

#235



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Cover photo by Larry West

Issue #235 published July 1997



## Letters to NINES

### Saab and GM committed to keeping cars unique

Erik Adam's recent letter (NINES #233) expressed concern about the potential loss of Saab's identity because of shared components with GM. Erik also suggested that GM did not understand Saab's unique role in the industry, and was steering Saab in a wrong direction.

Certainly these are not new concerns—1997 marks the 7th year of GM's 50% purchase of Saab Automobile, and we've heard—and responded to—worries that Saab would suffer homogenization as a result of the relationship for about as long. Yet, none of us who work at Saab ever quite become blasé about such assumptions. We're quite passionate about who we are and where we're headed—and speculation that our cars will soon be nothing more than characterless clones not only raises hackles on these shores, but among the 7,000-plus Saab team members who design, engineer and manufacture the cars in Sweden.

So, once more, let me share with you Saab and GM's view of our future.

First and foremost, GM does not consider Saab an "upscale alternative to Saturn." I'm always amused about this particular speculation, primarily because it makes so very little sense from a marketing standpoint. Domestic car owners very rarely shop Saab or other European luxury brands. Our buyers come from competitors like Volvo, BMW, Acura and Lexus. Saab's mission, as outlined in every existing GM and Saab business plan, is "to be the distinctive European premium brand within the GM vehicle portfolio."

GM certainly does understand "what's so special about Saab." The investments in Saab have not been made because it's GM's plan to transform Saab into a generic volume carmaker. Quite the contrary. The products we are preparing to debut over the next three years—six new models in all, incorporate not only 50 years worth of Saab soul and product cues, but a broad range of exclusive technologies customers won't find on any other car in the world. I'll give you just one example. On our new Saab 9-5, we will feature the world's first

active head restraint system, which will decrease whiplash injuries by an incredible 40%. The system was jointly developed with Delphi Interior and Lighting, a GM subsidiary, and Saab will be the only manufacturer to offer this technology in 1998. Now, does this sharing of resources make to a less unique product? We think not.

Playing the percentage game when it comes to parts content makes for endless arguments, and frankly it's not one that we want to be part of. We don't design Saabs around available GM parts and systems. We design a Saab, and then see if—without compromising clearly defined brand attributes and characteristics—we can utilize or modify an existing part or system that meets our Saab specifications. The non-negotiable pillars of the Saab brand are intelligent technology, real life safety, performance and independence, and every Saab is designed around them.

Saab is fortunate enough to have some of the most passionate and loyal owners of any manufacturer, and Erik is obviously one of these. I hope that these comments have eased his concerns a bit. More importantly, I know that the cars we will be launching through the end of this century will dispel any fears that Saab has chosen a path that's inconsistent with its heritage.

Joel Manby  
President & CEO  
Saab Cars USA

### More concerns

I have been a Saab owner exclusively since 1975 when I purchased my first 3 door hatchback. I currently own a '88 5-door turbo 9000, and a '89 4-door sedan 900. Both are automatic.

My local dealer gave up his franchise after about 3 years so I had to drive 30 miles to another dealer for service. They had a very good Saab mechanic and we developed a good relationship for over 20 years. I decided early on not to let just anyone work on my cars.

Now this dealer has sold his franchise and put me in limbo again. However, they are still able to service my cars. And as my cars get older they are requiring more service and at some point I will have to replace them.

My problem at this time is deciding

whether to continue buying Saab. With the merger with GM, I'm not sure that the car is truly a Saab anymore. I've been hearing and reading the pros and cons of the GM influence since it happened and have been trying to sift out the truth. Coupled with the fact that I must go to a new dealership which is 30 and 40 miles away, I am wondering if I should buy another Saab. Over these 22 years I have owned 9 Saabs. The common sense engineering of the car for comfort, safety, performance, economy, and cargo space have sold me over the years. I wonder if this will continue.

Since you are so close to this subject, I am writing to get your insight and opinion to help me make a decision when I start looking for my next car.

