Sinclair and their impressive SAAB 93B.



Bob Dunsmore photo

were stopped on the next long upgrade.

That night was spent in the freeway rest area town of Willows. We were hard next to I-5 at the Golden Pheasant Inn. The 93B gets a well deserved bath and cleaning. Mechanically everything is in good shape. We enjoy a fun bench racing cocktail party and have a great dinner.

The next morning we are up early and off to Thunder Hill raceway which is only 6 miles from the hotel. This is a new road racing circuit off I-5 just west of Willows. Not much in the way of amenities, but a great little track. We were flagged off the start line at 30 second intervals. I quickly remembered how little fun it is being a passenger on a race track. The 93B was a blast. Plenty of body roll and tire noise, but some pretty impressive cornering power if you keep your foot in the throttle all the way through the turn. We weren't quick on the straights, but were very impressive in the tight stuff. The little 93 made a lot of converts that morning. We heard comments the rest of the trip about how impressive the car was at Thunder Hill.

Next we headed for Red Bluff. The local Chrysler dealer hosted us for breakfast and any mechanical help we may need. We headed northwest into the mountains and towards the coast. Our stop that night would be Eureka on the Pacific in the very north west corner of California. Lunch was at Hayfork. Many of the climbs once again thoroughly

tested our cooling system. Mechanically the car was near perfect with the exception of what we thought was a bad CV joint, and turned out to be a loose wheel. We theorized that the hard running at Thunder Hill had allowed our left rear wheel bolts to loosen.

That night we stayed at the historic Eureka Inn. We had another great evening of story telling and some more fine local cuisine.

The last day would take us from Eureka to Corte Madeira following the California coast as much as the roads would allow. This is known as the Lost Coast of California because it is so little traveled. The real fun starts when we hit the Ferndale loop. Ferndale is a little New England looking town just off Highway 101. The route sheet says to take the Petrolia/Honeydew road, which we quickly find. It looks like someone's driveway at the start and twists and turns through the hills toward the ocean. We first catch a glimpse at the Pacific at Cape Mendocino. Descending the hill it looks much like an Austrian dairy farm stretching to the rugged coast. The morning fog is just starting to lift, and the site is pretty amazing. The road south is breathtaking. In Honeydew, we catch up to a group of participants who are enjoying the tiny town and relaxing on the benches in front of the general store. We head up the hills and inland again. The Saab struggles with the steep inclines again, but we soon have some tight downhill to level stuff that Bob really enjoys, and I remember how much I hate being a passenger.... Where is that grab bar!!

We are soon in the Redwoods and after a short stretch of 101, we are heading for the coast again. This time the road is clogged with weekend tourists. We make lunch in Mendocino at the Mendocino hotel. We are a bit late due to a late start [no mechanical problems today, and we have been making great time]. Mendocino is full of tourists who don't quite know what to make of all the exotic rolling stock in town. We run out of gas in the middle of town and have to refuel with our spare gas and drive 3 blocks to the Chevron station. Mendocino looks like Martha's Vineyard, and was the back drop for the '70s movie, "The Russians Are Coming!". It actually was visited often by Russian fisherman around the turn of the century.

Below Mendocino are miles of classic

California coastal highway. We stop in Point Arena for some photos. Bob's son lived here for a while and we do a slight detour for some sight-seeing.

Just outside of town, a red Maserati blows by us on a straight... has to be going 100. In the next town they are on the side of the road deep in discussion with the radar toting local sheriff. We sheepishly cruise through town, trying not to emit too much blue smoke, who knows maybe we could be sited for being gross polluters.

Sea Ranch, Gualala, Stewarts Point, Fort Ross, Bodega Bay, all come and go too quickly. The road is a great workout for the handling and brakes of the 93B, and the scenery is numbing. One vista is more beautiful than the next. We finally hit Dogtown (seriously... look it up on a map, there is a Dogtown) and turn into Mt. Tamalpais State Park. We climb and climb on a very steep windy road. The temperature needle soars and we are still climbing. We finally say the heck with it before we fry the engine, and head back down and take an equally thrilling alternate route into Corte Madeira.

The parking lot of the Il Fornaio restaurant provides a real finish line, goodies, and a parking spot in what looks like a crowded car show. The 93B again draws a lot of attention, and much explaining. The beer really tasted great after pushing that little car over 350 miles or rugged coast in a day.

Martin Swig and the Il Fornaio provide another great meal, this time under a great tent with plenty of Far Niente wine. Bob accepts an award for perseverance in pushing a little car over such distances (did it look that bad!?).

It is over far too soon. The little 93B sits in the parking lot surrounded by millions of dollars worth of exotic machinery. The Saab feels pretty exotic to us and to those new converts who now appreciate its awesome performance on the California Mille.

