

Nines



#234

The Saab Club Magazine

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Saab at the Bonneville Salt Flats



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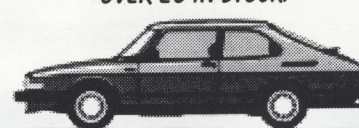
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CompuServe: SaabClub

INTERNET: SaabClub@compuserve.com

NINES Editor & Publisher:

Tim Winker

Editorial Ass't / Membership

tba

Contributing editors & photographers

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

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Cover photo: Dick Catron (right) gets ready to run his SAAB 96 at the Bonneville Salt Flats, 1963. (Photo provided by Saab Cars USA.)

Issue #234 published April 1997

Letters to NINES

Saab's Saviour

The comments of Erik Adams (Issue #233, Letters to Nines, "Eroding the marque") stimulated me to write with some of my own views on the present and future of Saab. While I sympathize emotionally with many of Mr. Adams' thoughts, I think it is time for all of us to wake up and smell the coffee as to Saab's present position. So that no one thinks that I am Johnny-come-lately to Saab, I have owned 10 Saab's since 1964, including my present '91 9000.

The truth is that Saab is now a division of General Motors. If we want to "blame" anyone for Saab's present situation, we should blame Saab-Scania AB (the mother company that split off the automobile division), not GM. GM saved Saab car division, because in the late '80s and early '90s the auto division was losing so much money that they couldn't finance the development of a new 900, which they badly needed to become competitive again in that market segment. The old 900 made money for Saab-Scania in the early '80s because it was ahead of its time and its competitors. However, Saab-Scania made the mistake of "resting on its laurels" and banking its profits from the 900 instead of developing a replacement 900 for release in the late '80s. (Sound like any other carmaker you know?) By the early '90s the 900's competitors had outdistanced the 900 in terms of quietness, smoothness of suspension and handling, quality of fit and finish, and overall engineering and design. For example, at a time when the baby boomers were aging and asking for a good 4-speed automatic transmission in sports sedans instead of a manual transmission, the Saab 900 still offered only a miserable 3-speed automatic that dated back to the 99. If Saab-Scania had believed in the future of the auto division, it could have used profits from its other divisions to invest in a new 900. Instead it spun the auto division off as an independent entity and sold half of it to GM. Saab-Scania still wants no part of the auto division. Read any international business journal or newsletter; Saab-Scania can't wait for GM to purchase the other half of still money-losing Saab Automobile.

There is no doubt in my mind that Saab-Scania would have pulled the plug on the car division if they hadn't been able to find a buyer to share the development costs of the new 900. And there is little doubt in my mind that GM will eventually pull the plug on Saab if costs cannot be reduced and sales increased sufficiently to change the division from money-losing to money-making. No matter how superior its engineering and design, no car company can survive as a money-losing entity. GM will do whatever is necessary to get Saab to the point of making money. If that cannot be done, then Saab will cease to exist. My point is that at least GM is still trying; Saab-Scania gave up on the car division years ago. It remains to be seen has the better vision of Saab's future.

Mr. Adams is concerned about the increasing GM parts contents in Saabs. Read the contents label on the price sticker: Saabs are already only 35% Swedish content; most of the rest comes from Germany, including engines and transmissions (they are now being manufactured by Opel, not Saab). Yes, GM has manufactured parts with inferior quality, but so has Saab: remember the infamous "rubber donut" drive joints and inadequate cooling systems of the 93s, and early 95/96's, the weak transmissions of the early 99s, weird electrical problems in some examples of all models through the late 80's, poor hot starting in 900s (how many times over the past 20 years has that problem been addressed in this newsletter?), mismatched colors in 900s and 9000s, weak automatic transmissions in 9000s, door insulation that "creaks and squeaks" in 9000s, etc. I have loved all my Saabs, but I have not been blind to their faults, either. GM also makes excellent quality parts, as does Saab. The GM 3.8 liter V-6 engine was first used almost 30 years ago, and is still used as the mainstay engine for GM's full size American cars. My uncle has an '84 Buick Regal sedan with 215,000 miles on this engine without any maintenance other than regular oil changes. Don't tell him GM can't make quality products.

I see two future scenarios for Saab,

one optimistic, one pessimistic:

1. *Optimistic:* Sales of the 900 continue to increase, eventually making it profitable for Saab. The "new 9000," introduced in Winter '97, meshes with market demand in terms of features, engineering, and most important, price, (the present 9000 is overpriced in the U.S. market - thus only 6,000 units sold in 1996), sales take off and are maintained for several years, generating additional profits for Saab. The new 1999 900, based on less expensive Opel models, provides an increased profit margin for Saab. Profits are reinvested in development of future models that, although based on Opel models, have their own unique Saab engineering, design, and "fun to drive" qualities. Saab continues to be valued by the automobile marketplace as a separate, unique marque.

2. *Pessimistic:* Sales of the 900 remain steady or fall as competitors once again start to outdistance the 900 in terms of engineering and design.* The "new 9000", priced higher than the present 9000, is introduced winter '97 and after an initial flurry of interest, is determined to have missed the mark in terms of market demand (it will be available only in sedan and wagon models, no hatchback; the previous 9000 CD sedan was dropped because most buyers wanted a hatchback) and price. 9000 sales drop quickly, Saab Automobile remains money-losing; there is no capital to invest in new models with unique Saab characteristics. GM rebadges existing Opel models as Saabs in name only, or pulls the plug and closes Saab Automobile entirely.

*(There is lots of competition out there and more coming. Have you driven the Audi A-4 turbo? It surpasses the 900 in terms of solidity, NVH (noise, vibration & harshness), and overall "quality feel," although back seat leg room is lousy, the steering is too light, and the automatic transmission is not well matched to the turbo engine. However, it is available for not much more than the non-turbo 900 5 door. The new Oldsmobile Intrigue and Buick Regal, to be introduced this summer, are much more "world cars" than anything GM has ever made in America. They are being advertised as "autobahn beaters," and should be priced below the 900. Has anyone thought about what the new Volvo convertible will do to 900 convert-

ible sales?)

Which scenario do you think is more realistic? I think GM has an incredibly tough job ahead in keeping Saab as an individual entity in the car world. But GM must have had a good reason for investing in Saab and felt that there would be a payoff for them at some point. That encourages me to hope that Saab will survive as a well-engineered car with its own characteristics and personality. Let's ease off a bit on GM; it's our only hope for the continuing existence of Saab.

For those of you who simply can't stomach Saab as a division of GM, remember that there is still an independent Swedish car-maker with an excellent reputation for safety and engineering. I have even heard rumors that some of their newer cars may be less tedious, if not actually fun to drive!

Steve Laxton
Swarthmore PA

Will Smog Check eliminate old cars?

About the article in the February Nines, "Will your Saab survive a Smog Check?", there is the suggestion that California Smog Check II is going "...to eliminate all two stroke engines over the next few years". I think this is just a rumor.

It caught my attention since I operate a '67 96 with a pre-mix two stroke engine. A call to Chuck Upton, Technical Advisor on Auto Repairs at the California Department of Consumer Affairs (800-952-5210) revealed that according to DMV regulations "all two cycle engines under 50 cubic inches" are exempt under Smog Check II. [Ed. Note: A Saab 850cc engine would be about 52 cubic inches. Bruce's Saab has the Shrike engine which was designed to meet the "under 50 cubic inches" law.] He said that there are no plans to change this exemption. He also said that certain, unnamed public interest groups have been spreading untrue rumors about the state planning to outlaw all two stroke motors used in chainsaws, boats, model aircraft, etc. They have been doing this to raise public political opposition to the true thrust of Smog Check II, which is to get "gross polluters" off the roads.

Without taking a stand about the Smog Check II program, I sure would miss going out and putting my foot up on the back bumper of the old Saab and

rocking the car up and down to mix the oil and gas together before starting it up after it's been sitting awhile.

I should add that even though my '67 is "exempt" the state has failed, despite a couple of requests on my part, to code my title as "exempt". This means that every other year I have to take it to the smog referee station. The guy comes out and takes one look and says, "This is exempt, you should have DMV re-code your title as 'exempt'".

Bruce Ashley
Santa Cruz CA

Give Me a Nose!

I am sick of it. I can't take it anymore. I must blurt out my complete disgust with Saab's stupid ad campaign and the ugly new generation 900 body style. I never did like the "no nose" ad campaign. You know the artist. The one who started at Barney's clothing store, and after they went bust started inflicting us with his nose phobia.

What is so bad about noses? This year at the Saab exhibit at the North American International Auto Show, Saab decided to place a bunch of fake people around the Saabs kind of like a signpost. None had even a trace of a nose.

Why the sudden outrage, what tipped me over the brink; after all, this fear of nose thing has been going on for a while now? Well, I just saw that latest, animated 900 TV. ad that showed the car, with its tailgate open and instead of having useful stuff in there, like a ladder or a couch, they had the trunk full of cute little gremlin dollsies, and once again, not a single doll nose, not one.

Noses give character; something the original 900 had gobs of as well as the 99's, 93's, 95's and 96's. Isn't this why we readers are drawn to Saab. The new generation 900 bodystyle couldn't have a more suitable ad campaign, which virtually shouts "Hey, be careful that you don't stand out too much or we will do a disappearing nose trick on you."

Signed by a guy who truly loves the original 900.

David Cracchiolo
Grosse Pointe MI

Fan Mail

I have owned lots of European cars over the years, and NINES is the best technical owners magazine I have ever seen (including PCA)!

Keep up the good work. I read every

issue from cover to cover and keep them on file.

E. Gregg Johnson
Liburn GA

Enclosed is my check for a one year subscription to NINES magazine. We (my wife and I) are first time Saab owners, and frankly quite impressed with our machine. We purchased the car in September of '96 (a 900 SE V6). I recently attended the Chicago Auto Show and found myself comparing the features on other cars with the Saab. It's amazing; nothing really comes up to Saab in terms of features vs. price. I'm already starting to think about buying a second one for myself.

Anyway, I look forward to reading more about this outstanding automobile. I've been driving RX-7's for 13 years and now my wife has to hide her keys from me or she'd never get to drive the Saab.

Frank A. Wittosch

My son owns a 1981 900 Turbo that runs great, but has been rolled. With the enclosed check, please register me into the Saab Club. My son loves (or is that loved?) his Saab and wants to buy another one, so we might as well join the club.

By the way, the dealers I have spoken with (Seattle, San Francisco and Houston) are not aware of this organization, and I only found out about it through CompuServe.

Steve & Sean Lange

Dealers Parts Departments usually know about the Saab Club, but the new car sales staff seldom does. Some of the most active Saab dealerships are in the San Francisco and Seattle areas.

John 3:16

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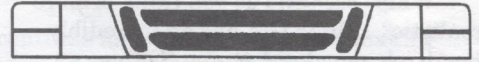
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Notes in the Margin by Stephen Goldberger



Them's the Brakes

Anti-lock brakes have been standard on all Saabs for most of a decade, are standard on most higher priced cars, most minivans, and are widely available throughout the industry. This safety breakthrough has also been labeled a hazard by police unions, being blamed for loss of control in high-speed police pursuits. It has also been found to be statistically useless in reducing accidents or accident-related injuries. Worse, the Insurance Institute for Highway Safety has reported a substantially higher risk of fatalities in one car crashes with ABS brakes than without, according to the March, 1997 "Car and Driver" magazine. This column is devoted to describing the systems which are commonly in use and discussing ABS braking in general.

Generally available on US and European brand cars and light trucks in the US are one of three ABS systems: Bosch, as is used on the new 900, ITT Teves (ATE), as is used on the 9000 and the old 900, and the Delco system used on most domestic GM cars. The three systems use markedly different hardware to achieve a common result: momentarily release of hydraulic pressure to a wheel or pair of wheels which has lost braking traction, allowing the wheel to regain its grip. The primary purpose of such behavior is to prevent loss of control, not to shorten the stopping distance. This is especially useful in emergencies, when adrenaline clouds the mind and strengthens the leg. What follows is a comparative description of the three systems listed above, along with some comments based on first or second hand experience with them.

The ATE was the first system used by Saab, and was in use prior to the commercial use of the GM "Delco VI" system. Versions of the Bosch system had been in use by other manufacturers, such as Mercedes, and a system by Kelsey Hayes, which is no longer applied in new vehicles, was optional several years ago on US makes. The ATE is the most integrated of the three systems, with the master cylinder, power boost,

and ABS functions all being contained within a single removable module. Both the Bosch and Delco systems are add-on devices which use a conventional master cylinder and power-boost assembly. The anti-lock function is contained entirely within a separate add-on module. This approach facilitates production with ABS as an option, although at this time General Motors has made ABS standard across its entire domestic product line.

With the ATE system, high pressure brake fluid is pumped into a half-pint pressurized accumulator. This provides the power assist, using a hydraulic servo mechanism built into the master cylinder. The use of pressurized brake fluid for power boost allows the rear brakes to be actuated by fluid tapped off the boost pressure. This enables the conventional tandem piston circuit in the master cylinder to operate the front wheels independently, giving a three circuit system. It also makes for a very expensive master cylinder, which is made even more costly by part of the anti-lock function being integrated within the master cylinder.

During normal braking, the front calipers are operated directly by the master cylinder pistons, and both rear wheel calipers are operated directly by fluid tapped from the boost pressure. When wheel slip is detected, a solenoid valve mounted within the master cylinder opens a circuit between the boost pressure and the back side of the master cylinder pistons. Both pistons have check valves built into them, so during anti-lock operation both front wheel calipers are directly actuated by the boost pressure, as well as the rears. This pressurization of a secondary region, I believe, accounts for the slight "sag" in the brake pedal in the ATE system when the anti-lock actuates.

During ABS braking, the pressure to whichever wheel(s) deemed to be losing traction is modulated by a pair of solenoid valves which alternately connect the caliper to the master cylinder pressure and the reservoir. Remember that the master cylinder is, at this time, being supplied entirely by the accumulator, as modulated by the boost mecha-

nism, so there is no danger of "running out" of brake fluid from the master cylinder. Because it is the boost pressure, not the accumulator pressure directly, which is actuating the brakes, the braking pressure is relieved if the driver lets up the brake pedal.

The driver is alerted to the action of the brakes by a rapid pulsation, or vibration, in the pedal. Driving the system, I seem to hear the pulsation as a rhythmic rapping or tapping, but I have never noticed the sound when a passenger. It is important to know that the modulation will continue until either the car stops or the driver's brake force is substantially reduced. Attempts to modulate the brakes after ABS braking has been initiated will reduce the braking effectiveness of any wheel which has traction. So, when you feel the rattling in the pedal, the best thing to do is continue your braking effort and let the system perform its function.

The Bosch add-on system uses a master cylinder and power assist which are entirely conventional, just like the 1987 and earlier 900. In fact, the new 900 uses an ATE double piston rear caliper similar, if not identical, to that used on the 99s and old 900s. What differentiates the anti-lock system is a valve and pump module located between the the master cylinder and the calipers. The Bosch solenoid valves are three position valves:

- 1) power-off allows normal brake fluid action on the calipers,
- 2) intermediate power isolates the caliper, and
- 3) full power releases pressure from the caliper.

During ABS braking, the wheel(s) deemed to be slipping have the pressure released, while the other wheels are simply blocked. Subsequently, pressure is restored by cutting power to all valves. This modulation function is repeated up to 10 times per second. In addition, fluid which has "bled" off a caliper is accumulated and then pumped back into the master cylinder. This complex three position modulation causes a "brakes full of gravel" feeling in the pedal, which annoys drivers more than the rhythmic

pulsing of the ATE system. The accumulation and pumped return of fluid to the master cylinder will cause the brake pedal to alternately sink and rise during braking, which also unnerves drivers. Both actions, if unfamiliar, could cause a driver in an emergency situation to let off the brakes, which is not usually the desired action in an emergency.

The Delco VI system is conceptually similar to the Bosch system, but the implementation is distinctly different. Like the Bosch, the Delco system is fitted between the entirely conventional master cylinder and the calipers. Unlike the Bosch or ATE systems, modulation is performed by a plunger. An electric motor turns a lead-screw through a reduction gear set, which causes the plunger to rise and fall in its housing.

When ABS braking occurs, any wheel experiencing slip is isolated from the system by a solenoid valve. While isolated, a check valve allows fluid pressure to be released back to the master cylinder, but prevents master cylinder pressure from feeding pressure to the brake. In the mean time, the motor driven plunger modulates the braking pressure to that wheel. As the wheel slips, the plunger lowers in its chamber, reducing the braking pressure. As the wheel regains traction, the plunger rises, increasing the pressure. Since the rest position of the plunger is at the top of its travel, the system can not increase pressure above the value at which wheel slip first occurred, and the check valve relieves the pressure further if the driver reduces braking effort.

With the modulated caliper effectively isolated from the master cylinder throughout the ABS functioning, there is virtually no feedback through the brake pedal. Instead, a warning light on the dashboard indicates to the driver that the system is functioning, along with a slight clicking sound.

Common to all systems is an electronic control module, which receives speed signals from each wheel. A self-test program is exercised in each system during startup, and each system can fall back to a non-ABS mode of operation in the case of detected failures. In both the Bosch and the Delco systems, the tandem-piston brake master cylinder is connected in a classical "dual diagonal" circuit. When in "anti-lock" mode, however, both rear wheels are isolated from the fronts and interconnected by a

pair of check valves. They are then modulated simultaneously by one ABS channel. In the ATE system, the two rear brakes are always operated together as the third braking circuit, with each front wheel being on an independent circuit.