Werner P. Ullrich  
New Castle, PA

*See the letter above from Joel Manby. I continue to be amazed at the amount of misinformation there is about the Saab / GM alliance. It has been seven years since Saab cast its lot with General Motors Europe, and I have been impressed with the products that have come from Saab since then. Most alliances of this sort seem to work out well for both the large and small companies. Look at how Ford has brought Jaguar and Aston Martin up to date with new models. BMW is doing great things for Rover, and is planning to bring the new Mini to U.S. shores. Miller Brewing Company's purchase of the Leinenkugel Brewery (in Chippewa Falls, Wisconsin; a small, local favorite) some years back has allowed Leinies to develop new products and increase distribution.*

*Saab's new cars are designed in Sweden, by Saab engineers, but with the resources of GM's parts bin. Productivity is up since GM management came in and cleaned out all the floaters (Saab was suffering from high turnover and high absenteeism at the time) who were bringing down the quality. Were it not for GM's intervention and assistance, Saab fans might be driving Fiat derivatives now instead of Saabs.*

### Offended AMC fan

I MUST protest the last paragraph on page 42 of issue #233!!!! I currently have a 900T and a 9000T, the latest of 13 Saabs I've owned since 1970 (the first being a race prepared 96, purchased partially because it had a shape similar to my 'tow' car, a '51 Nash). I also now own a '64 Rambler American and a '69



AMX, the latest in a line of 22 new and used Nashes, Ramblers, & AMCs, including a '71 Gremlin-X and '76 Pacer. I would guess the Gremlin was every bit as fast as a '71 99, if not more so. It certainly wasn't high tech but I have very fond memories of it (it towed the Saab racer after the Nash tranny quit). And the Pacer was fine also, roomy, comfortable, and, with the right wheels and trim, good looking. If Saab sold as many cars in a year as AMC did in its worst year, Saab executives would think they'd died and gone to heaven.

The point is, we shouldn't ridicule other people's choice of cars. Being a fan of one particular car brand is really an emotional choice (or curse, maybe, since I've developed this affection for both Saabs and Ramblers!) not a rational one. I enjoy them both and I'd certainly complain about a slam of Saab in a AMC club (there are several) newsletter. Current Saabs are certainly more technically advanced and refined than "Ramblers" ever were, but spinning the front wheels of a Saab Turbo doesn't anywhere come close to the fun of burning rubber with the AMX!!!

Steve Parsons  
Saab Club member since 78

*I'm surprised I didn't also hear from Dick Ewart in California, another AMC collector. It wasn't the Pacers and Gremlins that I was poking fun at so much as the Yugos. Like Barney Navarro, I have a certain fondness for the Rambler 6-cylinder engines (Navarro built Indy-style race cars that ran in USAC during the 1960s, and believed the Rambler 6 could be competitive with the Offenhausers and Ford V8s of the day). I also recall many friends who drove bullet-proof Ramblers for awhile during their youth (including my Uncle Jim, who now drives a 900 Turbo). My own early transportation was a 1963 Chevy II Nova station wagon, Mom's car of course.*

## Service, poor & good

I have been driving Saabs since the late sixties and have owned probably 15 to 20 of same. By virtue of this you can understand why I am prone to question the diagnosis of a lot of repairmen, including those at the dealership.

At the beginning of summer last year I turned on my air conditioner and, alas, it was not working. After determining that it had plenty of refrigerant and that the pressure switch was not at fault,

I carried it to our local dealership. After running up a \$280.00 labor bill, they came into the waiting room and told me that I needed a new computer at a cost of \$1080.00 plus labor. I immediately declined their gracious offer.

I then called a friend of mine, Larry Barlow, who works at Anderfield Motors in Nashville, and he told me that there was a very good chance that it was something else. I made an appointment and drove to Nashville from Chattanooga, (125 miles) to have him diagnose and make the necessary repairs. I exactly 42 minutes from the time he raised the hood, he pointed to the switch on the throttle body and said "there's your problem. That switch is bad and it's telling your computer that you're stepping on the accelerator and won't let your compressor cut on". His total labor bill was \$29.00 and change.

What makes this so bad is, that if I had told the dealer to make the repairs, they would have had to send my old computer to Saab in order to get the new one. Then the dealer would have installed it and then they would (maybe) find out what was really wrong with it. I'm sure that after all was said and done, they would have told me that I also needed the computer especially since mine had already been sent in as a core.