In the middle of the good-byes, Bob decides that he has to be back in Santa Barbara that night. After pushing the car over 350 miles today, he wants to add on another 200 before he sleeps. I decline and head for the hotel. Bob heads south for home alone. By the time it is shut down, the 93B will have gone from Eureka to Santa Barbara, 600 miles of California coast in one day!

Bob has two days to prepare for a motorcycle trip that will take him, and his "Over the Hill Gang" on the same route we just covered, but this time on motorcycles. For Bob, the Mille was just a warm-up for doing the same route with his gang of 15 motorcycle crazies from all over the world.

What did we learn from the experience? For one, California has some terrific miles of road that are just waiting for the adventurous, and we did not even scratch the surface. We learned how much fun these old cars can be on such an adventure. We also relearned what a great car the Saab 93 2-stroke is, and was. We now know why this was such a great rally car in the 50's and 60's. Some cooling system upgrading would make the car very suitable for this event. Bob and I met Peter Backstrom at the Saab Summit and Peter has some very specific ideas for upgrading the cooling system.

Bob will be back in 1997 with the same car. His wife Ann will be the co-driver this time. He has been gathering

ideas on bigger radiator, larger water pump, electric fans, and whatever else will take away some of the small aggravations. I hope for Ann's sake that he installs some grab bars somewhere in the interior... on HER side of the car!

For my part, my head is full of ideas of building a rally replica 93. My friend David Brooks in Oregon knows where I can find a pretty complete car, we could add a disk brake front end, 850 GT engine, a four speed transmission, a big radiator, water pump, fans, all the modern racing hardware that would apply. Get all the information and photos I can from Peter Backstrom on the 1957 class winner, duplicate the color and every other cosmetic item I can (don't tell Martin Swig I am building a cheater!). It would only take a year or so to build the car. Then I could enter every vintage event I could find. No problem. Well, one little problem.... Time! Maybe the car will be done for the 1998 California Mille.

My suggestion to NINES readers with a vintage interest, steal my idea

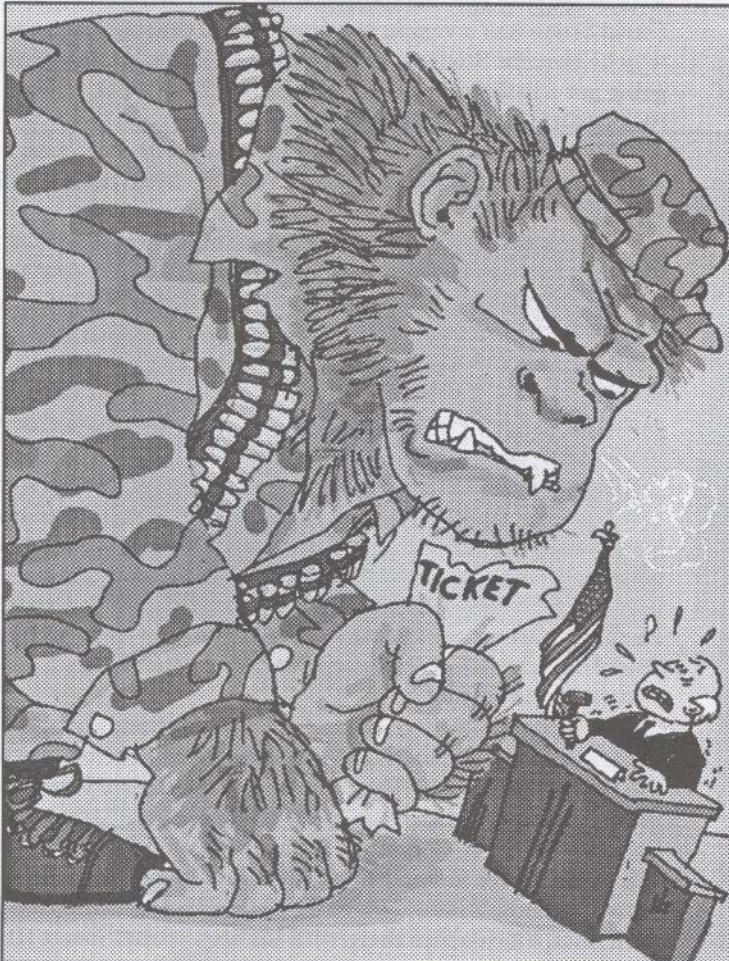
and go for it. Vintage events are springing up in many parts of the country, old 93's are available pretty inexpensively, and this has to be the most fun you can have in the automotive world for the money.

Bob Sinclair and Dick Lague co-drove a 1959 Saab 93B on the California Mille held in Northern California May 20-24, 1996.

Bob is the now retired CEO of Saab Cars USA, and Dick is Executive Publisher for the Petersen Publishing Company group of motorcycle and bicycle magazines. Bob's company car in his first job with Saab in the late 1950's was a light blue 93B.