The ATE system is probably the best performing of the three systems, considering both the technical performance and the driver's experience. It is also by far the most expensive and the most challenging to maintain. As the vehicle ages toward heapdom, the Bosch and Delco systems can be either ignored or removed. The level of integration in the ATE system makes that option tenuous. Non-leaking failures in the ATE valve block or control module can be tolerated, but the master cylinder is highly complex and the accumulator and pump are required for normal braking behavior.

The Delco system is the most serviceable of the units. The control mechanism, consisting of motor, gear train, lead-screw, and other assorted components can be disassembled and repaired, and it can be diagnosed without elaborate test equipment. Individual repair parts are widely available. The Delco system also seems the least expensive, but since the General took a 3 week shutdown to preserve the option to use Bosch systems on future models, that is not for sure. The Bosch system does combine the speed of response of a solenoid-based control unit with the economy of an add-on unit. It's driver feedback is the most annoying of the three.

As for the dismal real-world record of ABS braking systems, the fault lies most definitely in driver competence and driver training. Unfamiliar with their systems, drivers can let up the brake pressure when confronted with a vibrating and/or rising back pedal. With the Delco system, they can drive ignorantly at excessive speed, the inadequate traction being masked by the technology, not noticing the system's "low traction" warning. Finally, whatever they hit will be front first.

Correction

The article "Road Hugging (Hogging) Weight" published in NINES #233 was written by Stephen Goldberger. It was first published in the Group 6 Performance newsletter, *Wizard Words*.

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Professional Perspective by Chuck Andrews



Electrical Faults - Whose Are They?

A few weeks ago a car shopper, (really just a tire kicker) stopped in to look at our selection of used Saabs. In the course of our discussion this person started telling me about how they would really love to have a Saab, but those electrical problems that were inherent with the cars was a real draw back. Besides, could anyone fix these problems when they occurred? My question was, "What problem are you talking about?" You already know the answer. He didn't know of any specific thing just that it was big trouble.

These things really annoy me. How do you or I talk about the quality of these cars when we're dealing with rumors and innuendoes? After the discussion I decided I had better get out some pertinent information and try to enlighten myself and any others who might read this about potential problems and also who or what may cause them.

To say that today's cars don't have any electrical problems would be silly. Have you ever considered how many functions of the car are now electrical or electrically controlled? Back in the 99 and early 900 days the fuel pump was about the only thing that was unusual for that era but there were still some problems. The biggest was the European style ceramic fuses that corroded on the ends. I don't know how many of those cars were towed because the fuel pump fuse was corroded or faulty. As we got into the newer cars with Lambda, power mirrors, power sunroofs, power windows, passive seat belts and electronic injection again, we had more potential problems. Then we had climate control, power seats, anti-lock brakes and air bags. How many did I leave out? You can

see that the number of systems and computers has multiplied. The more components we have, of course, the more potential for failure or fault.

Since I'm trying to write this to help owners, not technicians, I'd like to say that many of the faults could be your fault. Whoa! Before you get belligerent about a problem you should read the remainder of this column and see if you can relate to some of the basic issues and recommendations that apply.

The obvious things that most will confess to is the spilled beverages in the windows and ignition switches on the 99 and classic 900's. Most didn't realize until the stuck window switch burned up the window motor and or maybe the engine starter failed from the sticking ignition switch. One customer replaced two starters before doing the ignition switch. These are the obvious. More subtle problems are the ones caused by voltage spikes. Yes, even you could be the cause of one of these. A voltage spike is a surge of voltage that runs through a system with more power than the circuit was made to handle, many times destroying components as it goes.

The most common thing an owner may do electrically is jump start his or someone else's car. Always practice safe jump procedures. In an article with this title, Jim Watson of Automotive Tele-diagnosis recently warned technicians of the liability and responsibility they had when jumping cars with a dead battery.

1. Never jump the car with more than another 12 volt system. Don't let anybody use a starting unit found on wreckers that jump the car at 18 or 24 volts. They may be liable for the damage but it's still your car.

2. Test the battery. Most PCM's or computers go into shut down mode at nine and one half volts. The battery needs to be charged long enough to wake the computer before the car is going to start and run well. This could take 5 plus minutes before the key should be turned on.
3. Turn off all accessories before charging or jump starting - even radios and cell phones.
4. Disconnect the negative cable first. Disconnecting the power cable with current flowing is a sure fire way to create a surge. The correct way to attach the cables - besides being absolutely, totally, completely sure it is positive-to-positive battery post - is the negative cable on the car being jumped should be hooked up last and *attached to a ground point on the engine*, not to the battery.

Many cars, from GM and other manufacturers, after a jump start will have to have a computer re-learn procedure performed to regain correct idle speed, and on some GM vans you have to have the power sliding door reprogrammed. Jump starts can be done with safety but careless procedures could be costly. Some spikes and surges may cause faults immediately, others may not be evident for a period of time.

If you've jumped the car and gotten it started, it probably needs the battery charged. You may just drive the car to get it charged but that could take a prolonged period of time. If you are going to charge it or have it done at a shop, there are some things you need to know about charges and batteries.

The best source for this information was from Interstate Battery Companies instructor Bill

Kimbrough. He wrote an article in *Current* in 1995 that explained most of these issues. Most chargers that you would use at home would be the inexpensive, non-regulated, single stage trickle charger. These fall into the same category as the chargers that most shops would use which are called "fast" chargers. These are single stage chargers that allow you to select voltage settings, either 6 or 12 volts and maximum current settings of 10, 20 or up to 50 amps. They usually have a charger time setting of up to 60 minutes or a continuous mode. Most have a gauge which shows the amp input to the battery so a proper charge rate can be set. These single stage charges are also considered a taper type which means that the charge current drops as the battery accepts charge.

The reduction in charge depends on the internal battery resistance (known as counter voltage) which will increase as the battery accepts a charge (if the battery is good and just discharged.) The charge current will continue to taper until the battery resistance becomes stable. It is not necessarily fully charged but the voltage will continue to rise until the pre set maximum-regulated level within the charger is reached. This could be from 14.4 to 16 volts. Liquid electrolyte batteries, as opposed to gel-cell, should not be charged at more than 33% of the amp hour rating of the battery.

It is best to charge at a slow rate if at or above 75% state of charge. It is best to test the state of charge with a hydrometer which measures the specific gravity of the fluid in each cell. The danger is to leave the battery as fully charged when the charger tapers down to 2 to 4 amps, when in fact, the battery may be at 80 to 90% and needs several more hours to attain full charge. It's important to fully charge the battery if you expect the car to start and have sufficient voltage for all accessories and functions. Be sure to follow all safety

precautions when charging and have all accessories turned off. Always shut the charger off before disconnecting so as not to cause any surges or spikes. The battery shouldn't be hot to the touch when charging and distilled water should be used if fluid is needed. Are the battery connections clean? Without a charged battery and good connections you've opened yourself up to more problems.

Let's go back to spikes. In the November issue of *Motor Age* magazine Bob Weber explained that many of the problems with spikes were produced when the magnetic field collapses. When the current to any coil is cut off an inductive voltage is created that is many times higher than the input voltage. This is how an ignition coil works, which is fine, but when this happens where we didn't want or need them, we'll have real trouble. The two general spike sources are coils and contacts.

Think of all the relays and solenoids that there are. Most all of these have coils and contacts. These would include the starter solenoid, to the horn relays, to the fuel injectors. There are many many potential sources for the unwanted spikes. In order to prevent a spike from going somewhere it shouldn't many circuits have protective devices attached or built in. These could include clamping diodes (it functions like a check valve, only lets the current flow in one direction), a capacitor (which works like an electric cushion), a resistor (which works like an electric sponge). An example on a

Saab would be the A/C power circuit on classic 900's. When the clutch on the A/C compressor, which is magnetic, is energized there is a magnetic field around the compressor. When the compressor cycles or shuts off a voltage is induced which flows backward toward the wire. There is a diode in the wire harness that is the safety so that there are no problems from this. If the diode fails through age, tampering, or just plain failure

the current in this wire flows back to the A/C fuse and blows the fuse. Many would blame the A/C compressor and replace it when only the diode is faulty. Maybe the other issue here is the condition of the grounding points. Every electrical circuit has to have a ground to complete the loop from the power source. The component is fed the average and voltage necessary for it to function but because the ground is poor due to broken, missing or dirty connections it will run only if it finds another way to complete its circuit. Many times that is into or through a neighboring circuit which may or may not cause damage. If you look at our web site there are 2 examples of faults and repair for these types of ground problems.

Have you ever instructed someone to install a stereo, CD, foglamps, alarm or trailer hitch wiring? Did they properly install these or did they possibly use a ground point improperly so corrosion set in causing faults a few months down the road. Or would these faults occur in some other components found on that same ground that was used? Have you ever gone poking with a test lamp? An inadvertent short can cause a spike that can damage many components. Computers for example, are spendy and not forgiving.

Be careful how you service and who you let do electrical things to your Saab. I don't believe Saabs have anymore trouble than anyone else's car. But the potential for a meltdown is always there by the way things are attempted. I think our friends - the volts and amps - are happy and doing a good job with Saab. Just don't you impede this relationship.

Saab Klinik by Doktor Nio



I own a 1996 9000 Aero 5-speed 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 35-40 mph 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

You really haven't given me enough information. Is it related to road speed or engine speed? It could just be rust on the brake rotors.

My 1990 900 Turbo 5-speed with 43,000 miles has a fast idle problem. It happens only on cold start, goes to approximately 2000 rpm, slowly decreases to 1600 rpm, then slowly increases again. I can "cure" it by jabbing the throttle over 2500 rpm.

I have tested the Automatic Idle Control (AIC), and it is clean, free, responds to 12V on the bench and in the car. The temperature transmitter is on spec at 2600 ohms at 20 degrees C. There don't appear to be any vacuum leaks, all wires and connectors on the engine are tight, and the throttle switch tests okay.

Is there anything in the Mass Air Flow Meter that could cause this? Can a switch be installed to disable the AIC without endangering the ECU?

Lew Bowen
Blacksburg VA

I suspect an AIC motor problem, probably that the brushes for the

motor are stuck. The proper way to bench test the AIC is with an oscilloscope. The field test is to let it run up to 2500 and pinch one of the hoses to the AIC. If the idle drops, the problem is the AIC motor. The fact that it works after warming up is an indicator. Heat makes the components expand or loosen up and the brushes are then free.

DO NOT try to disable the AIC, nor to repair it. Replace it. All you'll be doing is creating greater problems. Fix the problem, don't bypass it.

My 1996 900S has Daytime Running Lights (DRLs) and it seems that I am replacing headlight bulbs with alarming regularity. So far the bulbs have been replaced under warranty, but now that I am out of warranty I find that replacement bulbs are about \$15 apiece! Are there less expensive bulbs, or bulbs that last longer?

Dennis Snelling
Vassalboro ME

The New Generation 900 uses an HB2 bulb, which should now be available at discount auto stores for under \$10. Though the base seems to be identical to an H4, it is my understanding that the placement of the filament is different, hence a different focal length to the reflector and lens.

With any type of high intensity bulb, never touch the glass as the oils from the skin will boil on the surface, creating a hot spot on the glass which will cause early failure.

I am the owner of a 1992 900 4-door with 71,000 miles. I bought the car 20,000 miles ago from my local

Saab dealer. I have been using Mobil 1 synthetic oil in the engine ever since. Do you have any feelings on synthetic oil vs. conventional oil?

Stu Schreiber
Whippany NJ

Everyone seems to have an opinion on synthetic oils, and I'm no different. Mobil 1 has been around a long time and most everyone knows the strengths and weaknesses. On the plus side, it does have better viscosity, but that also means it is more prone to leaking past older seals.

Royal Purple is an example of a newer synthetic oil, an ester based lubricant that has higher film strength, which translates to better lubricity and lower consumption rate. The company recommends 12,000 mile intervals, but that's under ideal conditions, so I'd go less. If you do opt for oil change intervals longer than what the Owners Manual recommends, it is still necessary to change the filter regularly, then top up the oil. There are still contaminants generated during combustion that are suspended in the oil and need to be removed.

I don't seem to be getting any power regeneration to the battery in my '83 900 Turbo. The alternator checks OK, but I still have to drive on the brief time the battery holds out. Any ideas?

Forest Hall
Moraga CA

How good is the ground connection from the alternator to the engine? On any car that old, it is likely that the cable has become

Got a question about your Saab? Submit your questions with as complete information on the problem as possible, also giving the year and model of Saab, mileage and transmission. Problems of general interest will be answered here. No requests for personal replies can be accommodated. Questions which would require modification of, or would defeat Federally required emissions systems will not be answered. For a proper diagnosis, it is recommended that you contact a Saab dealer or independent Saab repair shop. Mail questions to: Doktor Nio's Saab Klinik, 7675 Bear Trap Jct., Saginaw, MN 55779, or e-mail to: SaabClub@compuserve.com.

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corroded and needs to be replaced.

Radio Shack offers an inexpensive Auto Electrical Analyzer that may assist you in tracking down a problem with a weak battery or alternator. It plugs into the lighter socket and gives a readout via color-coded LEDs. It is #22-1635SZ and sells for \$5.99. While it probably won't work for all situations, it can be helpful in tracking down many simple electrical problems.

My son has our 1982 900 Turbo in England. Do you know of a good Saab repair shop near Cambridge? The problem is that the car falls on its face when giving it gas, and it's worse when cold. The car has 214,000 miles. Any suggestions?

Allen Hockman
Brandenburg KY

Check with the Saab Owners Club of Great Britain for a Saab repair shop. Their address is in this issue of NINES along with other International Saab Clubs.

On a Turbo that old, I would suspect the rubber boots between the turbo and the intake manifold may have developed a leak, allowing pressure to bleed off before reaching the throttle. If you can't easily see a crack in the rubber, look at the spark plugs. If they indicate a lean running condition, keep looking for that pressure leak. One other possibility for a pressure leak, especially on a high mileage car, is at the butterfly shaft in the throttle body itself.

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Parts & Service Information



Change to Specification of Power Steering Fluid

Application: 1994- 900
PSI 04/95-0561, Sec. 0/Pg. 16 (1995
PSI Supplement)

Due to a lack of availability of original specified Texaco 1890 power steering fluid, the specification is now chaged to GM power steering fluid for 1994-on 900 models. GM power steering fluid had been specified as an alternate if the Texaco fluid was unavailable.

This now means that the power steering fluid specification for both 900 and 9000 models is the same.

Sulfur Smell from Exhaust

Application: 900 and 9000 models
PSI 06/95-0587, Sec. 0/Pg. 18

Customers may complain of a sulfur of "rotten egg" exhaust odor occurring during heavy acceleration, at idle following sharp deceleration from cruising speeds, or when exiting the car after switching the engine off.

Causes:

Most of this odor is due to a tendency of all 3-way catalytic converters (TWC) - not just those in Saab cars - to store sulfur during steady state conditions. The converter then releases the sulfur as hydrogen sulfide during fuel-rich engine running conditions such as idle after deceleration from cruising speeds or heavy acceleration.

Fuel is another factor that can contribute to the "rotten egg" odor. The amount of sulfur content can vary between fuel brands, fuel grades, or from one geographic region to another.

Action:

The sulfur smell will usually lessen after the car is used for about 10,000 miles. If the car has more than 10,000 miles or the customer wants more immediate action, the following recommendations may assist them in reducing the odor.

1. Switch to a different brand of fuel. Sulfur content may vary between brand names. It may take several tanks of a different brand before the odor decreases.
2. Switch to a higher octane fuel. Premium grade fuel usually has a lower sulfur content than regular grades of unleaded fuel. Again, it may take several tanks of a higher octane grade before the odor decreases.

Note:

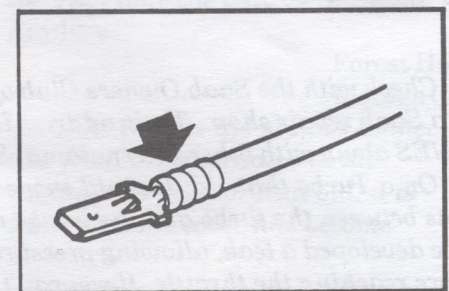
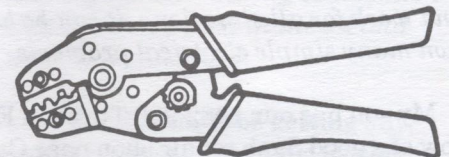
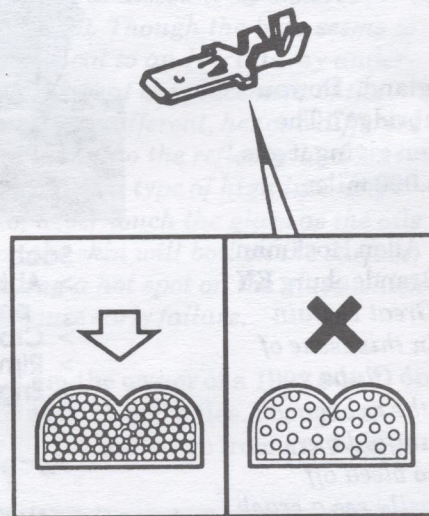
Replacing the catalytic converter will not solve the complaint and is not recommended.

Making Electrical Repairs to Vehicles with On-Board Diagnostics (OBD-II) Systems.

Application: 1996- 900s and 9000s
PSI 10/95-0627, Sec. 1/Pg. 49 (1995
PSI Supplement)

All models beginning with 1996 model year are equipped with the On-Board Diagnostics System, OBD II. OBD II monitors and stores various engine management information.

- Vehicles with excessive emissions-related problems are quickly identified.
- The length of time between the occurrence of an emissions-related problem and its repair is minimized. Any significant increase in emissions will turn on the malfunction indicator lamp (MIL or "CHECK ENGINE" light) and set a code.
- Assistance is provided in diagnosing and repairing emissions-related problems.