To make a long story longer, I confronted Mr. Kelly, of Kelly Cadillac-SAAB, with the above information and he, very reluctantly, refunded my money.

Jack Hinds  
Chattanooga TN

## Other shocks for 95s

This is in reply to Mr. William's "Surprise? No, Shock!" in NINES #234.

There are more than two choices available and a better option would be "Two holes and two nuts". I had a similar experience with my 95. I also went the route of cutting off coils which gave me a ride similar to my SPG. I decided to explore what shocks were available at my friendly Western Auto parts store. After looking over the specs on various shocks, I found that Monroe-Matic Plus #32132 was the right length but the axle mount was incorrect. I purchased a pair.

Using my handy hacksaw, I removed the flat mounting plate leaving the rubber bushing to slide over the stud that remained on the axle. I then removed the old lever shocks and mounting plates, and slid the new shock onto the

remaining stud. Calculating the optimum location for the upper shock stud, I drilled a hole in the floorboard of the 95. Lo and behold it comes out at the very edge of the inner wheel wells and requires only a reinforcement washer on each side of the floor pan and a nut to complete the conversion. The only intrusion you have in the storage area of the wagon is the stud, washer and nut plus you have a ride that won't shake your fillings out.

James K. Iverson  
Cedar Rapids IA

## Updates

Mom's Ninety-nine is ready for the last factory rebuilt automatic tranny, plus a steering rack rebuild and a new heater core. It's a 1976 99LE 4-door with only 65,000 miles, in concours condition body and engine-wise thanks to a garage and Amsoil 100 percent synthetic 10W-40. She'll be driving Dad's 1984 900 Turbo Automatic while Tim Haddle - grandson of Pennsylvania's original SAAB dealer extraordinaire, Dan Meeker of Runkle Motors fame - does the restoration/replacement project.

I'm still driving my 1984 900 Turbo 5-speed hatchback, approaching 200,000 miles on Amsoil 10W-30 Turbo synthetic. Still on the original turbo, but the front turbo seal is beginning to leak, about one quart in 750 miles without fouling the plugs (NGK). Have kept Castrol 75W90 in the gearbox since Saab doesn't like synthetic gear lubes due to seal/gasket problems. I've always been tempted to try 75W90 Red Line, but never got around to it. I top off with 75W90 Amsoil when needed. No problems so far!

If I won the lottery I'd consider a 5-door 9000 Turbo before Saab discontinues them in favor of a station wagon and a notchback. I prefer my 900 Turbo hatch to any notchback. The 9000 isn't cheap to maintain like the 900 has been. Incidentally, I have the 8-valve engine with APC. Turbo lag is now apparent, but I'm no spring chicken either. Do miss my 1.5 liter 96s with free-wheeling! Also miss flying my HICAB Citabria tail dragger, plus a certain redhead. All of which makes for beautiful memories of a bygone era.

I'm still in the slide-rule age! Only my mountain bike is state of the art.

Jim Younkin II  
Nescopeck PA



## Notes in the Margin by Stephen Goldberg

### I Want To Sell YOU a Car NOW!

In the '50s, this was the tag line used by Del Spitzer at the end of commercials for his dealerships. The Spitzer family has assembled a string of dealerships in Northeast Ohio which is fairly large in the traditional sense: at least 9 separate facilities selling at least four different nameplates. Almost every other consumer product is sold through retailers which are at least regional, if not national. The franchise system used for automobiles, however, is more closely akin to the ancient and time honored "horse and camel traders" than modern distribution practices. At the same time, the cost of distributing and marketing automobiles has been said to be a full 25% of the cost of the product for domestic producers, and BMW has put its distribution costs at 29%. With that much tied up in the distribution system, it's no surprise that significant changes are beginning to appear in the automobile marketing process.

On the side of the manufacturers, the General is experimenting with alternatives to their traditional distribution approach. Instead of building to dealers' orders and shipping to (and billing) the dealer on completion, the plan is to build and ship to regional inventory storage lots. Dealers sell from the vehicle pool, while keeping a very small on-site inventory of representative demos. The purpose is to reduce the dealers' costs, through reduced "floor plan" and real estate requirements. It would also eliminate the need for "dealer trades", where "A" trades "B" a blue one for a gold one. The cars are delivered to the dealer within 48 hours of sale. This process was first

tried in Florida by Cadillac, with enough success that other, larger volume divisions are putting the practice to use.