Dick's family bought an ivory 93B from Wig Wam Motors of North Providence RI in the fall of 1958. Dick took his driving test on the car, drove it to high school, eventually put 200,000 miles on the car, and went on to buy a 1966 96, a 1979 900 turbo, and now has 3 900 Turbos in the family.

Bob supervised the growth of Saab during the 80's and 90's. He is the father of the Saab convertible. Always a motorcycle enthusiast, he and Dick met at Mike's Sky Ranch in the late '70's on a dirt bike ride.



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Tales of the VSRG by Tom Cox, Vintage Saab Racing Group



"Your SAAB brings joy to my heart!"

The Vintage SAAB Racing Group congregated with three cars at Robeling Road Raceway in Savannah from November 8th to 10th for the Historic Sportscar Racing (HSR) Brumos Savannah Historic Races. Randy Cook brought his 93 from Florida, and Kevin Pampuch trailered his and my Formula "S" Quantums from the vicinity of the Mason-Dixon line. Friday was wet and miserable, but Randy and Kevin made their afternoon practice sessions. My Quantum was waiting for Ken

*Above: David Stone poses with Randy Cook's 93F.
Below: Carlsson and Stone at the start of the 1962 RAC.*



Payne to arrive, fresh from tending to Michelin's tires on the SAAB 900s at Talladega.

When Randy brought the 93 in from the Friday afternoon practice session, a gentleman came up and with a very British accent said "you don't know how your SAAB brings joy to my heart!" He then introduced himself as David Stone, Erik Carlsson's co-driver when they won the 1962 R.A.C. Rally. As he examined the 93, he told us about the ride with Erik.

He had co-driven with Pat Moss in previous English rallies and the '62 R.A.C. was his first (and only) with Erik. Before the start, Pat took him aside and mentioned that Erik didn't (then) understand much English, so if his driving got out of hand to shout "SHTOPO" (my phonetic spelling) in Swedish and that should slow him down a bit. Not to long after the start Erik was getting a bit wild so he yelled "SHTOPO!" and Erik sort of glanced over at him. Again when Erik got up on two wheels he shouted "SHTOPO!", drawing another sideways glance. Before long when Erik got the SAAB up on probably one wheel he shouted again. By this time Erik wasn't paying much attention to his utterances; if anything, he was driving with more-gusto.

After they finished first overall, a journalist interviewing Erik asked him how his co-driver had been. Erik said that David Stone was a very brave man. When the reporter asked why he thought Stone was brave, Erik said that whenever the going got a little testy Stone kept yelling "SHTOPO, SHTOPO!"; Speed up! in Swedish!

Mr. Stone went on to rally and win in Fords, Porsches, Lancias, and Alpine Renaults, but that the 1962 R.A.C. Rally with Erik in the SAAB was a memorable experience.

After meeting David Stone the rest of the weekend was almost anticlimactic, but Ken and Randy put the 93 first in class in the 1.5 hour Rolex Vintage Enduro, 35th of 53 starters. So, the 93 finished the Rolex Enduro series the same way it started, first in class. Too bad it ran only the first race at Sebring and the last race at Robeling Road; it might have captured the points championship again if it had been entered in more races.

Kevin and Ken took the Quantums' practice and the sprint races in what could best be described as sorting out sessions, because neither car had been driven extensively. They didn't place in their class which consisted of a gaggle of Formula Vs, but they finished, looked and sounded good. Like the Group 6 Performance bumper sticker says "The Surgeon General Never Said Anything About Smoking The Competition!" The Quantums do smoke!

In October, I went to Orlando to crew for Randy at a Central Florida Region SCCA vintage race at Sebring. He took the Sonett two-stroke. The Central Florida Region vintage races combine all classes on the track at the same time; Formula Vs, MGs, Corvettes, Jags, and even a Formula 3000. The races are for fun and track time, so it helps if there is someone competitive to run with, no trophies. Bo Grektrop from Lutz, Florida was there with his very potent Sonett III so



The Sonetts of Randy Cook and Bo Grektrop in the paddock at Sebring.

there were two Sonetts on the track at the same time.

Also in October, Mike Romanell, down the road from me in Ellicott City, Maryland, ran his Sonett III at the SVRA Blue/Gray Challenge at Summit Point, West Virginia. Dan Landman was Mike's crew since I was taking my Sonett

II to a local auto show where Mike & I usually take several SAABS. This year the show date conflicted with the Blue/ Gray and one of us had to show up. Mike had a good weekend placing his Sonett 1st in class; 18th of 28 in his race.

In the you never know where a SAAB

photograph will show up, after the last two GM Annual Reports, I just received the National Fraternal Order of Police 1997 Calendar. There opening the year with January was a twilight photo captioned: "Aspen Colorado, Officer with SAAB patrol car overlooking downtown Aspen with (snow covered) ski slopes in background." Great photograph of the 900!

The pits are now closed for the 1996 season.

John 3:16

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#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 Gasohol.