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 you authorized Saab Dealer for information on whether your vehicle may benefit from the information.

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OBD II regulations identify specific systems that must be monitored for any problem that would allow emissions to increase to a level above 1.5 times the Federal standards which that vehicle was certified to meet when new. An OBD II system checks for:

- Catalytic converter efficiency
- Heated catalytic converter heating function (when applicable)
- Engine misfire
- Evaporative emission system effectiveness
- Secondary air injection system function
- Fuel trim system monitoring
- Pre-catalyst oxygen sensor efficiency
- Post-catalyst oxygen sensor efficiency
- EGR system function (when applicable)
- Comprehensive component monitoring

Great care must be taken when repairing vehicles to ensure that the integrity of the systems being monitored is maintained.

- When repairing wiring harness it is extremely important that the repair be carried out properly. Otherwise, you run the risk of illuminating the malfunction indicator lamp (CHECK ENGINE) and generating a diagnostic trouble code (DTC).
- Gold-plated cable terminals must be replaced with gold-plated cable terminals; tin-plated terminals must be replaced with tin-plated terminals.
- Crimp connections must be correctly made. If they are not and a gap exists between the crimp and a single copper strand, the MIL (CHECK ENGINE) will light. Special pliers are recommended for this work.
- Always insulate crimps and damaged insulation using adhe-

sive shrink hose. Never use electrical tape.

- When soldering wiring harnesses be sure the area of the repair is secure and not hanging loose as this may cause a diagnostic trouble code (DTC) to be generated.
- The cable attached to components such as the oxygen sensor, various position sensors, etc. must not be repaired. Rather, change the entire component.

Pedal Raising Kit

**Application: 1994-97 900 models
PSI 01/97-0728, Sec. 5/Pg. 16**

In cases where short drivers have difficulty obtaining a comfortable driving position, a pedal raising kit has been developed. This kit is stocked as a spare part and should be fitted as described in the instructions below. When installed, this kit does not prevent taller drivers from obtaining a comfortable driving position.

Whenever a pedal raising kit is to be installed, all of the pedals should be raised equally in order to maintain

the proper relationship of the pedals to one another.

Cars Affected:

1994-97 900 models with manually adjustable drivers seat.

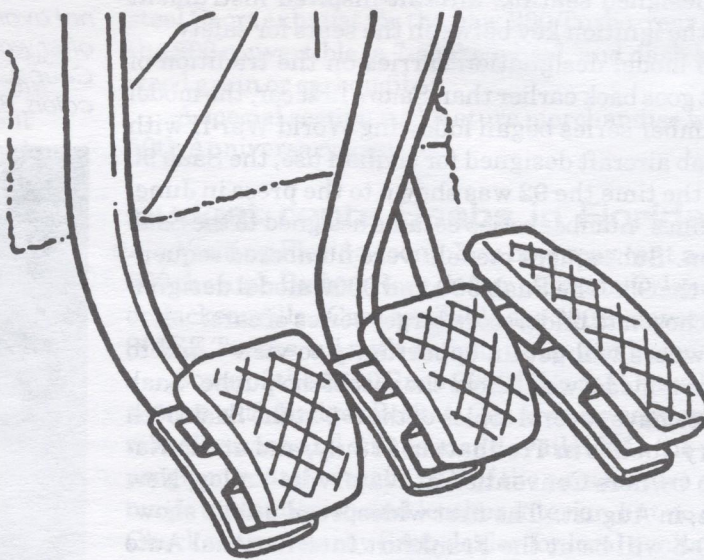
Parts:

Pedal raising kit, 5spd trans 89 94 006
Pedal raising kit, auto trans 89 94 014
All kits contain pedal-raising components for all pedals, templates for drilling holes and M6 bolts and locknuts.

Action:

To install:

1. Remove the pedal rubbers from all pedals.
2. Use the hole-drilling templates supplied with the pedal raising kit and fasten them to the pedals with a piece of adhesive tape. Mark the positions of the holes and drill the holes at right angles to the pedal plate using a 7mm (9/32") diameter bit.
3. Install all pedal rubbers on the new pedal plates.
4. Secure the pedal plate in place by means of the M6 bolts and locknuts. Torque: 7 ft.lbs. (9.5Nm).



Saab News



Here it is! the 9-5!

Saab has released these two photos of the new "large" Saab, to be called the 9-5 (nine five). The new model, which will replace the 9000, will go on sale in Europe as a 1998 model sometime this Fall, but won't be sold in the U.S. market until the spring of 1998. All of the 9-5 models will feature turbocharged engines, including an asymmetrically turbocharged V6. A station wagon version of the 9-5 will follow a year later.

In keeping with tradition, Saab's design team in Trollhattan has kept such distinctive Saab character cues as an aerodynamic, wedge-shaped body, curved windshield, sloping beltline, clamshell hood, and the trademark Saab grille. Tradition carries over into the interior with ergonomically designed seating, aircraft-inspired instrument panel, and the ignition key between the seats for safety.

The 9-5 model designation carries on the tradition of "nines" that goes back earlier than Saab's first car, the model 92. The number series began following World War II with the first Saab aircraft designed for civilian use, the Saab 90 and 91. At the time the 92 was shown to the press in June, 1947, the "nines" number series became assigned to the Saab Car Division. Subsequent models were numbered sequentially up to the 99. The Saab 900 and 9000 model designations were chosen to underscore larger series of cars.

Saab owners will get an opportunity to view - and to drive - the new model well before the rest of the public. Saab is planning to have several copies of the 9-5 at the Saab 50th Anniversary Jubilee in Trollhattan in July, and at the National Saab Owners Convention at Waterville Valley, New Hampshire, in August. The first widespread public showing of the 9-5 will be at the Frankfurt International Auto Show in September.

Saab also has revealed that by 1999, all Saab cars will be powered by turbocharged engines.

Free trip to Sweden to pick up a new Saab

Several times last year, Saab Cars USA offered those who buy a new Saab on the European Delivery Program free airfare to Sweden to pick up their new car. The program was so successful that it is being offered again. If you purchase a new Saab by May 31, 1997, and take delivery in Trollhattan by October 31, 1997, Saab will also provide two round-trip tickets to Gothenberg, Sweden on SAS, plus hotel accommodations, a complimentary dinner and a tour of the Saab Car Museum.

In addition to having your new Saab to drive in Europe instead of renting a car, you can save up to 10 percent off the suggested retail price of your new Saab. Check with a Saab dealer for details, or call 1-800-722-2866 to speak with the IDS administrator.

Photos of the U.S. version of the Talladega 900 Turbos were not available when issue #233 went to print, so all we could offer was a description. Here is a photo of all three versions - Coupe, Sedan and Convertible - in the three available colors, Black, Silver and Cayenne Red metallic.



Monte Carlo Convertibles are back!

Look for 900 Convertibles to return soon in Monte Carlo Yellow. Saab offered a Special Edition 900 Turbo Convertible in 1991, 150 of which were painted Monte Carlo Yellow. Though they did not sell well initially, those cars have proven to be quite sought after as used cars. Consequently, Saab is again offering the popular yellow hue on 900s, only this time in greater numbers.

Recall on New Gen 900s

All 1994 through 1997 900s with the four cylinder engine are being recalled by Saab for replacement of a component in the throttle linkage that may corrode, leading to sluggish throttle operation. Approximately 52,500 900s sold in the U.S. are being voluntarily recalled. No accidents or injuries have been reported.

Saab engineers have determined that potential corrosion around the original zinc-coated bushings on four-cylinder engines could cause the throttle lever to bind. The zinc-coated bushing and bolt will be replaced with nickel-coated parts to eliminate the risk of corrosion formation.

U.S. owners of affected Saab 900 models will be notified by mail beginning in May 1997, and will be asked to schedule a free parts replacement at an authorized Saab dealership at their convenience.

New ad agency for Saab

Saab's national advertising in the U.S. will be handled by a different agency beginning this Fall. Martin Agency of Richmond, Va., was awarded the \$50 million account based on the comprehensive marketing communication package they were able to offer Saab. The contract with Angotti, Thomas and Hedge, who developed the successful animated "Find Your Own Road" campaign, was set to expire this summer.

"We weren't unhappy with Angotti," said Colin Price, public relations manager for Saab Cars USA, Inc., "but with the launch of the 9-5 we'll be entering a different market. Martin has been handling regional dealer advertising for Mercedes Benz for the past five years, so they have the experience in working in that market."

Martin Agency is owned by Lowe & Partners/SMS of New York. The Lowe group also handles Saab's advertising in Sweden. Lowe handles Mercedes national advertising in the U.S. so were not available to bid on the Saab account.

Saab dealer numbers reduced

In an effort to provide better service through successful dealerships, Saab Cars USA has begun to buy back some Saab franchises. Much of the reduction has taken place through attrition, where dealerships that do not sell enough cars to justify the investment in special tools and training were unable to make a profit due to low sales. In certain parts of the country where there are several dealerships close together, Saab has also offered to buy back dealerships in an effort to make the remaining dealerships more profitable.

Saab Cars USA started 1997 with only 242 U.S. dealerships, down from 271 at the beginning of 1996. Only 45 of those are exclusively Saab.

"The ideal state is more exclusive dealerships, but that isn't feasible in all circumstances" said Elke Martin, director of Corporate Communications at Saab Cars USA. "Current exclusive Saab dealerships have a high Customer Satisfaction Index, most are profitable, and they have developed a good customer base. They are interested in having trained and educated personnel. We don't always get that level of service in a multi dealership. In some areas, however, multi dealerships work very well for us, especially if there is a separate showroom for Saab."

Saab will continue to focus sales in areas where sales have been weak, particularly the southern and southwestern states. They are also working to provide a network of Saab dealers and satellite service points in areas where there is a high concentration of Saab owners.

New Accessories catalog soon

Look for a new Saab Accessories catalog at your dealer sometime in May. The new catalog will have several new appearance and performance items, including a stainless steel Sport exhaust for the new 900 Turbo, rear spoiler for the 900 convertible, a 7-spoke wheel, and dash kits in wood grain or carbon fiber.

A special section will feature merchandise with the 50th Anniversary logo.

Budget rents Saabs in Florida

Visiting Florida soon? You now may rent a new Saab 900 through Budget Rent-A-Car offices in Orlando, Tampa or Jacksonville. Cars available are 900S convertibles or 900SE Turbos, all with automatic transmissions.

Some of the 2000 Saab 900CS's that have been in service with Budget Rent-A-Car are now coming out of rental service and will be made available to the public as program rental returns. All of the cars feature an automatic transmission and leather interior, but no sunroof. Check with a nearby Saab dealer for local availability of these specially priced 9000s.

SUPER SAAB MONEY SAVERS

| | |
|---|----------|
| Reprogrammed APC units to 1993 | \$175.00 |
| 9000 Blower speed control | \$89.00 |
| 9000 Blower motor | \$99.00 |
| Steering Pumps, rebuilt | \$89.00 |
| CV joints w/boot and grease, new | \$110.00 |
| R12 to R134a Retrofit Kit, Incl. Dryer | \$99.00 |
| Clutch Kit, 900 Turbo (factory) | \$189.00 |
| 900 Steering rack, lifetime wnty, exch. | \$189.00 |
| A/C comp., new | \$460.00 |
| ('85-up 900 Seiko) rebuilt | \$299.90 |
| A/C comp head (allows use of older Sanden compressor on '85-up 900s) w/gasket | \$56.00 |
| Heater valves, New, plastic | \$68.00 |
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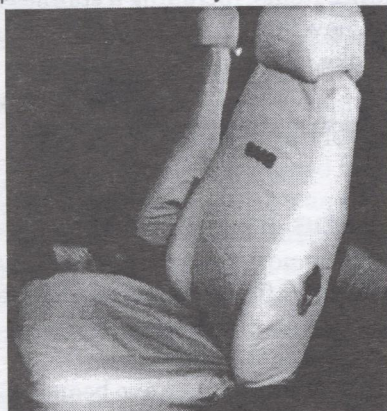
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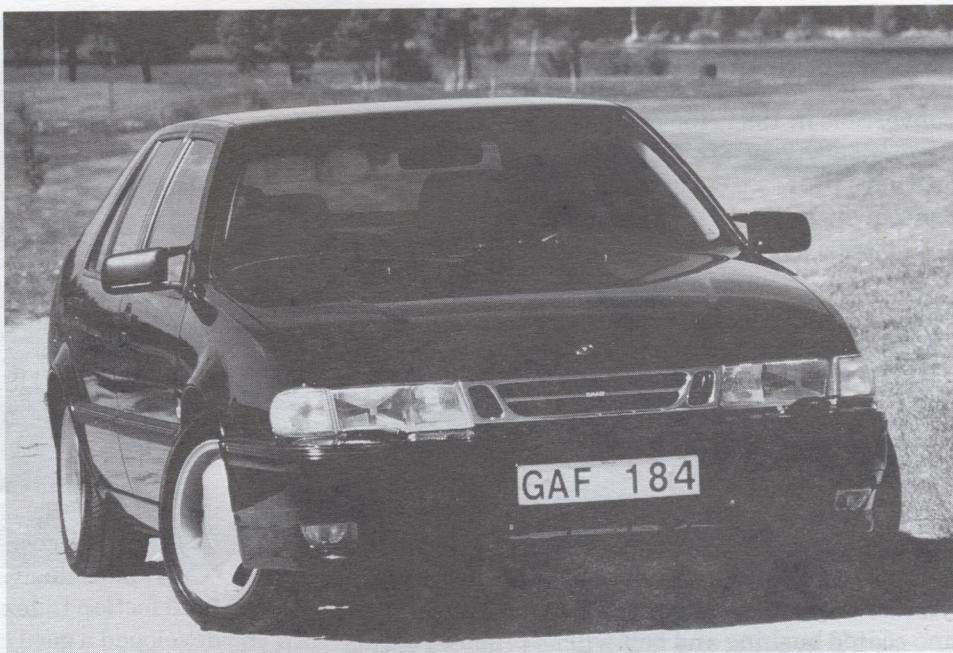
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Saab marks 50th Anniversary with Special Edition 9000 CSE

To commemorate five decades of unique design and quality manufacturing, Saab presents a limited-production 50th Anniversary Edition Saab 9000 CSE Turbo. Only 300 examples will be produced for the United States market, each featuring an exclusive leather interior and a host of other enhancements inside and out. In addition to body-colored bumpers, front and rear spoilers, and aerodynamic body cladding, the special-edition Saab features low-profile, high-performance 16-inch tires and three-spoke Super Aero light alloy wheels.

The car's leather upholstery—in two-tone Sand Beige and Alpaca Tan—features Saab's classic stylized aircraft logo embossed in the backrests of the front and rear seats. Special textile floor mats and leather trim steering wheel complete the package. Four exterior colors are available: Black, Scarabe Green, Midnight Blue and Amethyst Violet, a color exclusive to this car in the 9000 line.

The 50th Anniversary Edition Saab 9000 CSE is powered by a 200-hp turbocharged 2.3L engine and is offered with either a five-speed manual or four speed automatic transmission. Standard features on this and every Saab 9000 CSE include a power glass sunroof, walnut-trimmed instrument panel, Automatic Climate Control and a Harmon/Kardon stereo system with CD player and ten acoustically engineered speakers.





1982 25th Anniversary 900 Turbo

Special Anniversary Edition Saabs are not a new concept. In 1982 there was a 900 APC Turbo to commemorate Saab's 25th year in the United States. Available only as a 4-door, it came in Slate Blue Metallic and had alloy wheels and front spoiler painted to match. Also part of the package were a rear spoiler, Sierra Tan Velour interior and floor mats, and Pirelli P6



tires. A special steering wheel emblem identified the car as a "25th American Anniversary Edition".

The first Saabs officially arrived in the U.S. in late 1956 as 1957 models. Several SAAB 93s participated in the Great American Mountain Rally, taking first overall and the team prize, paving the way for Saab's choice as a favorite among American rallyists.



The car pictured belongs to Brandon Greimann of Redwood City, California, who also took the photos. More photos can be found on his website at: <http://www.next.com/~greimann/Saabs/>.

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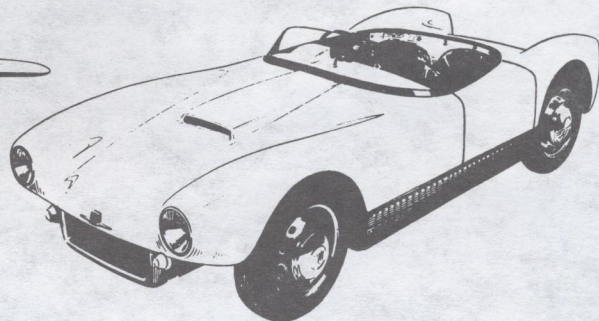
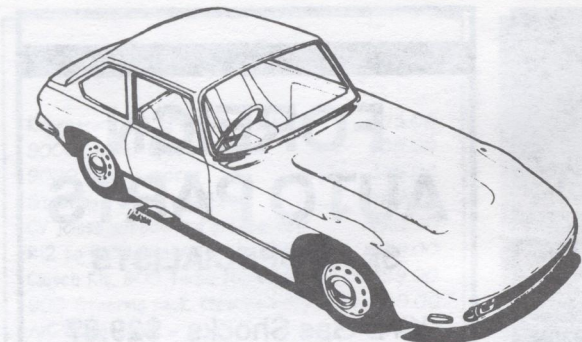
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Lost... and Found... and Restored

Those in the know about Sonetts are probably quite aware of the first six Sonetts built by Saab in 1956. These fiberglass-bodied roadsters were built with the intent that Saab would have a true production racing sports car instead of just the sedans. A change in the racing rules made the cars obsolete before they were put into production.