Selling from a pool would seem to make sense in a relatively stable market with close ties between the "pool inventory" and the factories' production schedule. It allows a lower total inventory of unsold vehicles, one of the hallmarks of modern manufacturing methods, allowing quicker response to buyers' tastes in color and equipment. But in booming markets, or periods of strike-induced shortages, dealers would be tempted to drain the pool in a game of musical chairs, and franchising laws may make it impossible for the manufacturer to prevent it. During downturns the pool can become a millstone to the builder if not carefully monitored. Chrysler was notorious in the days before Iacocca for building huge inventories. It would also be incompatible with the business practice of one large Ohio Ford dealership, which preps and delivers cars to the customer within a couple of hours of the purchase.

Foreign producers would seem to be at a disadvantage in such arrangements because the time lag between production and landing on U.S. soil prevents the orderly repletion of the pool inventory. On the other hand, Saab dealers nationwide are making between 40% and 50% of their deliveries through dealer trades, not from inventory, according to Len Schrader, former president of the US Saab Dealers' Association. BMW has announced just such a program, with the added feature of delivering made-to-order vehicles within two weeks from their US factory, or 30 days from their factories in Germany. Perhaps the scramble for 6-speed 540's, along with the accompanying dealer outcries, has influenced this

approach. I have lobbied for such an arrangement from Saab USA presidents from Sinclair to Crumlish, always with a negative response.

BMW has also committed its dealers to a Japanese-like customer relationship. According to reports, each customer receives a single contact person at the dealership who is singularly responsible for all aspects of the sale, from encounter to deal-making to financing. No more "checking with the boss" to OK a price. The goal is to establish such a "personal relationship" between buyer and seller that "shopping around" becomes unthinkable. The goal is also to double sales in the USA within 5 years.

Of greater potential influence is the emergence of sellers with national exposure. An early entrant into the national arena is CarMax, an attempt by Circuit City to apply the principles of the category killer super-store to the used car business. No doubt, they were influenced by the facts that the typical markup for used cars is much larger than new, the total volume of used cars sold is much higher than new, and the used car buyer is likely to be in the market more frequently. Besides, all you need to go into the used car business, in Ohio at least, is a sign, some properly zoned real estate, and a \$50 license.

CarMax limits its selection to recent vintage, moderate mileage samples. Vehicles are inspected and repaired as necessary at central sites, and sales are conducted on a fixed-price basis. Key to the process is the acquisition of product, and here the key is the recent rise of car leasing. CarMax did start its business when the American automakers were using car rental fleets to keep their factories operating, but that practice has all but ceased. Leasing, however, has



expanded considerably.

A more ambitious approach is being attempted by Republic Industries. Under the leadership of the former head of Waste Management and Blockbuster Video, they have assembled a growing conglomeration of automobile rental firms (Alamo, National, and Value), used car sales outlets (AutoNation), and franchised dealerships. The articulated goal is to develop an integrated system for obtaining new vehicles from the manufacturer, selling, leasing, and renting them through both the dealerships and the rental agencies, and finally disposing of the product in the used vehicle lot. The new car lease returns supply product to both the "second tier" (Alamo) rental fleet and the used car business. They also have a contract with "Pep Boys" to supply their repair facilities with parts and supplies. It would be natural for Pep Boys to also be instrumental in supplying after-sale warranty coverage.

The scale of the new car business provides the company with significant leverage in both dealing with the manufacturer and with their own procurement and distribution costs. Frankly, the automakers regard Republic Industries as farmers regard a plague of locusts. Honda and Toyota have sued to reverse the purchase of dealerships. Ford has developed a plan to merge all the dealerships in metropolitan areas into a single, company controlled "mega-dealer", with existing franchisees being "shareholders" in the dealership and separate sales and service outlets.

Ford would hold a majority interest in the venture, giving them a way to keep Republic out. Indianapolis and Salt Lake City have been selected to try the concept.