#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&T 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; 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.

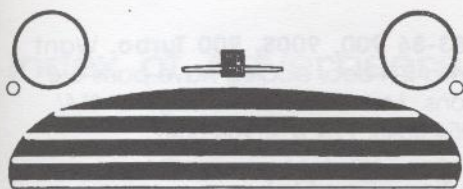
#228 (12/95) - '95 Nat'l Convention: Atlanta, GA; V4 Brake M/C; Tires: Pirelli P6000; Shocks: Koni; One Saab - Four different events; Saabs & Sci-Fi; Driving the Sensonic Clutch; Rally tales: GRRR & Lake Superior PRO Rally; Future engine technology.

#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 Last Patrol; Timing chain guide wear; Sudden engine stalling; Adapting door mirrors for tall drivers; 2-stroke fanshaft bearings; V4 Tips; Index #225-#230.

#231 (8/96) - Sonett body removal; Out at the Lake Vintage Meet; Lake Placid NY; Installing TCS On/Off switch; Replacing V6 camshaft belt; Insure Wisely.

#232 (11/96) - 900 Talladega Challenge; '96 Nat'l Convention: Kirkwood CA; 1960 RAC winning 96; Sonett glass replacement



Saab Swap

Sonetts For Sale

'73 Sonett III, White, 61K mi. Engine excellent condition - Transmission needs work - Restorer's Dream - Asking \$3,000. Otha L Green, 4304 Saugus Dr, Grand Prairie, TX 75052. 972/660-5748; E-mail Daisyvend@msn.com.

'72 Sonetts (2) for sale in L.A.. Both in good running condition and complete but need some restoration. Price is negotiable. Gary Bowden, 213/656-1702.

'72 Sonetts (2); '96's (5); '95's (2) 1965-1972, from good to parts only condition, may deliver, must sell all or part. Stephen Nicholoff, Box 2192, Boulder CO 80306. 303/828-4342 -leave message.

'69 Sonett V4 #1833. Disassembled, rust-free frame, 14K miles, some fiberglass work req'd. Good drive train, some missing parts, \$1,500. James Iverson, 1348 - 36th St SE, Cedar Rapids IA 52403. 319/365-5933.

'69 Sonett V4, 116K mi, Yellow, restored. Rebuilt trans, Weber carb, new shocks, belts, hoses, battery, recent exhaust, early mag wheels. Would trade for 95 or 96 of similar value. Dean Gordon, 204 Paris Rd, New Hartford NY 13413. 315/735-7432.

93s, 95s & 96s For Sale

'66 96, Yellow, 51K mi, new tires, brakes, clutch, main brng, paint, some rust, \$2,000. '66 96 lt blue, solid, orig logo mats, upgrades, \$1,500. '67 Parts car \$300. Soccerballs, travel kit, manuals, etc. make offer. All for \$3,750. John Knight, 1190 Hancock Dr, Atlanta GA 30306. 414/577-4000.

'61 96 3 Cyl, 3 Sp Standard. Original white paint, wooden steering wheel, new dash, battery & tires. Purchased new in WI, then driven directly to AZ, has never been in snow (no rust). Has

trunk full of original new spare parts, even a case of Hi-M. Two extra standard cranks, new ignition/coil combo (never used), new lenses, and many spares too numerous to list. No major body dings, glass unbroken, low miles, runs great, needs very little work, call for details. Best offer over \$3,500 gets the whole lot. Stephen Butler, PO Box 24510, Tempe AZ 85285. 602/967-0807 or 535-0916.

'69 96, Excellent potential. New clutch, slave cyl, battery, muffler, exhaust, some bodywork. Good condition, runs, needs some work. Extra trans parts. \$1,500 Kelly C Morris, Davenport IA 52803. 309/755-6119.

2-Stroke & V4 Parts For Sale

Snow Tires, 2 Kleber 165/15 M&S mount & bal on Saab whls. \$100 +shpg. Jay Rowland, 5494 Arrowhead Pl, Poulsbo WA 98370. 360/598-4770.

Ronal, (2) 10-spoke Saab Minilite-style road wheels, fit 95 & 96. \$250 +shpg. Jay Rowland, 5494 Arrowhead Pl, Poulsbo WA 98370. 360/598-4770.

2-stroke & V4 oversize pistons. Rubberseals, gearbox parts (as new ring & pinions for V4 and Sonetts), electrical parts, headgaskets for 750 and 850 engines etc. Much stuff for 93/95/96 and Sonett. Send \$2 for price list, or give us a call or fax us at +46-150-12904. E-mail: mats@swipnet.se or visit our site on the www: <http://home2.swipnet.se/~w-27826>. Motorsport Sweden, Nasnaregatan 1, S-641 n48 Katrineholm, Sweden

'66 95, '72 96-V4, '73 Sonett. All complete parts cars or projects. large inventory of 2-stroke & V4 parts. Moyne Metzger, 3155 Ashgrove Pike, Nicholasville KY 40356. 606/272-7216.