Sonetts #1 and #5 are owned by the Saab Car Museum in Trollhattan; #2 is owned by Saab Cars USA (and appeared at Saab Summit 96); #3 is owned by Gosta Jakfors, a former Saab employee, in Sweden; while #6 is owned by Bill Jacobson of Sports Car Service in Wilmington, Delaware (and appeared at the Out at the Lake Vintage Saab Meet in 1996, see NINES #231, page 18). The fourth of the Sonett Super Sports, as they were known, was assumed to be gone, no longer in existence following an accident. Now we find that it has recently changed hands and is being restored.

Many years ago, Saab sold most of the Sonetts, not realizing there would be a growing interest in the cars. Chassis #4 was sold to Sigvard Sorenson, a Saab engineer, who removed the fiberglass Sonett body and built it into a hatchback coupe using aluminum and steel panels. Completed in about 1965, he called the car "Facett". The rear end of the Facett was severely damaged in an accident and Sorenson lost interest. According to Bjorn Svallner's book *The Sonett and all other Saab Sports Cars*, "... it is unlikely that [there are enough of the parts undamaged] to enable a restoration to be undertaken." Consequently, it has long been assumed that the Facett, and Sonett chassis #4, had been destroyed. In reality, Sorenson had sold the Facett to Nils-Erik Landstrom in Sweden

sometime in the 1960s.

It turns out that Landstrom had the body damage repaired as it is now in pretty good shape again. Unfortunately, the Facett sat unused for many years since that time, and the chassis is now very rusted due to lack of use and harsh Swedish winters.

Recently, Landstrom decided to sell the Sonett/Facett to raise some money. He contacted Hans Eklund, who had first option to buy the car, and the Saab Museum, who had second option. Eklund passed on the car, but while the Saab Museum was putting together the paperwork to buy it, a German collector, Klaus Muller-Ott, talked Eklund into selling him the Facett instead.

The Facett body was still on the Sonett chassis. Muller-Ott has also purchased the original Sonett I bodywork from Gosta Jakfors, who had purchased the body pieces from Sorenson as parts for his own Sonett. He intends to put it back on the #4 chassis, which is said to need considerable restoration, then build a duplicate chassis for the Facett's metal bodywork. It is hoped that both Sonett #4 and the Facett will be finished in time for the Jubilee this July in Trollhattan.

Muller-Ott also recently bought a 1967 Sonett II from Saab Club member Lewis Eig in Florida (chassis #243), and had it shipped to Germany where it is undergoing another restoration. Eig had purchased the car only a few years before from Bob Abels of Country Motors in western New York. It won several trophies at Saab meets and at the TVR show as one of the nicest remaining two-stroke Sonetts in the U.S.

One more historical note on the Sonett I's: Chassis number 1 spent some time in Colorado where it was restored to its current condition. Dick Catron, who

was the Saab distributor for the western United States during the 1960s, bought the car from Saab for \$750 when they were selling them off to make room. He reports it was a "bilious yellow with khaki/olive vinyl seats", with no engine and in very rough condition. Saab had sent that car to him as it was in the worst shape of the six Sonetts, realizing only later that it was chassis #1.

Catron had the car restored, doing much of the work himself. "We polished the underside of the aluminum box chassis, then we polished the girders and painted the sheet part flat black. All the suspension parts, like A-frames and springs, were painted red, and every conceivable part that could be chrome plated was, including the brake lines and the cover on the gear shift." The louvered panels on each side were polished as well. The car was painted Appliance White and the interior was redone in red English leather. A new 750-GT engine was installed, with the reversed distributor added (the engine on the Sonett I runs backwards as the drivetrain sits reverse of the sedan, with the transmission toward the front). The windshield was removed and repaired as it had quite a few scratches and pits.

Catron kept the Sonett I for a few years, along with a SAAB 92 that was built for him by Saab, using them for special exhibitions and car shows. It was awarded a First Place trophy at the Tri-State Auto Exhibition in the Sports Racer Class. Both the Sonett I and 92 were sold back to Saab for what Catron had into them, not counting his labor. What became of the 92 is unknown, but the Sonett has an honored place at the Saab Car Museum.

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"Modified Slalom" view from the "starting gate." Driver must negotiate the course repeatedly, which requires crossing the center line at close to right angles. This is not his Father's Oldsmobile.

Teaching Teens to Drive

Story and photos by Stephen Goldberger

New Driver Car Control, a program of "parking lot" and road exercises designed for new drivers, is being jointly sponsored by Saab and the SCCA. The program has been promoted by Saab in "Saab Soundings", through press releases, and by the SCCA through its internal programs. It is also unheard of throughout most of the country.

Having personally endured the agony and expense of inexperienced offspring driving records, I was rattling cages from the gates of Goodyear (which allows the local SCCA chapter use of its giant parking lot for Sunday autocross action) to my local Saab Dealer (who, of course, never heard of this program). Before I was able to move the mountains, the Editor sent me the training book and tape. He wanted a review, but with his shortage of offspring, felt unqualified. Thus armed, I have put the Middle Child through the Program, with the dual purposes of evaluating the Program and saving my sanity.

Some preliminary observations: New drivers present a variety of

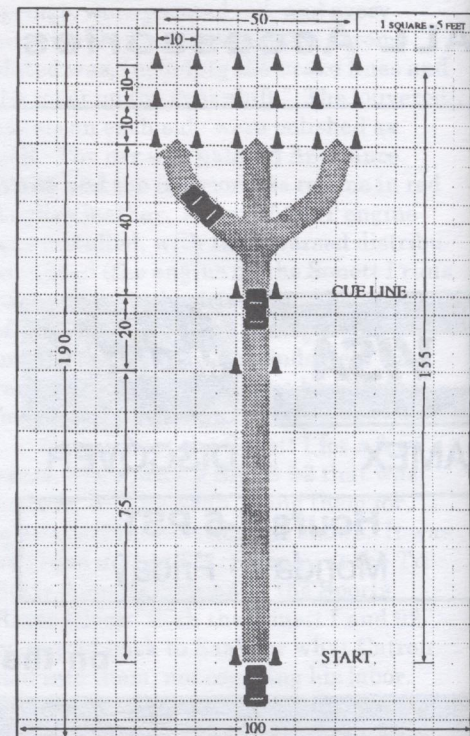
challenges, ranging from recklessness, incompetence, aggressive personality traits, etc. The Program attempts to instill the kind of attitude and skills needed to produce a safe driver, but the likelihood of motivating behavior changes in teenagers is minimal, especially in the "home school" setting. Within that limitation, the skills taught by the Program are the mechanical steering and stopping skills which we take for granted but which can present a formidable challenge to the safety of those who have not mastered it.

Another point, which is not really addressed in text, is the driver's training car. I believe that a person can learn to drive, or learn to work a clutch, but he can't do both. With the emphasis being on driving, we used the shiftless cars in the family, my wife's (not his Father's) Oldsmobile, and the infamous Chevy Citation. It became clear during the course that many qualities which make for a good trainer are somewhat opposed to the qualities which one normally seeks. Limited horsepower is a help, reduc-

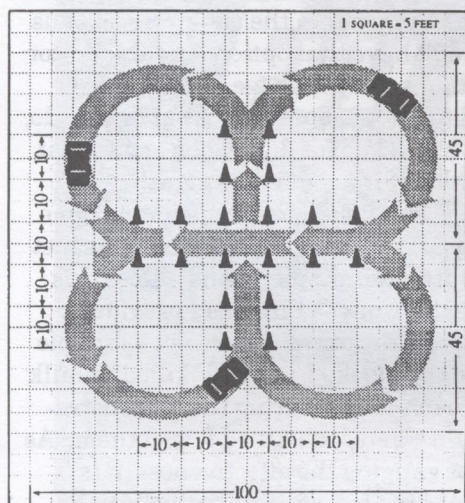
ing the surge as the novice learns accelerator control. Strong aural communication between the driven and the driver help him learn to control the accelerator, and a suspension which yields dynamics at parking lot speeds is a plus when training. Within that context, the Citation proved to be a great trainer. The Saab will be reserved for "shifting lessons."

The exercises for steering and stopping are designed to be performed in a small 100 foot by 200 foot parking lot, with speeds limited to 25 mph. Traffic cones, or weighted milk bottles, set the course. The parking lot exercises are variations of slalom, figure-8, "rock a brake", panic stop, pick a lane, and stop in a box.

The exercises look remarkably simple on paper, but performing them is harder than it looks. The purpose is to teach a level of mechanical skill to the student sufficient to allow most of the concentration to be on the traffic, not on keeping the car in place.



The Accident Avoidance layout.



Above left: Diagram of the Figure 8/Cloverleaf.

Above: Figure 8/Cloverleaf." End cone is about to be killed again.

Below: "Figure 8/Cloverleaf" showing course layout.

Bottom: Maximum braking exercise is best performed on wet, "sealed" asphalt using a non-ABS equipped test vehicle.

The modified slalom immediately corrected one shortcoming I had observed in my "new driver": a reluctance to turn the steering wheel more than a half turn. The cones are set 30 feet apart, and the driver turns around the last cone and returns. That turn at the end is what distinguishes this exercise from a typical autocross slalom. If you "snake" through the course, autocross style, the turn around at the end is impossible, and it remains impossible unless you cross the line of cones at close to right angles. Doing this requires something close to full lock. Performing the exercise smoothly and at speeds of 20 to 25 mph does teach the student to whip the wheel from lock to lock.

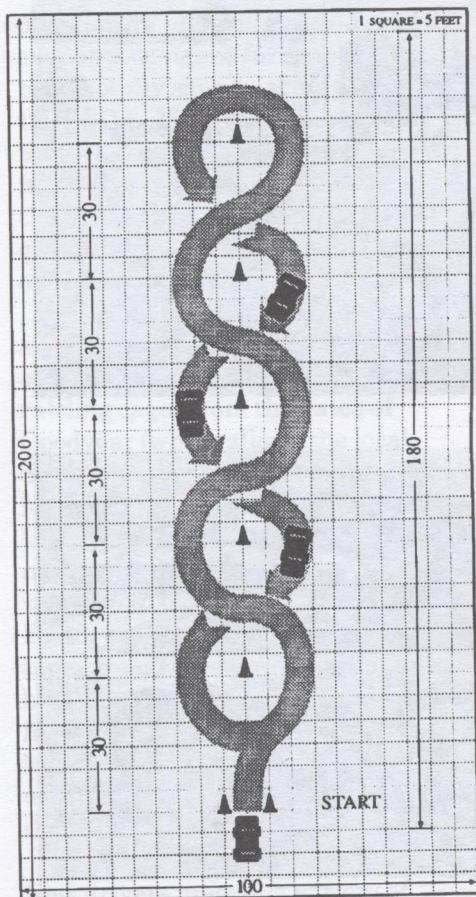
The figure-8/cloverleaf exercise is designed make the relationship between steering wheel and vehicle turn rate instinctive. It is this instinctive relationship which enables us to catch a ball, swat a fly, and drive out of trouble. It also develops the feel for the understeer built into most of today's cars. Alternating between figure-8 (left circle, right circle) and cloverleaf (four right circles), the driver must pass through a 50 foot straight lane between turns. This exercise resulted in remarkably improved turning behavior on the road by the Middle Child



“Rock-a-Braking” is designed to develop instinctive braking, much like the figure-8 develops instinctive turning. Entering the “traps” at speed, the driver drops speed to a stop in three equal intervals and with a rhythm matching the pitching frequency of the car. This is a lot more entertaining in a car with bad shocks. Our son had several months of driving experience prior to the training sessions, and could by then handle the brakes without a problem. I suspect a newly starting driver would benefit a great deal from this one.

The final three track exercises are “save your life” training. “Threshold Braking” is, just as it sounds, screeching halt practice, but without the slewing associated with locked-up wheels. “Stop-in-a-box” is a refinement of the screeching halt with the

The Roll-On Roll-Off Slalom.



car stopped perpendicular to the direction of travel. Again, this is to be performed under control. You put the car into the box; you don't just slew sideways. “Avoidance Maneuver” is a variation of the “blocked-lane/open-lane” exercise which is common to high-performance driving schools. Three lanes are set up, and the coach indicates by hand signals which of the three (if any) are open. Performing the first two on a wet track is recommended in the handbook. On a sharp-edged, newly paved lot, the Citation stopped NOW (less than a car length) without skidding right up to the 20 mph recommended maximum speed, even in the wet. Wet weather training was transferred to an aged lot which, having been treated with an asphalt sealer, is hard to even walk across when wet.

After the track sessions, several hours of real world experience, with specific attention focused on potential hazards and possible countermeasures. While this is essentially typical parental driving training, ritualizing the process accelerates the learning curve. It is the automatic and continuous evaluation of threats and escapes which enables drivers to keep their fenders straight. This level of constant awareness allows us to drive around the idiot pulling out of the side street because we already know that the other lane is clear behind us; we have been monitoring that lane all along.

Two final track lessons and the program is over. “Target Practice” involves setting Styrofoam cups in large circle, and the driver is given the assignment of “which cup with which wheel” as he drives the circle. Finally, the modified slalom is repeated with the bottom half of the windshield blocked. The purpose here is to keep the driver's attention off the front bumper and out where it belongs ahead of the car. It shows that by properly driving “out ahead”, the immediate is also handled.

I believe in adding a step: Repeat

the Program in the snow. Some of us won't have that option (and the Editor and I surely wish we lived with you about now), but for those of us who do, it should do for driving on snow what it does for driving in general.

Two questions immediately come to mind to the reader: “Isn't this just a little too simple?” And, “Does this really work?” First, as I previously noted, the exercises are not as simple as they look. I usually “killed” a milk carton or two during the demonstrations, and Josh killed lots of them. As for gauging the effectiveness, it is hard to perform a statistically valid double blind study with just one kid. But Josh had been driving through the “typical parent/child with a week of driving school thrown in” training for half a year, with dismal results. Another month, with the Program lessons on a once or twice per week basis, and progress has been substantial. Maybe it was “time anyway,” but like chicken soup, it sure doesn't hurt to do the Program. The next one will be old enough to drive in another year, and she will definitely complete the “track” portions before her first time on the city streets. As they say, “Stay tuned for the next chapter in this most horrifying saga: ‘Teaching Teens to Drive!’ “

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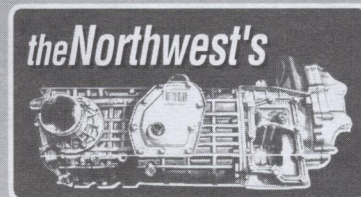
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Convention updates

50th Anniversary Jubilee Festival, Trollhattan, Sweden

More details have been finalized on the 50th Anniversary Jubilee Festival to be held in Trollhattan, Sweden, home of the Saab automobile factory. The Jubilee program takes place primarily on Saturday and Sunday, July 19th and 20th. Friday, July 18th is reserved for a special welcoming party for the participants in the Northern Lights Challenge (Oslo-North Cape-Trollhattan).

Saab Cars USA has arranged for several special events in Trollhattan for U.S. participants. On Thursday, July 17th, from 5pm to 7pm there is a private cocktail reception for U.S. Saab owners at the Saab Car Museum, (within walking distance of Hotel Swania). Your host: Joel Manby, president and ceo, Saab Cars USA, Inc. and Saab team members from Saab Cars USA and Saab Automobile AB.

On Friday evening there is a special cruise for U.S. participants in the Jubilee. Saab Cars USA is sponsoring a

casual and cocktail/dinner cruise through the ruggedly beautiful west coast archipelago. "It's a Swedish tradition that we've often savored when visiting Trollhattan, and we're happy to introduce you to it. Round-trip motorcoach transportation from Hotel Swania to our departure point provided. Great sights, good company, Swedish shrimp, ocean breezes and plenty of refreshments!"

Those who have booked their travel through Saab's agency, USA Travel, will be registered for the Jubilee events and for the events planned for U.S. participants. For those who have arranged their own travel to Sweden, leave a message at 1-800-GET-SAAB, extension 4, or contact Lisa Uhl of the Saab U.S. public relations department at 770-279-6361. Registration for the Jubilee Festival closes on May 15, 1997. Over 100 U.S. Saab owners have signed up already.

For updates via the Internet, check Saab's Jubilee homepage (www.spprod.se/saabopel/files/PR/Jubileum/engelska.htm), or Saab Cars USA (www.saabusa.com/culture/jubilee).

Saturday, July 19 - Saab Test Track

- 0900 Registration for pre-entered participants - vintage cars only (up thru 1980 96-V4)
- 1200 Program at the test track begins: Airshow, museum car parade, Saab Performance Team show, driving of personal vintage cars on the test track.
- Evening BBQ at Folkets Park, courtesy of Saab Automobile and Svenska Saab-registret.

Sunday, July 20 - Saab Car Museum

- Morning Check-In and parking of cars taking part in Concours, judging, Swap Meet, Anniversary exhibition, and a display of 1998 Saabs.
Concours classes: 92, 93, 95 (2-stroke & V4), 96 (2-stroke), 96-V4, Sonett, 99, 900 (incl. Convertibles), 9000, Competition cars, Custom cars, Long distance and "People's Choice." Previous winners can exhibit cars at the "Hall of Fame" but will not be eligible for prizes.
- P.M. Prizegiving ceremonies

All participation in the Festival is free other than lodging and meals. For a list of available accommodations, including campgrounds, contact Lisa Uhl at the phone number above.

Several Saab dignitaries were on hand recently for a press conference to announce the Jubilee to the Swedish media. In addition to Saab's PR Ambassador, Erik Carlsson, those in attendance for the press conference at the Saab Car Museum included Pat Moss Carlsson, her former navigator Elisabeth Nystrom, Saab rally drivers Stig Blomqvist, Per Eklund and Simo Lampinen, navigator Torsten Aman, recently retired Saab engineers Per Gillbrand and Bjorn Envall, Gunnar Lungstrom, who headed the team that developed the original SAAB 92 in the late 1940s, and Rolf Melde, Chief Test Engineer for the 92 who saw to it that early SAABs were entered in rallies and other forms of competition.