Apparently the automakers fear an organization with the kind of muscle over them which they have over their own suppliers. Imagine a national distributor, with perhaps 35% of Ford's market, telling Ford that the back seat of the Contour is too small - that they had better present a plan for remedying the problem in 18 months or the volume of purchase will be cut 20%. Imagine the retailer holding the manufacturer responsible for cutting the defect rate, insisting on a seat on the board of directors, or telling the General to settle a strike so they could get product. In today's environment the manufacturer is alone in having a nationwide, let alone global, scope of operations. While the marketplace ultimately rules, in day-to-day operations the manufacturer reigns supreme. They want to keep it that way.

Saab has its own plans for consolidating dealerships into Exclusively Saab franchises, apparently to raise their dealers' level of commitment and dependence on the success of the product. A rogue dealer, selling several lines of vehicles in a market with numerous other dealers, can obviously be tempted to "skimp" on support. Move the iron, and let the chips fall where they may. Parts inventory? Let the other guy do it. Technician training? We'll just

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change the oil and "shrug" at the problems. Those practices would guarantee an early demise to an Exclusive Saab dealer.

My belief is that Saab's business will not be affected by the new dealer forces in the US. They are a small player in a small market niche - European sport-luxury vehicles. Despite WalMart's status as the nation's #1 retailer, there are plenty of independent boutiques selling "products of distinction". As such, the challenge is to provide a level of satisfaction in both product content and customer service beyond that provided by the mass marketers. Reducing costs through more efficient distribution, either through company-owned inventory pools or "selling from the deck of the boat" will augment the value of the product, and should be considered for implementation. But the locally owned franchisee will continue to be the basis of Saab's dealer network for the foreseeable future.

## Saab Klinik by Doktor Nio

Due to a shortage of questions for Doktor Nio, there is no column in this issue.



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.



## Professional Perspective by Chuck Andrews

### Good Service and Mr. Rightwrench

What is the measure of good service? I was confronted with this issue recently when looking for some rubber fender extensions for my car transport trailer. These extensions look like what I'd seen on those 4x4 pickups with the huge tires. Knowing that these pieces (4 ea. 10 ft. long) would be available, I cut the rusty mounting bolts off with a torch and discarded the old extensions. New ones were just a phone call away, right? Ha!

After many calls to parts houses with responses that told me they thought I was crazy for asking for these pieces, and finding that phone calls were not productive, I set out to scour the Minneapolis/St. Paul area. I tried many suppliers I was familiar with, but the responses were always the same. They were no help and not very nice about it to boot. After checking at the semitrailer suppliers, truck dealerships, factory and independents, in desperation I stopped at a small independent truck shop that installed dump boxes in other truck equipment. The service manager took one look at my sample and brushed me off, however the owner was within ear shot and asked what I was looking for. After examining my sample he explained to me that they didn't stock this part but maybe could find a supplier. After looking through many catalogs for about 20 minutes, we found the manufacturer. This man knew he wasn't going to make a sale but spent the time to be sure I knew that he provided good service to his

customers. The only thing he knew about me was that I owned a tractor and trailer (a future customer?). Through his efforts I was able to make some calls and get the parts I needed. It turned out that the closest distributor for these parts was in Indiana so it was no wonder I was having trouble finding them in this area.

How about your service and parts questions? Do you get a good hearing and response? Many businesses are willing to take our money, but we would all like a lot more than that. Service goes beyond supplying the every day no problem part or situation. Real service is helping the person when no sales may be made. Take a hard look at your service and parts sources. If they don't value your business maybe it's time to do some shopping. I now know who really wants my business and they'll get it.

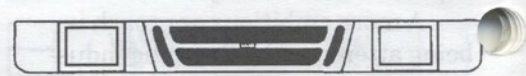
"Mr. Rightwrench" is the title of an article I read in the June 10th Chicago Tribune. The author, Bob Weber, wrote an excellent column that I'd like to share about finding a technician. Weber says the time to find your technician is before you really need one. He suggests asking friends (in our case, other Saab owners) for some names then check them out by taking your car in for an oil change and waiting while it's being serviced. Take the time to snoop around. Are the technicians clean and tidy? Is there modern equipment, in good working order, and being used? Are the technicians using shop manuals or computers as resources while working on the cars? Some of the other signs Weber suggested to look for are what brand of cars are in the parking lot? He says if your brand is not predominant in the

parking lot you need to go elsewhere for repairs. That seems like terrific advice to me. Coming from an independent Saab shop I know we can fix Saabs. If we had to work on a number of car brands there could be some suspense in having the parts and knowledge to cover all the areas.