Exact reproduction of 95/96 bullnose pie plate label, \$10/set. Send SASE to: Kurt W. Krauss, 18 Decker Ln, Boonton Twp, NJ 07005. 201/402-5123.

99's For Sale

'78 99 EMS, 172K, Maroon, used daily, new upholstery, clutch, battery, muffler, four winter tires included. Needs suspension work. BO Seth Levy, 20 West Roselle Ave, Roselle Park NJ 07204. 908/245-1245 H 201/521-4618 W. E-Mail: LEVY%AEGIS@MCIMAIL.COM.

900's For Sale

'96 900T 4dr Hatch, 5 Sp Black w/ black leather, fact CD player, 21K mi. Extra clean. Great car. Want to buy '97 silver. Lane Bayliss, 408 Albany Ave, Shreveport LA 71105. 318/861-7695 eve, 318/797-8206 days.

'94 900T Conv, 5sp, 31K mi, Red, Tan int, Tan top. Looks & drives like a new car. Perfect Shape! \$21,200. Call for pictures. Eric, Goldwing, Hastings NY. 315/625-7969.

'94 900T Conv, 5sp, 40K mi, Black ext, Taupe int, needs nothing. Nice fast, fun car - perfect shape! \$19,600. Call for pictures. Eric, Goldwing, Hastings NY. 315/625-7969.

'93 900S sedan, 12K, stored winters. Red, tan leather, sunroof, near showroom condition, exceptional previous generation Saab. \$17,400. Bob Bruss, Wausau WI 715/845-7485.

'86 900T 5 Sp, Hi mileage; Extremely well maintained, Rose quartz, New headliner, ext body no rust, many extras \$3,900 OBO. Leon Larson, Gainesville FL 352/331-5907.

9000's For Sale

'94 9000 Aero, 5sp, only 33K mi, LeMans Blue w/Grey leather, traction control, CD w/6-disk changer, the Ultimate! Original sticker, \$39,150. Now \$26,600. Tom Donney Motors, Fort Dodge IA. 800-626-SAAB.

'94 9000 CSE turbo, Auto, only 35K mi, Black w/Grey leather, traction control, CD, cell phone, new plus!! Book \$24,500. Asking \$22,900. Tom Donney Motors, Fort Dodge IA, 800-626-SAAB.

'94 9000 CDE Turbo, Lemans blue, 45K, Auto, All options. Well maintained incl major service warranty thru 80k miles. Must sell by 3/1/97 or will return to leasing co. Best offer over \$16,000. Rich Bevan, 814/371-1118 (h) 814/371-1117(w).

'87 9000 Turbo, 5 spd, Leather, 94K miles, one owner, \$3000, Perry Hartford, 1344 Sunwood Dr, Melbourne, FL 32935. Leave message, 407/259-3677.

99, 900 & 9000

Parts & Accessories

Set of OEM (4) alloy wheels from '88 9000T w/Dunlop D40M2, 20% tread, \$300. Bra, \$25. Ted Marshall, Wilmette IL. 847/256-8688.

Ronal, 8-spoke Saab Minilite-style road wheel, fits 99 & 900. \$100 +shpg. Jay Rowland, 5494 Arrowhead Pl, Poulsbo WA 98370. 360/598-4770.

Steel wheels, (4) Saab #8987836 16 hole, fit 99 & 900. \$120 +shpg. Jay Rowland, 5494 Arrowhead Pl, Poulsbo WA 98370. 360/598-4770.

Borg Warner automatic transmission, BW 37 13- 0000xxxx. Completely rebuilt. Dealer warranty. Never used. Must sell ASAP, \$950. William, 301/390-6924.

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.

'87 900 and '88 Turbo H/B parts: complete cars. Call with needs. Also 4 dr rear signals \$50 ea. Henry Castellon, 7 Oak Gate Dr, Bradford CT 06405. 203/488-5611.

8 RONAL Silver, 8-spoke wheels \$45 each; Turbocharger \$75; Tan sheepskin seat covers \$65; Saab thermo rubber floor mats \$25. Gary Thomas, 110 Irving Pl, Ithaca NY 14850. 607/277-0501 till 11 p.m.

'82 900's (2) Parting out. Wheels \$50; Pkg lites \$25; Tail lites, rebuilt \$20; Trans \$850 +shpg. Victor Pardo, 3715 Pleasant Grove, Lansing MI 48910. 517/393-2766.

'77 EMS, '78 GLE - Parting out spare parts, Eng. parts, trim, rims, priced to go. Fax your fax number to 216/946-3086. Gene Cicigo.

Set of four 15" wheels from '92 900 Turbo Conv. Like new \$445 +shpg. Steve, Madison WI. 608/845-2145.