Several figures in Saab's history were on hand recently to announce the Saab Jubilee Festival to Swedish media at the Saab Car Museum in Trollhattan. (L to R, front row): Per Gillbrand, Pat Moss Carlsson, Rolf Melde, Gunnar Lungstrom, Elisabeth Nystrom, Erik Carlsson, (row 2) Bjorn Envall, Simo Lampinen, Per Eklund, Stig Blomqvist, and (back) Torsten Aman.

Register now for National Convention

Registration for the National Saab Owners Convention in Waterville Valley, New Hampshire, is now open. Saab reports nearly 400 registrants in the first few weeks of registration.

For information, or to order a registration package, call 1-800-438-SAAB, select option 4. To register by phone, call 1-800-499-9343 (credit cards accepted). The registration fee is \$90 per adult (until April 30, \$99 after that date), which includes all meals and most activities starting on the evening of Friday, August 1. Lodging reservations must be made directly with Waterville Valley at 1-888-984-7687. Participants must register by June 30, 1997. If you have any specific questions regarding the convention, call Lisa Uhl at Saab Cars USA, 770-279-6361.

The Saab High Performance Driving School (Thursday, July 31),

given by the Skip Barber Racing School's team of experts at New Hampshire International Speedway, is already full. It filled up within two hours on the first day of registration. Some other track activities at NHIS were still available at press time, but were filling up fast.

Friday, August 1, features a full day of activities at the track including Lapping Sessions, where registered conventioners can drive the course at speed in their own cars with the Skip Barber instructors providing basic instruction and pace car guidance (Limited to 100 participants, \$75.00 additional fee applies.) In addition, Saab is working on a Timed Autocross Competition (\$15 additional fee) where you can test your driving skills against owners of similar cars. Also on the schedule are a Vintage Saab Race Car Exhibition, a Touring Rally, and a Hot Lap as a passenger with a

Skip Barber Instructor at the wheel. And finally, help establish a record for the most Saabs on a race track as the day is closed with a Parade Lap led by a Saab 92, the first production model, and caravan back to Waterville Valley to kick off the weekend at the Welcome Reception.

The rest of the weekend will be filled with other popular convention activities including: Saab cultural, technical and information seminars; Scenic road rally; Concourse d'Saab; new Saab test drives; swap meet; and the Friday and Saturday evening parties. New this year is a charity Golf Tournament sponsored by Saab dealers, and plenty of other non-Saab activities for traveling companions who may not be so Saab-centric. See NINES #233 for a longer description of planned events.

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Saab V4 & Sonett Klub DK

Lars-Peter Kruse
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Saab To-Takt (Two-Stroke) Club

Vagn Brunke
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Tel: +45 74 45 60 63
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Finland/Suomi (SU)

Suomen Saab-Klubi
c/o Matti Lehtola
Rantakartanontie I C 19
SF 00910 Helsinki
FINLAND
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France (F)

Saab Retro Club de France
Joel Soumagne
4, rue Goussel-Francois
F 57070 Metz
FRANCE
Tel: +33 87 63 55 15

Germany/Deutschland (D)

1 Deutscher Saab Club e V
Klaus Weissbauer
Bielefelderweg 33
D 45659 Recklinghausen
GERMANY
Tel/Fax: +49 2361 183074

SAAB Classic IG

Detlef Schneider
Stuttgarter Str. 30 a
D 7030 B+BLINGEN
GERMANY

SAAB Freunde Erftkreis

c/o Wilhelm Volk
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GERMANY

Custom & Classic 900/99 Club

Michael Carter
Mastbruchstr. 197
D-33104 Paderborn-Neuhaus
GERMANY

Great Britain (GB)

Saab Owners Club of Great Britain Ltd
Karen Piper, Membership secretary
16 Denewood Close
Watford WDI 3SZ
ENGLAND
Tel: +44 1923 229945

British Saab Enthusiasts

Neil Plucknett
30 Lynnett Road
Dagenham
Essex RM8 1RL
ENGLAND
Tel: +44 181 270 2085
Tel/Fax: +44-181-598 8440
Email USFMCPU@IBMMAIL.COM
Neil_Plucknett@compuserve.com

Israel (IS)

Saab Club of Israel
David Nameri
20 Ahronovitz Street
IS 26261 Kiriat Haim
ISRAEL
Tel: +972 4 411588
Fax: +972 4 411578

Italy/Italia (I)

Club Saab Italia Registro
Franco Stupia
Via Fiume 18
I 21020 Daverio (Varese)
ITALY
Tel: +39 0332 948087 (home)
tel/Fax: +39 0332 333036 (office)

Japan

The Saab Society of Japan
Kazumoto Yabe
3-31-26 Yokodai
Isogoku, Yokohama 235
JAPAN
Tel: +81 03 3428 8335

Luxembourg/Letzeburg (L)

Saab Club Luxembourg
Pierre Eilenbecker
35, Rue de la Bergerie
L 7441 Lintgen
LUXEMBOURG
Tel: +352 32 00 18

Netherlands/Nederland (NL)

Saab Club Nederland
Theo den Brink
Beltrumseweg 38
NL 7151 EW Eebergen
NETHERLANDS
Tel: +31 545 476706

Saab 96 Vereniging Noord

Nederland
Hiddo Smit
Kof 3
NL 9663 JS Nieuwe Pekela
NETHERLANDS
Tel: +31 597 645940

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(Friends of the Old Saabs)
Anne Andersen
H.Hakonssonsgt. 12
N 2300 Hamar
NORWAY
Tel: +47 62527177
Fax: +47 62527011

Slovakia

Saab Club Slovakia
Kutlikova 17
852 50 Bratislava
SLOVENSKO
Tel: +42-07 / 5822617

Sweden/Sverige (S)

Saab Clubs Liaison
Christian Trommer
Saab Automobile AB
F4-3 MGATH
S 461 80 Trollhattan
SWEDEN
Tel: +46 520 84703
Fax: +46 520 84235

Svenska Saabregistret

John Jonasson
c/o Jankowics
Bralunden 15
S 161 41 Bromma
SWEDEN
Tel: +46 8 258948
E-mail: martin.bergstrand@swipnet.se

Saab Convertible Club Umeå

Martin Bergstrand
Bode Boslinge
S 75592 Uppsala
Tel: +46 18 369156

Saab Convertible Club Trollhattan

Ivar Hammarstedt
A15-2 TKCT
S 461 80
Trollhattan
SWEDEN
Tel: +46 520 84463

Saab Klubben Stockholm

Ragnar Johansson
Pipersgatan 32
S 11228 Stockholm
SWEDEN
Tel: +46 8 7620771

Club Sonett Sweden

Mats Phersson
Langkarrsgatan 19
S 590 73 Ljungsbro
SWEDEN
Tel: +46 13 631 67

Saab Turbo Club of Sweden

Stig Holmlund
Kronogatan 46e
S 462 31 Vanersborg
SWEDEN
Tel: +46 90 48004

Östgöta Saab Klubb

Box 11074
S 580 11 Linköping
SWEDEN

Switzerland/Schweiz (CH)

Saab Club Schweiz
Lennart Jarenbaeck
Chemin du Signal 39 A
CH 1807 Blonay
SWITZERLAND
Tel: +41 21 943 39 16
Fax: +41 21 921 50 22

900 Cabrio Club Schweiz/Europa

Beat Berger
Neuwed 13
CH 8802 Kilchberg
SWITZERLAND

Calendar of Events

New England Sonett Club & Green Mountain Saab Club

June 15 - Hildene Classic Car Show,
Manchester VT.
Bruce Welch, 802-276-3356.

New Jersey SAAB Enthusiasts

April 27 - Tech Clinic, SAB Medic,
908-223-4866.
June 22 - Rally
609-924-5101

Turbo! (On-the-road)

May 3 - Tri-State Tour (NJ, NY, DE), 9:30 am.
Meet at High Point State Park, NJ.
Larry West, 201-748-7431

1998 International Saab Clubs Meet

July 31-Aug 3, 1998 - Saab Owners Club
of Great Britain.

Carlisle Import & Kit/Replicar Nat'l's

May 9-11 - Carlisle, PA. 717-243-7855

37th Annual Sports Car Olympics

Aug 30-Sept 1 - Boreal Ski Area near
Truckee, CA.
Tammi Hull, 415-892-4696.

1998 National Saab Owners Convention?

Now is the time for clubs to be thinking about future events. We should be planning conventions several years in the future, but there doesn't seem to be any club willing to commit that far in advance.

Saab Cars USA is offering to assist an organizing club with the much needed up-front funds to put on a national convention. All your group needs to do is provide the manpower.

For more info on putting on a convention, contact Tim Winker at 218-729-0826 (9am-5pm M-F), or Elke Martin at Saab Cars USA, 1-800-GET-SAAB.

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Clubs & Contacts

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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.
E-mail: saab_club@prodigy.com

Boulder SAAB Club

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

Carolinas Saab Register

Jason Henske
2830 16th St. N.E. Apt #99
Hickory, NC 28601
704/256-9211
E-mail: NCSaabreg@aol.com

Central Penn SAAB Club

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

Delaware Valley SAAB Club

Pat Bolmeyer
1311 Clifford Road
Oak Hill
Wilmington DE 19805
302/994-2173

Great Lakes SAAB Club

(Western Michigan)
Jim Laman
617 Beechwood
Holland MI 49423
616/335-5215.
E-mail: lamanjim@juno.com

Green Mountain SAAB Club (Vermont)

Cathleen Pembroke
RFD #5, Box 2758
Montpelier VT 05602-8812
802/223-0025
E-mail: sbprods@earthlink.net

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.
E-mail: sbprods@earthlink.net

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
E-mail: orzano@compuserve.com

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.

San Diego SAAB Owner's Group

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

On-Line Clubs:

The Saab Network

<http://www.warp.org/tsn.html>
Scott Paterson (saab@warp.org)

Turbo! the Saab Digest

<http://secret-secret.com/turbo/>
Rob Lodes (rob@secret-secret.com)
Larry West (larry.west@pobox.com)



Technical Talk

Ugly wiring

I recently spent a very frustrating weekend trouble-shooting a puzzling starting problem on my '86 900T that I could have avoided if my memory was better. I'm sharing this in hopes that others may avoid the hours of head-scratching that I went through (not to mention the three-way conversations I had with myself) while finding and fixing this problem.

It started - or more correctly, didn't start - with an intermittent starting problem. Turn the key and: nothing. Lights worked, but nothing else. After a few weeks of this, I scheduled the Saab into the local service bay (my garage) for maintenance. I had replaced the ignition switch within the past few months, so I tentatively ruled that out. A little surgical hammering had seemed to do the trick whenever this happened, so "Must be a relay dying a slow death", I thought, "better get into the diagrams to figure out which one". HAH!

So, I got my digital multimeter out and checked the relays (which ones? Hell, I don't remember ... all of them!). Okay, I'm not an EE, but as far as I could tell after a cursory check, the relays on the fuse block were operating normally. Next, I removed the ignition switch (a 10mm Craftsman socket ground to fit works great for removing the triangular nuts on the housing) and checked it using the diagram on page 371-7 of the Bentley manual. No problems here, either. Now here is where I could have saved myself some time and anguish (and beer) if I had a better memory.

Cut to a wind-blown, snow-

covered apartment parking lot in East Grand Forks, MN in January, 1980. My '72 99E (what a fun car) had an intermittent starting problem and I had just replaced the ignition switch (hmmm... sounds vaguely familiar), confident that I had just fixed my problem. I tightened the last screw, stretched my aching back, turned the key, and: NOTHING! It was 2:30 PM and the sun was going down, (really) so I quit for the day and headed to the Spud Bar for a few beers. I sat there for a few hours, thinking about the possibilities and came up with two likely ones; power to the switch and power from the switch, both easily checked with a multimeter.

The next morning, I did just that. I knew which wire carried battery voltage to the switch and which one carried battery voltage from the switch to the starter. It turned out that I wasn't getting good voltage to the starter, so now I knew the problem was between the switch and the starter, but where? A glance at the wiring diagram told me that there was a multi-pin connector downstream of the switch, which seemed like the most likely place for a short.

I traced the wire, found the connector, opened it up, and found a mess. Over the years, and after thousands of starts, the connector had arced and moved around and corroded so much that it was no longer making a good connection. In fact, there was so little left of the male and female ends that I just snipped them off and soldered a jumper wire in place, bypassing the multi-pin housing completely. **PROBLEM SOLVED!**

Back to the present. So, there I

was in my garage, with the front seats out, console out, carpeting folded over into the passenger side, tools strewn everywhere, head in hands, weeping in frustration... Okay, I wasn't weeping, but I was stumped. Then, like a bolt from the blue, I remember the Spud and my episode with my '72 99E (what a fun car). I located my meter in the pile of tools and checked the voltage going to the starter with the key in the "Start" position, and guess what: book says it should be at least 8 volts, meter says it's 1.3 volts. A look at the diagram shows a multi-pin connector between switch and starter (AHA!). I located the connector on the left hand inner fender well and pried it apart and ... YES! Corrosion! Dirty, black, ugly corrosion! What a relief! Yes, relief. If you've ever spent hours fixing something, you'll understand.

Anyway, I cleaned the connectors, checked the voltage and put everything back together (no parts left over, either) and have had no starting problems since. The moral of this story is, "There's always a cold beer in my 'fridge and a Saab (and Austin-Healey and Volvo 1800ES and '62 Bonneville) in my garage, so drop in anytime."

Next project: Timing chain (or maybe engine rebuild...thanks a lot, Tim. You had to put that article in the last issue of NINES didn't you).

One last thing: I've been a steady subscriber to NINES for a long time, and subscribe to several other club newsletters, as well. Tim, you've done a great job with NINES. The tech features from Frank Freeman, Chuck Andrews, et al, Doktor Nio's section (whomever he may be), and all the other info you put in each issue are a great help to guys like me who enjoy working on their own cars and want to keep them in top condition. Keep it up.

Grant Gongoll
Memphis TN

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.

Stroker water pump request, Stroker alternator assist

Help! After transferring the same water pump from one used engine to another, it's finally dying. I've basically used three water pumps in 260,000 miles (and over 30 years - now that's durability). The car is my '66 long-nose 3-carb stroker and my BMW/Saab dealer hasn't heard of such ancient relics as 2-stroke cars (nor of Isettas, for that matter). Does anyone know of a source of water pumps, or of anyone who rebuilds them, or (definitely the last resort) good used ones?

I'd also like to provide a tip that should be of great value to any 95/96/97 owner, strokers or purveyors of that great cast-iron Fordish lump of a V4. Rather than rebuilding yet again

the overpriced Bosch generator/alternator, one can easily drop in a GM-type (Delco) one-wire alternator. Its mounting pivot is slightly narrower than a Bosch so it can be easily shimmed to perfection with a few washers. It's a true bolt-in, folks, and it's 80 watts for sixty bucks from J.C. Whitney. Of course, I'll never use that much; in fact I'm not sure that the stroker even puts out that much, but it's nice to know it's there.

What, put a GM part in a Saab? I guess it doesn't seem so outrageous these days; after all, it's not like putting a Saab badge on an Opel! And before the Saab purists turn on me, please remember that Saab used many Lucas electrical (and I use the word loosely) components on our Real Saabs. At least Delco parts work most of the time.

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Sale! Exhaust Systems and Ducts!

After 7 years, we have finally had to raise the price on our exhaust systems. SAAB exhausts are now priced from \$329 to \$345. The systems are now made of aluminized steel tubing as opposed to the old method of powder coating, so they will last even longer than the systems we built in years past. Power increases and sound are still the same as you have come to expect from Group 6, on average a 7 to 10 horsepower increase with a slight improvement in fuel mileage. These systems are complete from the catalytic converter back, and are easy to install, since they use all the stock hangers. We include new heavy duty clamps, gaskets and bolts as required. Just bolt them on and enjoy the extra power and deep throaty sound. Don't you wish you had ordered yours before the price went up?

Okay, Okay. For SAAB club members only we are extending the old price until May 15. Order any exhaust system and we will get it to you for the old price! Don't forget, if you have a non-turbocharged 900, 8 valve or 16 valve, we also have headers for your car for just \$295. They make a big performance difference!

As a bonus, if you have a SAAB 900 turbo, 1985 - 1989, you really need to replace those cast aluminum ducts with something that flows a little better. Our custom ducts flow a LOT better, and they look great under the hood, too. The ducts are \$85 each, or \$150 for the pair, but between now and May 15th, you can get a set for just \$125! That's a great deal on a great product. These gold zinc plated ducts are a snap to install. Show everyone who looks under the hood that your SAAB is ready to go!

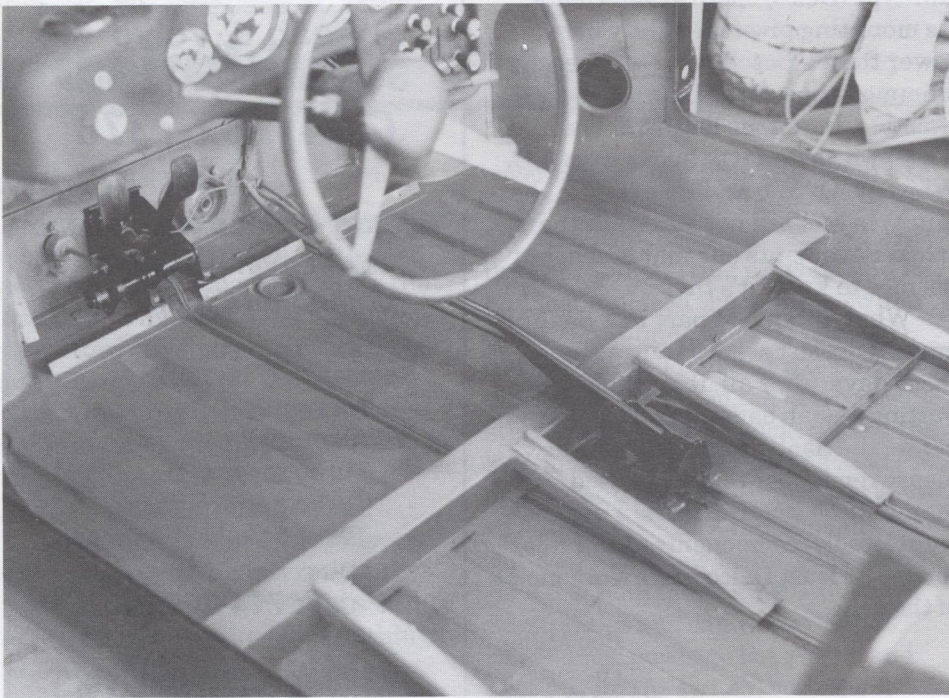
Either of these products will help bring your SAAB to life, and during this same sale you can score our Air Inlet Kit, with a lifetime K&N filter for just \$70. That's another \$10 savings for you. Get off on the right foot this Spring. Put some extra go in your SAAB from Group 6!

Sale ends May 15th, 1997. Don't miss out on this one!

Group 6 Performance

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

Sonett Floor Pan Refinishing



Fourth in a series of articles on Sonett restoration by Bruce Turk, VP, New England Sonett Club

By now your Sonett is between 23 and 31 years old and will surely benefit from floor pan refinishing. The old undercoat and seam sealer have outlived their usefulness and should be replaced. Don't be surprised if you discover rust in areas that you never dreamt possible! For now we'll leave rusty floor panel replacement for another article.

Sonett floor pans are of a monocoque design, multiple pieces of flat and corrugated steel are spot and arc welded together to form a rigid unit without the use of a conventional frame. The monocoque design provides superior strength and light weight - a perfect combination for a sports car. Unfortunately, this design also provides the perfect environment for rust. After the undercoat and seam sealer deteriorate, water can enter the many panel seams. Through capillary action, the water travels the full length of the seam. To

make matters worse, Saab applied the seam sealer over raw metal, so there is nothing to inhibit the formation of rust in these areas.

Preparation

Body removal is not necessary, but will certainly make for an easier and more thorough job. For body removal instructions see NINES #231.

Drive the car onto a plastic sheet or tarp. A hard level surface is a must. Block up the car to the desired height, keeping in mind that you will be spending dozens of hours under the car looking up. Safety should be your primary concern; the car must be able to withstand the forthcoming beating, banging, scraping and cursing without shifting on the blocks. Remove the exhaust system and wheels. If the body has not been removed, cover the car with a suitable tarp to protect the finish.

Undercoat removal can be accomplished in several ways. Some methods are much better than others. The following is a brief overview of the most common methods:

The torch method

Heat the undercoat with a torch until it begins to melt, then scrap away with a putty knife. Aside from the serious fire hazard, toxic fumes, risk of burns and sticky mess this is a great way to go ... NOT! Save the torch for plumbing jobs.

The sandblast method

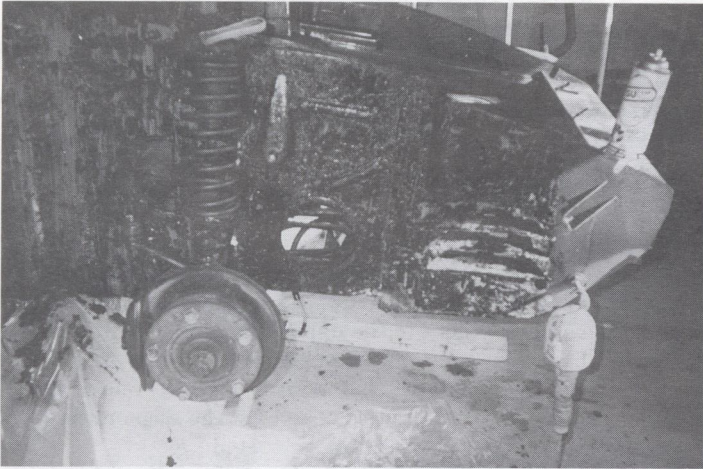
Sandblasters can be rented by the day or you can hire someone to come to your home and do the job for you. Sandblasting is a quick and thorough way to remove undercoat, albeit dusty. You must methodically cover all areas you do not want the sand to reach. If your pan has any rust holes, sandblasting will surely find them.

The degreaser method

Spray liberal amounts of "Gunk" or diesel fuel onto the undercoat. Apply once a day for about four days. After awhile the undercoat will literally begin to drip off the pan. Now you know why your car is parked on plastic. Using a sharpened putty knife, scrape off the undercoat. Degreasers give off some pretty strong fumes so keep the work area well ventilated.

The paint remover method

Buy a gallon of commercial quality paint remover, a chemical resistant paint brush, rubber gloves and goggles. Apply the paint remover, wait approximately 30 minutes and scrape off with a sharpened putty knife. A second application of paint remover will be necessary to reach bare metal. Wipe off the second coat with rags instead of using the scraper. Personally I like this method of undercoat removal best because it's fast, effective and inexpensive.



Removing undercoating using the degreaser method.

Removing seam sealer

The following steps apply to the passenger compartment side on the pan as well as the underside

After removing the undercoat, it's time to remove the old seam sealer. Using a wood chisel and rubber or wooden mallet, chip out the seam sealer. Take your time, removing the sealer from deep within the seam. Once removed, clean the seams with a commercial metal preparation of paint thinner.

Treating the seams

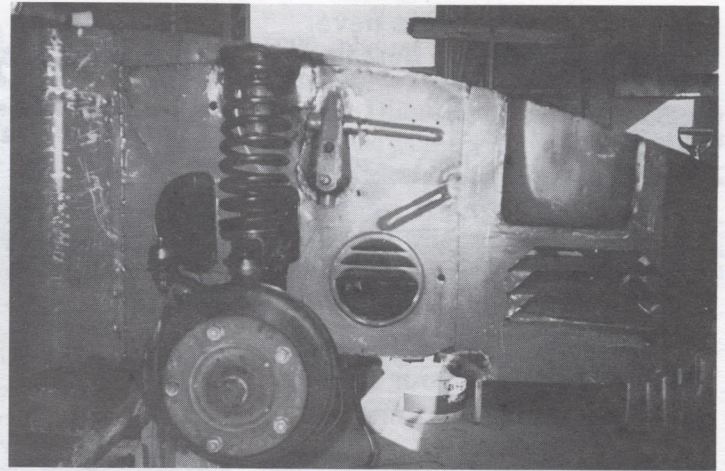
The seams should now be treated with a rust stabilizer. Rust stabilizers chemically "kill" rust, preventing future corrosion. The stabilizer should be brushed in, penetrating the seams. The stabilizer should also be applied to all rusty areas of the pan. If your pan has flaking rust it will be necessary to clean these areas with a wire wheel or sander before applying the stabilizer. Recommended rust stabilizers are: Miracle Paint by Bill Hirsch Products @ \$24 per quart plus shipping (call 1-800-828-2061) and POR 15 @ \$29 per quart including shipping (call 1-800-777-6715). Make sure that you allow the stabilizer to cure per the manufacturers instructions.

Primer

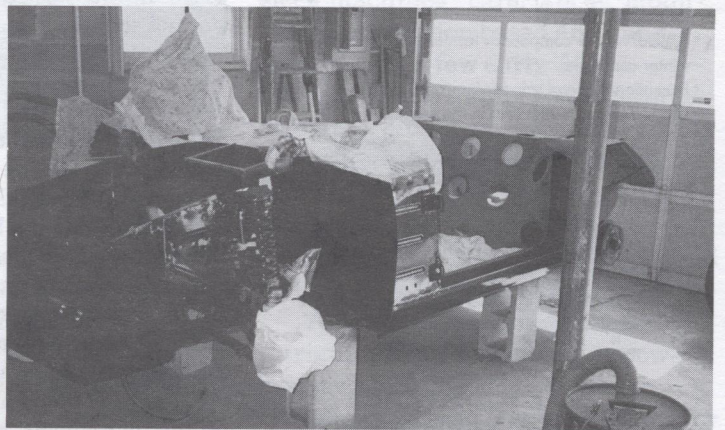
The pan should now be painted with primer. Aerosol spray primers will get the job done but for maximum rust prevention a high quality brush on primer should be used. Recommended primer coating: Super Black Chassis Paint by Bill Hirsch Products @ \$21.95 per quart plus shipping (call 1-800-828-2061), Zinc Chromate Paint, available at most automotive supply houses, will also provide excellent protection.

Seam sealer

The next step is to apply the new seam sealer. Seam sealer is available from auto parts stores in two varieties;



*Above: Front wheel well after undercoat removal.
Below: Completed floor pan with show quality paint.*



brush on purchased by the quart and caulking gun style. For a smooth finish, put on a rubber glove, dip your finger in paint thinner and smooth out the sealer. Allow the sealer to cure overnight.

Painting the chassis

Now, it's decision time. You can fine sand the primer and apply a coat of paint and clear coat for a show quality finish, or you can spray on undercoat for a stock appearance. A painted pan will require routine waxing and touch ups. It will also result in increased road noise. Undercoat, on the other hand, is easy to apply, reduces road noise, but can actually conceal future rust formation. Undercoat can be purchased in aerosol cans just about anywhere in two varieties; rubberized and non-rubberized. I recommend the rubberized as it applies more evenly and dries faster than the non-rubberized.

After completion, annual inspections and minor touch ups should be all your car needs to remain rust free for many years to come.

All-season tires were never designed to be the best tires in Winter!



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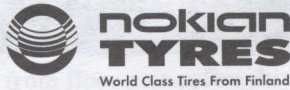
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Ring a Ding

by Larry "Stroker" Williams

Surprise? No, Shock!

My 1964 Wagon had those two irritating habits of most 95's. One, the back end bounces up and down! And two, the wagon would lift when engaging the clutch. The latter I'm told is the phenomenon of the final drive pinion gear trying to climb the final drive ring gear. What it feels like is getting your spring wound before it turns you loose!

I figured the problem was those funky Armstrong lever shocks on the rear. They never leaked but after 34 years they just gotta be weak and I wanted some heavy duty killer shocks back there.

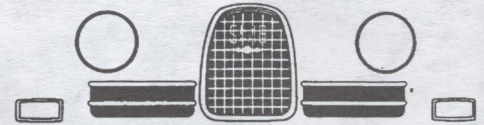
I didn't care for the kits with a tube protruding through the floor, so I decided to make my own brackets. I wanted the new shock to use the stock lower mount, and hopefully I could mount the upper end to the same old base plate used by the Armstrongs'. That trick would require a creative angle of operation. Hmm, race car shocks will work laying flat, and I could get creative with a bent 2-Stroke con rod as some sort of lever....

I got the 95 up on jack stands, pulled off the rear wheels, released the axle straps, disconnected the shock linkage, and removed the springs. The axle was now free to move; I had my tape measure, notebook, six pack, a stool to sit on, and I was ready to play Suspension Design Engineer!

The first thing I wanted was the total length of movement for the stock shock. Well damn! It took two hands to move the lever! If Gomer Pyle were watching me, I would have heard him say, "Soo-prise! Soo-prise!"

That left only one other choice to fix the bounce. I cut two coils off a pair of 96 front springs and put them under the back of the wagon for a test. The bounce was gone and the wagon now moved forward immediately when you let out the clutch.

Empty, it's a little tall and a little stiff. With a spare Stroker engine loaded into the back, the wagon looks and rides real fine!



I used a small parting wheel with my Dremel tool to cut off the coils. The end of the spring with a "flat" ground on it goes to the upper body support. Cut the coils off the opposite end. When replacing the spring rotate it so the end of the bottom coil is against the stop on the lower spring support plate.

I hate to admit it, but there is nothing wrong with those old lever shocks.

Disappearing Brass

Jerry Holte called me and said his 66 Monte Carlo was making munching sounds. He dolly'd the car down from Rochester and I heard the munching sound when we rolled the engine over but no "whooshing sound with a thumb pressed over the middle spark plug hole. Removing the air cleaner revealed the front and middle carbs were missing the air correction jets. I told Jerry if he ate that much brass he would do more than make munching sounds!

We scattered the engine on the shop floor, no jets, but we saw the path they took. The middle jet on it's way to the crankcase took a bite out of the piston skirt the size of a dime. Then all pieces went up the transfers and out the exhaust port with no more mechanical damage. But without the jet, the open stand pipe to the emulsion tube became the jet and leaned out the mixture which in turn torched off the top of the piston. We saved the crank but it took a while to clean off all the aluminum stuck to the cylinder wall!

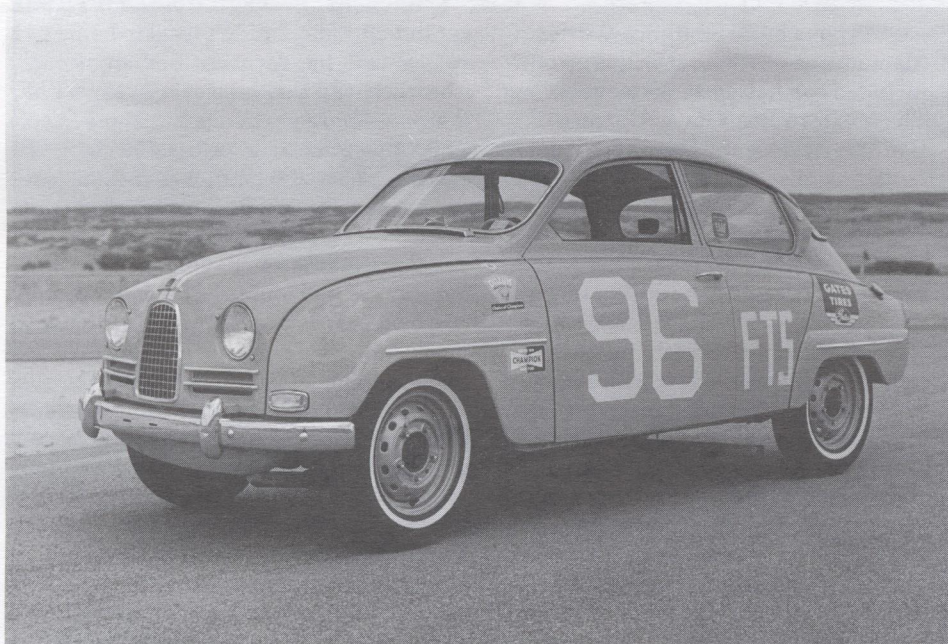
The front cylinder sucked in the same air jet and it made the same trip unscathed till it got to the exhaust port when it caught the top edge of the piston while exiting the port.

We fed a piston to the middle cylinder and reused the front piston after reshaping the head a little with a file.

Moral: Check the jets regularly, use Loctite, and pray to the god of two strokes!

Stroker

Saab at Bonneville



On the way back from the Saab Convention in California this past summer, we took I-80 specifically to go past the Bonneville Salt Flats. Ever since I was a kid, I have been fascinated with the exploits of men trying to break the Land Speed Record at the famous salt bed. How

well I remember the head-to-head battle to own the record that went on one summer between Art Arfons in his Green Monster versus Craig Breedlove's Spirit of America.

I had been past the Salt Flats several times before, most recently

while running One Lap of America in 1990, when we stopped for a few moments at the overlook for a driver change. Diane had never seen that part of the country and asked specifically if we might go near the track.

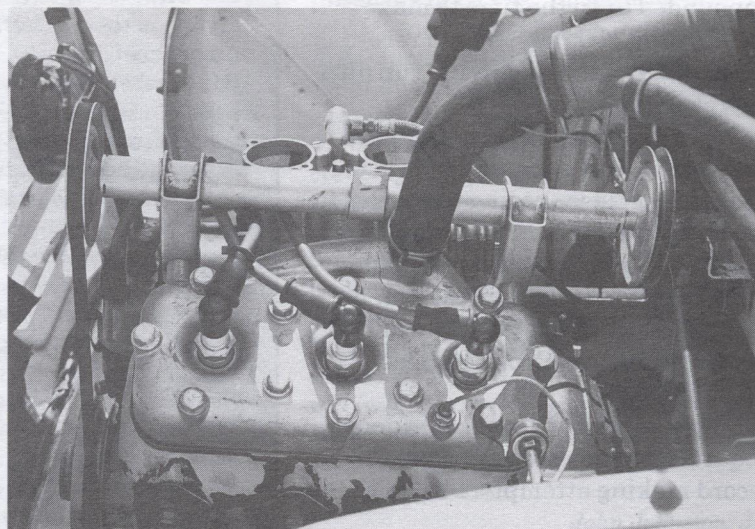
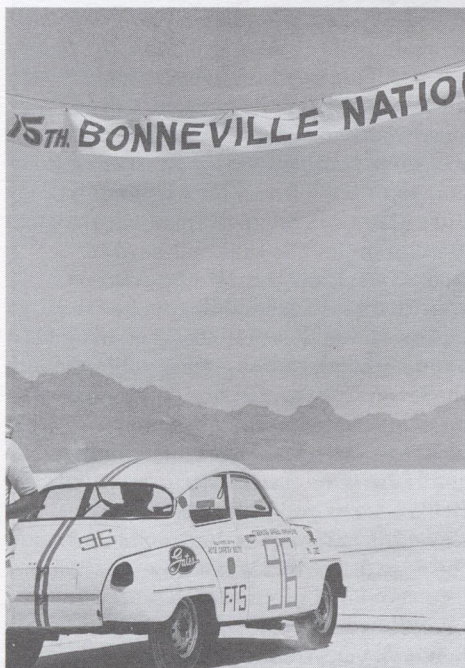
We spent the night in Wendover, Nevada, in order to see the Flats by daylight. Imagine our delight to find the Southern California Timing Association was running their annual Bonneville National Speed Trials - Speed Week on the salt! We paid the \$5 admission fee and wandered the paddock area for several hours, talking to drivers, crews and workers, marveling at the detail work on most of the vehicles. There were plenty of sleek machines - cars, trucks, motorcycles, production based and hand-made. Quite a few early '50s Studebakers are still used in record attempts, plus some later model Avantis. There were several imported sports cars and sedans including a Volvo 122, a Datsun 210, an MGA/Chevy, a Mazda RX7, a Fiat X-1/9 and a 998cc Porsche/VW 914.