Factory Service Manuals, complete set for 1979-1989 900. Perfect condition. \$200. Jon Hoffman, 201/927-3627, or E-mail: JOHOINC@aol.com.

Wanted, All Models

'87 9000T accessories: mud flaps (f/r & r/r); rubber cargo lines, and center armrest (burgundy - velour or leather is ok). John R. Fitzgerald, 116 S Jefferson St, Waterford WI 53185. 414/534-6860.

'84-'87 900T, Must be 3 dr, 5 sp, as well as AC. Willing to pay \$4,500. David Shelton, 910 9th Ave S, Quincy WA 98848. 509/250-1352 or 787-2614. sshelton@televar.com

'72 96 Fog lamps & stone guard, gasoline tank sender, horn button assembly for wooden steering wheel, cardboard glove box, mud flaps, Sonnet mag wheel center caps, windlace for interior, alternator rebuild kit, speedometer cable. Bill South, 13101 Foster Rd. Anchorage AK 99516. 907/345-9006 Fax: 907/248-7437.

1971-'73 96-V4 in or near mint original condition. Prefer unrestored example and will consider earlier model. Kurt W. Krauss, 18 Decker Ln, Boonton Twp NJ 07005. 201/402-5123.

Aero interior (particularly seats). Tom Donney Motors, Fort Dodge IA. 800-626-SAAB.

Lighter Grey rear headrests for '90-up 9000 CSE. Tom Donney Motors, Fort Dodge IA. 800-626-SAAB.

Heuer stopwatches (Mastertime, Montecarlo, Sebring, Super Autavia, etc.) halda Twinmaster, Tripmaster, Speedpilot, Curta rally calculator, clipboard with 3 mechanical stopwatches, photos of rallying Saabs. Chris Castle, 310/793-0129. e-mail: aw992@LAFN.org.

'83-86 900, 900S, 900 Turbo. Want solid 2-4 door bodies, have parts & 6 sons. Leave info & message at 414/954-8848, Fax 414/954-8847.

Misc. For Sale

Nines Back Issues: Complete set from January 1978 (#56) to present except January, April, July 1988 (#166, 169, 172). Also several 1976 and 1977 plus assorted Saab Soundings from 1986 on. Total package \$180, incl shpg. Mark Vizer, 123 Rosewood Drive, Lansdale PA 19446. 215/368-1608.

Brakes, sleeved and completely rebuilt. Quick Service!! Lifetime written warranty. For the ultimate solution to your brake cylinder problems, call us now! White Post Restorations, One Old Car Drive, White Post VA 22663. 540/837-1140.

MAKE YOUR SAAB INVISIBLE

(almost) to Radar/LIDAR. Tired of tickets? New driver's book full of explicit information. Too controversial to be sold in stores! \$17.95 + \$3 S&H. Woodlands Publishing, P.O.Box 117, 4747 Research Forest Dr, #180, Woodlands TX 77381

Own a detailed pillow or fabric wall hanging crafted of your Saab or other cherished vehicle. Wall Hanging \$19.95; Pillow 29.95. Call 201/994-2784, Fax 201/994-2887, or write JDI International, 759 Bloomfield Ave #334, West Caldwell NJ 07006. Please include photo or make and model of vehicle.

Saab Club newsletters from January 1978 thru April 1992. 95% complete. Also additional Saab brochures and literature, \$85. Craig Thompson 310/393-4924 Evenings or 76365.451@Compuserve.com

Models: Matchbox Sonett III, Blue, \$22 ea. Anson 1:18 900 900 Turbo Cabriolet, 1st issue green box, red or yellow, \$33 ea. NOS airplane logo keychains, \$4.50 ea. Prices include shpg. Bruce Turk, 33 St Andrews Rd, Walden NY 12586. 914/778-2469, 6-9pm EST

Index of Advertisers

Accelerated Response Motoring ... 26
 Alley Shop 2
 Andrews Inc. of Princeton 2
 Carter Motors Saab 13
 Celedinas' Power Plus 2
 Donney Motors, Tom 2
 European Exchange 2
 Foreign Affairs 2
 Foreign Auto Parts 24
 G&G Service 9
 Goldwing Used Saab Parts 7
 Group 6 Performance 43
 Imports Unlimited 2
 Intellect Corp 33
 J&B Imports 33
 Jean Seat International 17
 Lititz Auto Service 2, 44
 Meyer Garage 2
 Moncrief Marketing, Inc. 28
 National Motorists Association 35
 Overseas Speedometer 2
 Rallysport, Inc. 15
 Red Line Lubricants 5
 Saab Club Extras 38
 Soko America 15
 Sports and Specialist Cars 44
 Strandberg's 2
 Swedish Car Spares 37
 Sweeney, Dennis 23
 Tornado Air Management 37
 Trollhattan Motors 44
 Zumbach Sports Cars Ltd. 5

SAAB SWAP CLASSIFIED AD RATES

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

The Classified Ad Rates are as follows:

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

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

Mail ad with full payment to:

Saab Swap
 7675 Bear Trap Jct
 Saginaw MN 55779.

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

Category: (Please check one)

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

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

(Add \$1.00 for every 5 extra words)

Name _____

Address _____

City, State, Zip _____

Phone _____

E-mail _____

Mail with full payment to:
Saab Swap
c/o NINES
7675 Bear Trap Junction
Saginaw Minnesota 55779

Rear View by Tim Winker, Editor / Publisher



Speed. Fast Cars. Auto racing. Airplanes. Most anything that is motivated by an engine. These are a few of my favorite things.

Like most people who appreciate the engineering that goes into a Saab car, I am fascinated by technology. Though I may not be among the first to buy the latest gizmo, I do enjoy finding out details about new "toys". One piece of recent technology which has found its way into our home is DSS - Direct Satellite Service. Since our move to the country a year ago, we've only been able to get the four local TV stations from Duluth. A satellite receiving dish a mere 18 inches in diameter is now bolted to the side of our house and we receive - for a fee of course - a *load* of television, most of which is pretty dull.

Of interest to both Diane and I, however, is Speedvision, a newer network that carries programming about automobiles, motorcycles, airplanes and boats. In the first 24 hours we had Speedvision, I saw more international rally coverage than is available in months of any other network programming, and decades of local coverage. There are reports from rallies around the world on shows such as *Motorsport Mundial* and *Through The Gears*. Rally coverage has also showed up on Sports Channel and ESPN2. I must be resolute or I could end up spending way too many hours absorbing this sort of visual candy.

Among the programs that I watch regularly are *The History of Speed*, *Racing Chronicles*, *Legends of Motorsport* and *Champions*. These half-hour shows consist of films made of racing events during the 1950s and 60s, the Golden Age of Road Racing. These were sponsored by manufacturers, oil companies, tire companies, etc., and give a flavor of the racing that went on during this era. Lately *The History of Speed* has shared several films made for Triumph, MG or BMC that cover such diverse motorsports events as club racing, LeMans and Formula One, land speed record attempts and the Alpine and Monte Carlo Rallies. Though the films concentrate on TR-4s and Spitfires, Healeys and Minis, or MGs there are plenty of other cars shown, including the

occasional Saab. Simo Lampinen, who won several international rallies for Saab, was a part of the Triumph team in the mid-'60s and is featured in several of the old movies. More recently, Lampinen was one of the instructors at the Saab 900 Talladega Challenge.

Other famous names keep popping up in these films as well: Stirling Moss, Juan Manuel Fangio, Phil Hill, Briggs Cunningham, Carroll Shelby, Dan Gurney, Mike Hawthorne, Peter Collins, Graham Hill.... I have encountered these names many times over the past year.

It started with the purchase of a couple record albums at a flea market: "Sounds of Sebring 1959" and "Sound Effects: Daytona Speedway - Sports Cars". The former was part of a series by Riverside Records, beginning with "Sounds of Sebring (1956)". The 1959 edition was the first one offered in Stereo, though my purchase was of a monaural album. The format of the recordings includes interviews with the drivers and team managers before and during the event, with narrative as the event progressed. Of course the cars can be heard in the background. Another Riverside album I have in my collection is a parody of this genre, "The Grand Prix of Gibraltar" by Peter Ustinov, in which he is interviewer and interviewee, as well as all the sound effects.

The Daytona album was recorded in the early 1960s at an SCCA amateur race. It is mostly cars driving past, in stereo of course - gear shifting up and down, tires squealing, cars alone or in groups. One cut is titled: "Car revving, adjusting, missing engine, finally leaves (engine smooth)". Whoever wrote that has apparently never heard the music of a three-cylinder Saab two-stroke engine. The car pulls up in front of the microphones, with the unmistakable ding-d-d-d-ding of a two-stroke, revs a few times, then takes off smoothly.

Other exposure to the drivers and cars of this era has come from books. *The Last Open Road* by B.S. Levy is a work of fiction, but captures the flavor of the early 1950s road races, when racing was still done on roads at such venues as Bridgehampton, Watkins Glen and Elkhart Lake, and the cars were driven,

not trailered, to the races. Though most of the characters are fictional composites, Phil Hill and Briggs Cunningham are among the real racers of that time who are integral to the story.

Denise McCluggage participated in the Golden Age of Road Racing as both a writer and a driver. She still writes for *AutoWeek*, a publication she started many years ago as *Competition Press*. A few years ago many of her *AutoWeek* columns were compiled into a book titled *By Brooks Too Broad For Leaping*. She recalls many of those drivers who were her friends, some of whom died while racing, others who went on to a full life but have passed away in recent years. Her descriptions of the people and the races take you there with her. Her phrasing makes a black and white report become colorful with anecdotes that a news story would neglect.