Among those that I found most intriguing were a streamliner powered by a 500cc Godden single-cylinder motorcycle engine, aiming for

Above: The 1962 record breaking 96, looking very stock.

Left: Leaving the starting line for the 1963 record attempt.

Below: The 850cc Saab engine, ready to make a record attempt with the addition of a Solex dual downdraft carb and the cooling fan removed.



a record of 148 mph; a Nissan pickup with a 16-valve, 4-cylinder, shooting to top 150 mph; and a 1971 Citroen D-Special with a big block Chevy engine topped with a massive supercharger, looking to break a record of 221 mph!

Several machines made their qualifying attempts at the records in the "cool" of the morning (temperature only in the 80s), but the tracks were quite far away from the spectators so it was difficult to see anything more than a silhouette speeding across the horizon. First there was a low roar from the south, then we could make out a small dot heading across the flats. Sometimes you could make out what it was as the silhouette whizzed by. An announcer would call off the speeds at the quarter mile, mile, 2 mile, and so on, depending on if they were on the long course (7.25 miles, for cars that can exceed 175 mph) or the short course (5 miles). Both courses have a two mile approach with the first timing light there. The short course has timing traps at the first quarter of the third mile and at the end of the third mile. The long course timing traps are at the end of the third, fourth and fifth full mile.

After passing technical inspection, a vehicle must Qualify for a record attempt by beating an existing record by 0.001 mph. Since records are established by a two way average of the same physical mile, the car is impounded until the time to make return runs. The speed for a record is the average of the qualifying run plus the return run.

As we talked with some of these folks, we shared our own road racing, PRO Rally and ice racing tales. But in the back of my mind I kept thinking, "That 99 body is pretty aerodynamic. I wonder what class it would run in? Or how about a Sonett? And what is the record for two-stroke engines under 1000cc?"

This, of course, led me to wonder about Saabs that have been used in record making attempts. I knew that

The view from the starting line

by John Johnston, Jr.

As your basic Southern California motorhead whose dreams included competing at Bonneville, The Mexican Road Race (Carrera PanAmericana), the Pike's Peak Hillclimb, and the Baja 1000 (Ensenada to La Paz off road race), I've been very lucky in this life to have done some of my dreams. Part of the reason I have fulfilled some of these dreams is the SAAB automobile itself. SAAB people stick together and like to include other true believers in their projects. I've been lucky to have known some really great folks.

I've run both Bonneville and the Baja 1000 I've done many times with pleasant results. I am very close to realizing the Mexican Road Race dream, as the race has been revived as a Vintage race and I just happen to have a SAAB 93 which will qualify. Of course in the last 28 years of SAAB ownership I've done a lot of other fun things but they just happened, they weren't dreams.

Bonneville is one of the truly strange places on the face of the earth. White salt bordered by light brown mud.

The Bonneville experience starts at the Stateline Hotel in Wendover, Nevada. Great place. Make sure you reserve your room at least a year or more in advance. Next you and your machine should present yourselves at the "airport" for tech inspection. The airport is the old World War Two B29 Atom Bomb training base that Col. Paul Tibbets used. Lots of history here. The next day they allow you to travel across the salt to the pit area. It used to be a short trip from the end of the paved road, but years of commercial mining of the salt from the area have done their work. Now you must go a very long distance to where the salt is thick enough to race on. Then you've got to go a little farther to get to where it's dry. The chemical company that removes the salt floods the place to move the salt on to their work area.

Upon arrival at the pits you set up your work area and get ready to

get in line. There didn't used to be such a wait, but racing at Bonneville is fairly cheap thrills so every year there are more participants. Sometimes there are as many as 450 entries, so 5 and 6 hours between runs is now the norm.

Once in line you do things to keep boredom at bay and to stay cool. On hot, bright days you can get sunburned in some really odd places, like the underside of your nose! The salt is a real good reflector. Broad brimmed hats help, but sunscreen is mandatory.

At the line you will be strapped in at least six cars from your start. Three lines of cars and bikes launch one after the other as the course is cleared. In the thick Nomex driving suit you will sweat your brains out waiting. The line for those aiming to go faster than 185 mph takes the longest per car as there is lots of fussing about. Don't get behind a van towing a bike. Once they get to the front of the line they unload four more. It will add another hour to your wait while guys who started way behind you in the next line are racing.

Once you get to the front, Bob Higbee, the starter (for life, it seems!), will tug on your shoulder straps. This guy builds boats for a living and he's real strong so make sure your back is straight! Otherwise you won't be able to see over the dash and you'll walk funny for a while. Sure glad the crotch strap adjustment is under the seat and hard to find! Bob closes the door (assuming your in a real automobile) pushes the button on his belt mounted microphone control, radios your number to the tower, gets an OK and gives you a nod. It's that simple. At your pleasure you let out the clutch and get under way. Try not to tear up Bob's wire as you pull away. Sometimes his helper gets distracted and the wire is left in harm's way.

What happens next depends on how well you've done your homework.

Bonneville continued on page 36

The acceleration and noise is real exciting. First the One Mile marker comes into view, and you pick your lane. You want to get the power to the ground and you do that by steering to the smoothest, driest salt. When you reach the Two Mile mark you are into the first clock. There is a quarter mile clock which will give you a time. If you believe you've reached Qualifying speed, you can now shut down and pull off the course to the right, or you can see if your machine has more speed left by the Three Mile clock. To qualify for a Record Run you must exceed the existing record. It can be in the quarter mile or the mile, it doesn't matter.

Record runs start very early the next morning. For record runs you will get your two miles to get up to speed then a full timed mile. One hour later you will be required to turn around and run the course in the opposite direction. The average between the two runs is either called a record or an attempt.

Driving the course is a real HOOT! Once you've said Adios to Bob you go through the gears (hopefully with some kind of strategy), moving the car up to speed as quickly as possible without straining anything. Again by the One Mile you'll be scanning the course for the best traction and smoothest area. The salt is graded and is flat but there are rough patches and shallow bumps. These steal speed and need to be avoided. You've got to get the power to the ground and smooth driving helps. It still takes finesse to go fast. The fewer driver inputs the better.

The sensations you will get are like nothing else I've encountered. Even the twenty-two mile long, full-throttle section in the 1989 Baja 1000 did not exactly compare. Neat stuff!

On a truly good year the really fast cars - the streamliners - get a full nine mile course at Bonneville. If you're lucky, you may just get to see a streamliner exceed 400 mph. This is really a thrill from the return road, you are so close to the action. The majority of all the race cars will use only the short course.

The air pressure up front puts one hell of a load on an engine and you won't want to travel too long at the red line. The minimum distance required to set a record is 8.5 miles (qualifying and return runs). Some engines are completely shot by then!

If successful in your Record Run you will be required to tear down your engine and provide a gasoline sample. A good tip is to check each cylinder for bore and stroke when you build the engine. You will be surprised at how they vary and you don't want to be oversize.

I like the SAAB at Bonneville. Because it has front wheel drive a SAAB has never spun at the salt or the Dry Lakes. Jaguar XKEs may go airborne at 150 mph, but SAABs never have shown any bad behavior.

The limitation of the SAAB at Bonneville has been the gear ratios. The best 93/96/97 ratios will limit you to about 100 mph, plus or minus 10 mph. One of my active projects is to install a Volkswagen transmission with a Webster or Hewland 5-speed gearset into a Sonett, using an adapter made by Kennedy Engineered Products. This gearset in a Karmann Ghia has gone 133mph. I have a stroked V4 engine that set a record at 118 mph that I think could top 140 with this gear set easy.

If you plan to build a 99 or 900 you are still limited to about 155 mph with stock gearing; this by using the late 3.67 ring and pinion and the 5-speed primary gear sprockets of 32/25. From there, you'll have to use larger tires to go faster.

Generation Two 900s could easily benefit from a custom made ring and pinion. But if you're going to spend the money on a new 900 race car you might prefer a custom made 6 or 7 speed transmission.

Once at El Mirage Dry Lake in California, I stood in line with the 96. A dude wearing Carroll Shelby's hat strolled by. He noticed the SAAB was running in the under 2-liter sedan class (G Production). He asked me how fast I intended to go. I honestly replied that 106 mph was probable. He laughed - at me and the SAAB - RUDELY! Then without another word he strolled off, even more puffed up. My run was over 107 mph. The hat guy was driving a Cosworth Vega 16 Valve - very high tech for the day and also in G Production. I arrived back at the starting line to get my timeslip just as the Cosworth launched. Julian Doty handed me my slip as the announcer said "83.58 mph on the Cosworth". Julian told me later the Hat looked like he'd won the lottery before he got his timeslip; afterwards he

looked like he'd been shot. Could not believe it, lots of drama and rechecking of records, but 83.58 stood. The Vega and Carroll Shelby's hat disappeared. Later that day I saw Mr. Hat with a friend and his race car. I also found the Vega with Ole Shel's hat on the back seat parked as far from the real race cars as possible. After that I never saw the Cosworth again.

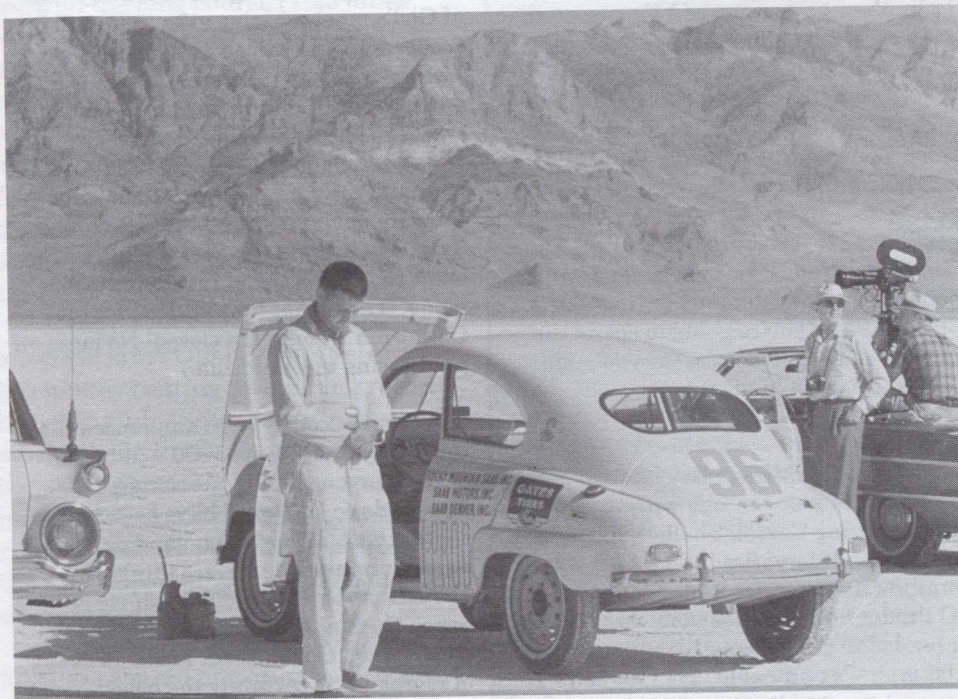
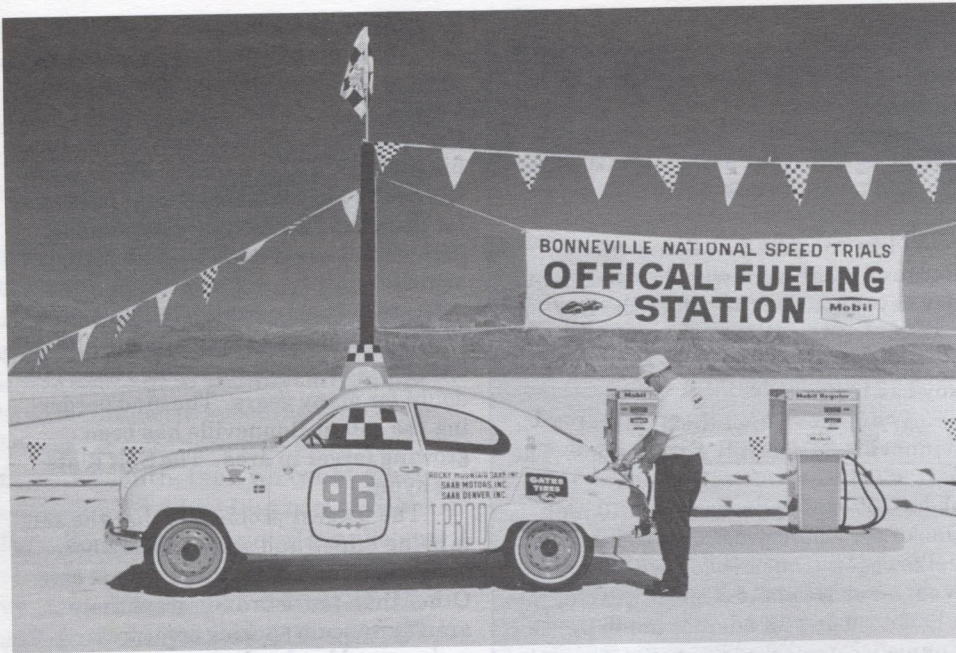
Continuing to use the Bonneville Salt Flats as a race course has been in doubt for many years. The mud bordering the salt at Bonneville has been growing larger in area. The Salt Flats are dying.

The biggest problem is that the salt is being mined and shipped elsewhere. It seems the environmentalists don't care. Other than tourists and racers there aren't any scum sucking creatures endangered by the thousands of gondola cars that are hauling the salt away. One of God's most massive gifts to us will be scooped up and carted away, gone forever... and no one cares! The latest guess is that Bonneville will be ready for tract housing in about 15 years.

If you happen to belong to the Sierra Club you might dare to ask them why they are not doing anything to save the Salt. Then again the Sierra Club might want the tourists and racers to stay home. (Look what they've done for the California Desert. It's closed! No more off road racing in California.)

It has recently been announced that the 30th annual Baja 1000 will be run once again on the Classic course: Ensenada to La Paz. I have been in contact with my old friend and partner Arne Gunnarsson. We are thinking about dusting off the old 96 off-roader for one more run. Arne is a fine engineer who refined this car over about 15 years of racing. It is certainly the oldest (most races run) and most successful (most races finished) off road race car ever to turn a wheel. If it is raced this November it may be the last time. I hope the car goes out a winner and then is preserved. This valiant little 96 has certainly earned a place of honor somewhere. A win (which is very possible) in the Baja 1000 could well be the final international rally victory for a 96, 18 years after it's production ceased!

*John Johnston, Jr.
Carson City NV*



Bonneville

continued from page 34

Dick Catron of Denver set records in two-stroke Saabs in 1962 and again in 1964. Catron was owner of SAAB Denver, a Saab dealership, and Rocky Mountain Saab Inc., Saab's West Coast distributor during the 1960s.

In 1962, Catron took a new Saab 96 to the Bonneville National Speed Trials to take a shot at a record speed, then in the low 80 mph range and held by a VW Beetle. Catron's 96 had an engine built by Saab Motors (the predecessor of today's Saab Cars USA) under the direction of Bob Wehman. Starting with a Qualifying Speed of 101.99 mph (helped by a tailwind), Catron went on to establish a record in Class F Touring & Sports of 98.079 mph. Early in the day, the Saab established a record of around 93 mph, but Catron kept running the car, setting new records five times, up to the final record of 98.079.

Catron and the 96 went back to Bonneville in 1963, but the record was taken by an Alfa Romeo which set the speed at 104.406 in I/PRO (Production class, 0.76 to 1.00 liters).

So Catron went back again in '64, this time with a SAAB 93F, believed to be slightly more aerodynamic, equipped with a 940cc engine built by Saab's competition department under the direction of Rolf Melde. (That engine is still in the Saab Car Museum in Trollhattan.) In addition, Gates Tires supplied oversize tires that had been shaved to minimal tread depth. The theory was that the tires would have less rolling resistance and provide a little higher speed at maximum engine r.p.m. Catron set a qualifying time at 107.39 mph, and established the new I/PRO record at 105.453 mph. Though the Saab was qualified to make another attempt at the record on the last day of the trials, the rains came and the course became soft, canceling remaining runs for that year.

Top: The factory-backed 93F used for the 1964 record runs.

Above: Dick Catron makes some last minute preparations on the Saab used to set records in 1964.

| | | Bonneville | | | El Mirage | | |
|---|---------------|------------|---------|---------|-----------|------------|-----------|
| | | /PRO | /PS | /GT | /PRO | /PS | /GT |
| F | 2.01L - 3.00L | 164.641 | 199.036 | 168.721 | 145.828 | Open (160) | 158.95 |
| G | 1.51L - 2.00L | 139.916 | 196.824 | 157.805 | 137.976 | 164.264 | 144.671 |
| H | 1.01L - 1.50L | 131.769 | 158.982 | 135.89 | 133.53 | Open (135) | 131.77 |
| I | 0.76L - 1.00L | 123.224 | 106.393 | 121.779 | 109.739 | Open (125) | 107.655 |
| J | 0.51L - 0.75L | 86.935 | na | 80.143 | 72.838 | Open (80) | Open (70) |

Southern California Timing Association records from the 1996 rule book.