A friend recently cleaned out his collection of books on rallying, and my library shelves are the richer for it. There are books on cars, teams, drivers, how-to, and on events such as the 1968 London-to-Sydney Marathon. One of the prizes in the collection was a copy of Pat Moss' autobiography, *My Story So Far*. Pat was one of the few women who has done well in international rallying, driving for BMC and for Saab. She is also married to Erik Carlsson, famed Saab rally driver of the same era.

Speaking of books, I have been urging both Erik Carlsson and Bob Sinclair to write their autobiographies, or to at least put their memories on recording tape so their place in the history of Saab can be saved. Sinclair has been fairly active on-line with Turbo! and The Saab Network, sharing what happened at Saab when he was president at Saab-Scania of America; events such as how the Saab 900 Convertible came to be, and his reactions to Saab's alliance with General Motors.

Back to Speedvision for a moment: Their promos are wonderful, featuring a character they call "Psycho Cop", a motorcycle patrolman with a high speed attitude who stops people just because they drive AMC Pacers. The tag line is: "Speedvision... No Pacers, No Gremlins, No Yugos." My kinda place.

MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

 Address change only - old zip code _____

NAME _____

ADDRESS _____

CITY/STATE/ZIP _____

HOME PHONE _____ WORK PHONE _____

E-mail address _____ Fax # _____

SAABS CURRENTLY OWNED:

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

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

Engine _____ Transmission _____ VIN# _____

#2: Year _____ Model & trim _____ Body _____

Engine _____ Transmission _____ VIN# _____

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

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

 New membership \$34.00
 Renewal \$30.00 Canadian add \$4.00US
 International add \$8.00US

Please check appropriate box(es)

(Canadian and International - Money order or check payable on a U.S. bank only. Cash OK.)

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

MAKE CHECKS PAYABLE TO
"THE SAAB CLUB"Mail to: Membership
The Saab Club of North America
7675 Bear Trap Junction
Saginaw, Minnesota 55779-9672

The Latest In Ignition Technology!

We have been using Jacobs Electronic ignition products for years with very good success. Then, about two years ago, we were told about a new ignition system, called "Hot Wires", where all the power increase was built right in to the plug wires themselves. Right! We were so convinced from the sound of it that this was another version of the 300 MPG carburetor that we refused to even test the product. Then one of our racing buddies told us that he had been using the system and it really worked. Now this guy is about as hard to fool as anyone we've met, so we decided to run the Hot Wires through some bench testing. They actually performed better than a full Jacobs system! So we put a set on the Red Sled, which already had Jacobs, and sure enough, the Hot Wires outperformed it. Then we did a set on 4 different cars and settled in for some long term testing. After 6 months testing on 5 different cars, we're convinced.

So now we are offering the Hot Wires custom made for all SAABs that have plug wires. Installation is a snap, you just replace your plug wires. If you already have Jacobs or MSD, you aren't left out. Just slip the Hot Wires on with the ignition box in place. There's one other product called the Power Core, which installs with just two wires, and extends the

range of any ignition coil by about 40%. It works great with the Hot Wires package, but will also help any coil perform noticeably better. Right now, the Hot Wire system, which is normally \$185 is yours for just \$175, and if you order a Power Core at the same time, we'll cut the normal price of \$60 to just \$40. That's a savings on the entire system of \$30! Both these products work extremely well with the Beru "Silverstone" spark plugs, which we like much better than the NGK platinum. The cost is about the same, and the plugs have a much broader heat range, which is really helpful for turbocharged engines.

We are now running the Hot Wires on all our cars, and they are working great. The ultimate setup is a set of Hot Wires and a Power Core. Both can be installed in about 20 minutes, and the cost, with this sale, is just \$215, or about half the cost of a full Jacobs system, yet the performance is even better. Sale ends February 28, 1997. Don't miss out on this one!

Group 6 Performance

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

NINES

The SAAB Club Magazine

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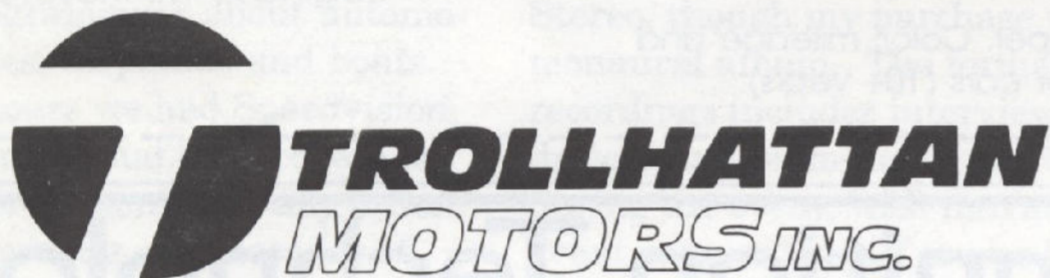
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