Saab Club members John Johnston, Sr., and Jr. of Carson City, Nevada, are also members of SCTA. They have run Saabs several times at Bonneville and the dry lake beds of El Mirage (1.3 mile course) and Muroc since 1976, including some 96s, a couple of Sonett V4s and a 99. John Senior set a record at El Mirage of 118.42 mph in the Sonett V4 in the G/GT category (2-seat production cars, 1.50 to 1.99 liters) in 1981, using a V4 engine that had been stroked to create a displacement of nearly 2-liters. The record was broken by a factory-backed Ford EXP built by off-road racer Bill Stroppe later that year.

John Junior ran a 99 one year, geared to reach a speed of 155 mph, but was only able to manage 122 mph due to an electrical problem. He planned to make another attempt a year later, but the event was rained out.

Can a Saab make a run for a record at Bonneville or the dry lakes? I believe it can happen. But which Saab, and which records?

As production cars, the naturally aspirated models would run in the SCTA's "Production Coupe and Sedan" category or /PRO, while the Turbo models would run under "Production Supercharged" or /PS.

Starting with current production,

Saab's 225 hp 9000 Aero should be able to set a record in F/PS at El Mirage, where there is no current record. Properly modified, a 2.0L 900 Turbo should be able to make a run at G/PS at El Mirage. The problem of running at El Mirage is that the course is shorter, so the car would be more likely to run out of track before it has accelerated to its potential top speed.

It would probably take the engineering department at Saab Automobile AB to take on either the F/ or G/PS records at Bonneville, as the cars would have to exceed 200 mph to guarantee a record. Saab has plans of introducing a special edition 900 Turbo with a projected 250 hp in 1998 or '99. A record at Bonneville followed by aggressive advertising of the feat might help them to sell a few more copies of that car, or at least generate some traffic in the dealer's showrooms to sell some other Saabs.

Using a spreadsheet that calculates road speed based on gear ratios, tire size, final drive and engine speed, the numbers show that a 99 or 900 with a 3.67 ring and pinion and the 0.78 primary drive, equipped with 195/65x15 tires, should be able to exceed 150 mph at 6,000 rpm. That would be good enough to establish a new record in the G/PRO class at either course. My choice would be a

16-valve 900 3-door.

The V4 Ford engine that Saab began using in 1967 is 1498cc, so would fit into H/PRO, where the choice would be a 96... or a 95! Either the Sonett V4 or Sonett III would run in H/GT (/GT category is for two-seat sports cars). Due to the gearing in the stock V4 transmission, the estimated top speed would only be around 110 mph. However, any transmission, as long as it retains FWD, may be used. John Johnston figures a Webster transaxle designed for a VW could provide the gearing for a run at about 140 mph.

Saab's 750cc engines would be in the J classes, again with a 96 or 93 in /PRO and a Sonett in /GT. Erik Carlsson recently set a Swedish flying kilometer record of 99.046 mph in a Sonett I (see NINES #232), so the possibility of setting a new record in the U.S. is likely.

This is all mere speculation on the part of someone who would love to challenge the Salt Flats, but whose income precludes any real possibility of building a car for this purpose. Seldom content to sit by and watch, reaching ultimate speed on the salt at Bonneville would be a dream come true. And thanks to participation in the Saab 900 Talladega Challenge, I now have this FIA "Land Speed Record" license....

Tim Winker

Back Issues of NINES

At right is a listing of back issues of NINES that are still available. The price is \$6.00 per issue ppd to U.S. addresses. Any 10 available issues for \$50.00 ppd. [Non-member prices: \$8.00 ea, \$65.00 for 10 issues.]

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

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- #198 (12/90)
- #199 (1/91) - Index 1990

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

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

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

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

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

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

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

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

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

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

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

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

#214 (6/92) - **Saab 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 96 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; 95/96/97 CV boot replacement; Resurrecting a 900; Owning a 9000 in Canada.

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

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

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

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

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

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

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

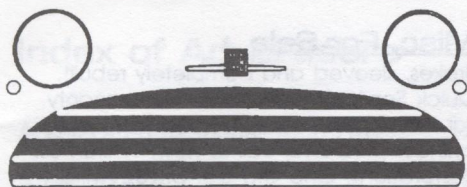
#228 (12/95) - '95 Nat'l Convention: Atlanta, GA; V4 Brake M/C; Tires: Pirelli P6000; Shocks: Koni; One Saab - Four different events; Saabs & Sci-Fi; Driving the Sensonic Clutch; Rally tales: GRRRR & Lake Superior PRO Rally; Future engine technology.

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

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

#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

'74 Sonett, new everything: eng, trans, bushings, Konis, Potenzas, paint, interior & more. Clean and powerful. Forced to sell. \$3,500. Bob Soderberg, Claremont CA 909/625-2161.

'74 Sonett III, Chartreuse, 36k miles, garaged collector's car, excellent body and mechanical condition, interior ruff - must see \$7,499 OBE Charles Tully, PO Box 1292, Broomfield CO 80038-1292. 303/466-1210.

Sonett IIIs: '73 Orange, Fair shape, soft motor, good tranny. \$450. '71 Green, leather interior, Good shape, rebuilt tranny, runs well, \$1,200. WJ Wallace, 1018 Midway Dr, Alpine CA 91901. 619/445-9697, 619/445-6490. E-mail: wwallace@sciences.sdsu.edu.

Adopt-a-Sonett, '72, stored 12 years, 72k, new tires, runs, w/solid pan, needs hydraulics. \$950. Also '74 for parts, AC, glass, rims. Doug, 1905g Marshall, Houston TX 77098. 713/526-4907.

'72 Sonett, Silver, 37K miles, 9+ car, one owner, 100% rust free, garaged since new, \$7,000. Dana Saab, 2046 Grand Ave, Billings MT 59102. 406/656-7654.

'72 Sonett III, Yellow, 95K, recent engine overhaul, excellent shape, all original. \$3,500 OBO. Mike Chorak, 395 SE Kiger Is Dr, Corvallis, OR 97333. 541/757-7842.

'68 Sonett V4, no rust, good body & glass, new interior, runs excellent, early alloy wheels. \$2,900. Gary Norman, PO Box 568, Granby CT 06035. 860/653-6373.

93s, 95s & 96s For Sale

'69 96 V4, low miles, minor rust, FREE. NINES back issues '85 - present, \$100. Ron Lunder, PO Box 1174, Westwood CA 96137. 916/256-3920

'69 96 V4, White, Transmission rebuilt in '95. Runs but needs work. Some work. Beloved, but impoverished veterinary student needs something large enough for self and 7 pets. Best offer. Dorothy Kielkapf, 222 Church St #4H, Philadelphia PA 19106. 215/925-0637. E-mail: dark@dolphin.upenn.edu.

'66 96, Yellow, 51K, new tires, brakes, clutch, main bearing, paint, some rust, \$2,000. '66 96 lt blue, solid, orig logo mats, upgrades, \$1,500. '67 Parts car \$300. Soccer balls, travel kit, manuals, etc. make offer. All for \$3,750. John Knight, 1190 Hancock Dr, Atlanta GA 30306. 404/577-4000.

'66 96, Green, 38K by original owner, engine compartment very clean, rusted floor, rocker panels perfect, garaged 15 years, complete, all original paperwork. Asking \$1,800. Chad E. Brown, 15 Millbrook St, Worcester MA 01606. 508/852-3136.

2-Stroke & V4 Parts For Sale

95/96 expansion tank \$25, 95 rear hatch window \$200, 95 trailer hitch \$20. 95/96 shop posters, door moulding, more. Kenneth Losin, Woodland Hills CA. 818/346-4417.

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

V4-Sonett parts: Alum Honeycomb mag wheels. 95 or Sonett trans. Blue or black wheel centers. Early Sonett dash. Fuel tank. 73-74 Sonett rear bumper. Headlight buckets. Saab tool #839217 (engine hoist). Performance dual exhaust, more. Send SASE for complete listing. Dave Shindle 8121 Cottage St., Dunn Loring, VA 22027. 703/204-9559.

99s For Sale

'77 99 GL, 4 dr hatch, Factory AC system. \$400. Pat Roberge, 705 W. Michigan Ave, Urbana IL 61801. 217/367-3011.

'74 99 4dr \$700. '75 99 EMS \$300. Drive Home. Don Andrews, Wabasso MN. 507/342-5774. E-mail: kdohh@rcconnect.com.

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'90 900S 3dr 5sp, Rose Quartz, 81K, disappearing hitch. Excellent condition \$8,750. Harry Fleury 16 Towers Rd Essex Jct, VT 05452-2611. 802/878-5423.

'86 900 SPG still driving after 211K mi. Drive it home for \$1800. John, Ft Lauderdale FL. 954/523-7222.

'85 900T Slate blue/tan interior, 5sp, 3 dr, well maintained, many new parts, recent major service, High freeway miles, no rust. \$2,500. Barrie Aquilino, 900 Toro Cyn Rd, Santa Barbara CA 93108. 805/969-1276.

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'91 9000 Turbo, 5sp, leather, 96K mi, VG condition, gray, 200 hp, 2.3 liter. \$10,000. Jerome Starr, 76 Church Rd, Millington NJ 07946. 908/647-7511.

99, 900 & 9000 Parts & Accessories

'85 900 Rebuilt short block for 8 valve engine (starter included) \$500 O.B.O. Extra set of rings \$30.00 Harry Fleury 16 Towers Rd Essex Jct, VT 05452-2611 802/878-5423

Parting '82 900T, 4 dr - Daily driver. Also '85 SPG - no eng or trans. Set of 9000 plush tan floor mats, ex cond. Jeff Hill, Southwick MA. 413/569-0529.

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Colgems nose cover/bra for '79-86 900 models (all), like new condition, \$58.00. Michael Padilla, Seattle WA. 206/771-1240.

'86 900T, 3dr parts: New parking brake cable, \$40. Car cover, VG cond, \$45. Trash bin for under front seat, \$10. Factory Service Manuals (set of 5), exc cond, \$75. Rob Blank, 5717 E Makati Ct, San Jose CA 95123. 408/946-5287. E-mail: rmbent@aol.com

Group 6 9000 chips, cost \$500, will sell for \$250. New front calipers 99 thru '74, \$100 obo. John, Ft Lauderdale FL, 954/523-7222.

Wanted. All Models

'71 96 V-4 parts incl rebuilt transmission, oil pump, Fomoco carburetor and balance shaft gear. Eric W Stomberg, 331 Bryant Ave #1, Cincinnati OH 45220. 513/961-2958. E-mail: stombeew@email.vc.edu

Late model 99 or Mid-80's 900. Looking for a nice car for my soon-to-be 16 year old daughter. Must have air conditioning and automatic transmission. Would prefer 2 or 3 dr. Price range depends on the car. Please no dogs... we're talking about my daughter here. Grant Gongoll, Memphis TN. 901/685-9511. E-mail: viggan@wsp1.wspice.com.

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SAAB Service Manual, 95,96 and Monte Carlo 1967, '70-. Autobook, Workshop Manual for V-4 1966-72 for 95/96, by Kenneth Ball, Autopress Ltd., Brighton, England. William Swift 17793 Front Beach Road, Panama City Beach, FL 32413. 904/234-0370.

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Other

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Rear View by Tim Winker, Editor / Publisher



What's in a name?

Prior to the recent announcement of the new Saab 9-5 (nine-five) flagship, there was plenty of speculation that the new model might deflect from the Saab tradition of naming their models beginning with a "9". That speculation was fueled by articles in major magazines that referred to the new Saab as the "640", which was Saab's internal designation for the project. Fortunately, the decision makers in Sweden chose to carry on the tradition, and gave us a designation which also seems to indicate the market they are aiming at: The 5-series BMW. According to the rumor mill, the 900 replacement a few years away will then be called the 9-3.

Comments about the shape of the new Saab generally point toward that BMW model, though I think the wedge shape is more reminiscent of recent Alfa Romeo sedans. Clearly, that Euro-luxury category is the target. It will be another year before we know if Saab can woo U.S. buyers in that group to the Trollhattan fold.

Car model names are a topic that has been mentioned briefly in this column in the past, and I've begun to reflect on them again. A few issues back it was the Monte Carlo (revived again as a bright yellow color on Saab 900 Convertibles), but the Talladega model 900s have set me on the most recent quest.

After Saab set records during The Long Run with the Saab 9000 Turbo at Talladega in 1986, they released a "Talladega Edition" in Europe. But that was not the first car to carry the Talladega model name. Ford used it on a limited edition 1970 Torino, designed for better aerodynamics at NASCAR's high-speed ovals such as Daytona and Talladega. This was in

response to the round-nosed and winged Plymouth Superbird and Dodge Charger Daytona.

This set me to wondering about other cars that have been named after race tracks. Any motorhead can give you the names of race tracks, but some of the cars that have been given those names are far from performance models. Take the Dodge Monaco, or the more recent Pontiac LeMans (built in Korea by Daewoo), though the 1964 Pontiac Tempest LeMans was the basis for the popular GTO. The Sebring name has been used on a couple of Chrysler Corporation offerings, most recently a Dodge. While it's possible, it is doubtful that a Pontiac Bonneville has ever set a record at the Salt Flats. Or that a Pontiac Grand Prix will ever compete in a real Grand Prix. Chevy offered several models with the name Monza, including a top-of-the-lineup Corvair. Among the exotics we have the Lamborghini Jarama, the Maserati Indy and Kylami, Ferrari Daytona, and Bentley Brooklands and Mulsanne.

Daytona, Sebring and Bonneville are about the only three race courses in the U.S. that seem to have cars named after them. What about other names uniquely associated with great or historic tracks? Why not name a car for Watkins Glen, Lime Rock, Sears Point, Laguna Seca, Elkhart Lake (Road America), or Darlington? Would these names be well known were it not for the race track? How about the international courses like Brands Hatch, Silverstone, Mosport, Nurburgring, Estoril, Imola, Spa, Fuji, or Interlagos.

Few, if any vehicles, have been named for rallies, other than the Monte Carlo, of course. It may well be that the British Ford Escort

Mexico was named after the London-to-Mexico World Cup Rally of 1970, or that the Sunbeam or Renault Alpine models were named in honor of the Alpine Rallye (officially known as the Coupe des Alps) which was so popular in Europe during the 1960s. Jeep has recently had a 4-door Wrangler on the show circuit named the Dakar, but that isn't a production model. Any number of vehicles have been called Safari, but that's a pretty generic term rather than associated with the African rally by that name. Marketers must not think there is enough appeal associated with naming a vehicle the Acropolis, Catalunya, Tour de Corse (though there was a Chevy 4-door called the Corsica), 1000 Lakes, R.A.C. or the Press On Regardless.

Most folks who have called regarding the 50th Anniversary celebrations in Trollhattan and Waterville Valley ask if I am going to be at either one. Absolutely! I haven't mentioned it in NINES because I consider it a part of my job to be at these events. Not only is there a need to report on these Saab gatherings, but I feel it is important to get feedback from the readers as well. There are always a few complaints, but they've mostly fallen into the category of "you can't please everyone." The vast majority are lavish in their praise, so NINES must be filling a niche. I haven't missed a national convention during my tenure as editor, and if I could afford the time and airfare I would attend all of the International Meets as well.

The 50th Anniversary is special, however. I'll be at those events even if I have to sell one (or more) of my Saabs to raise enough money to pay the way.

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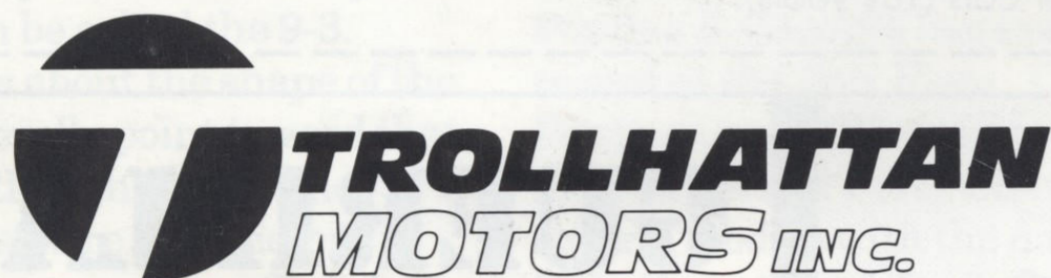
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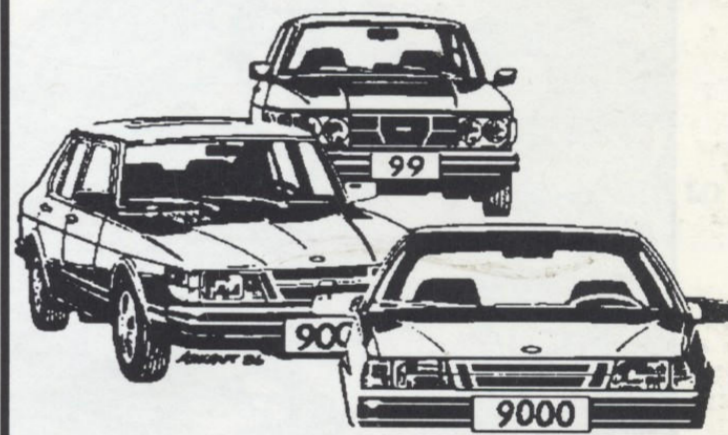
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