(If I could deviate a little here, have you tried to buy special tools to work on your Saab lately? It seems that some Saab dealers have a policy of no special tool sales. So how do you like that? These same dealers would lead you to believe that this is an official Saab policy. As of 9:41 AM CST on 6-18-97 this was not Saab company policy, but that of individual dealers. If you want the tools and your dealer's parts department won't sell them, find another dealer. Are they willing to give you the service you really want and need, or are they just interested in your money?)

Moving on with Weber's article, he asks, "How's the waiting room" (you should be comfortable)? How are the other customers being treated (eaves drop just a little or maybe a lot)? Ask for names of customers and call them. Examine the walls for certificates that verify technician training and certification. Wouldn't you like to know if this shop has won any service awards or has some code of ethics that they adhere to (ASA shops for instance)? How about labor rates and warranties? They should be displayed prominently. Take the time to build a relationship with the service manager or other person you will deal with. You should be comfortable with them. You need to be able to trust them.

Weber goes on to talk about responsibility. It does not fall strictly on the technician. You shouldn't try to pry an instant diagnosis from a





technician. Good techs don't guess. They diagnose and charge for the time. It is much cheaper to pay for a good diagnosis than parts that you don't need. (Ed. Note: There's a good example in this month's LETTERS section.) You need to be able to tell the tech the problem and let him decide what to repair. If you tell him to repair something specific, and that doesn't correct the ultimate problem, whose fault is it? If your car doesn't get fixed right the first time give them another chance. Reputable shops welcome customer feed back and make every effort to correct the problems.

Once you've picked Mr. Rightwrench, give them copies of the service records you have so that they will have a history, and pay them to check the car over for any problem areas. Trust loyalty will establish a lasting, satisfying service experience.

Well that's the gist of what he said. If you have access to the Chicago Tribune, or maybe their web site, it is a good article worth pursuing.

I picked up this newspaper at Chicago's O'Hare Airport en route to Seattle. After reading Weber's article I got to thinking about all the independent shops I had visited in the Seattle/Tacoma area in the last couple months. If you aren't a dealer type person there may be an independent that's right for you.

Rob Walden's Scandia Autosport, with their competition activities and long experience, is well known. R&H Garage has got to be one of the most interesting shops in the area, with lots of used Saab parts and restored World War II vehicles. I also visited Nathan Everson at Mobile Truck Service (only works on 900's), and Sweedish Connection which has a brand new body shop with some

impressive equipment. Roland at Sweedish Connection is a contact in a great facility. Just down the street from Sweedish Connection in Tacoma is Larry Westergaard who works at an independent body shop. You'll remember Larry's 99 Turbo Pick-up from last year's convention (cover of NINES #232). The quality of Larry's work is unquestionable. I am sure there are a number of other shops in the area that I have not visited. The Sea-Tac area may be unique, but I have been impressed with the selection of independents available in this area. Some of these shops would fare well in Weber's test, others may not do as well.

You may find several fine independent shops in your area if you'll become the sleuth that Bob Weber advocates. Good service may be just around the corner if you're not satisfied where you are.

## Change Your Mind - Not Your Oil!

You change your oil because it contains contaminants and it has broken down with use. If you use an oil that doesn't break down and a filter that gets rid of all the contaminants, then there is no reason to change the oil. We have proof that shows vehicles with more than 400,000 miles without a single oil change also have less wear than an equivalent engine with dinosaur oil that was changed every 3,000 miles. That means that you save on oil, save on filters and save all the time and trouble associated with oil changes. Plus you are being a lot kinder to the environment! We carry synthetic oils from both **Amsoil** and **Red Line**. With our bypass filter kit, you can run these oils forever, but if you are too conditioned into changing oil regularly, go ahead and change it every 2 years. Either way, your new car **warranty WILL NOT** be affected. If you want to go more than 25,000 miles, you will need to be on an oil analysis program just to keep an eye on things, but we have easy to use oil analysis sample kits for you at a very reasonable price. Speaking of prices, our filter kits, with filters range from just \$95 for a basic kit to

the deluxe system for **\$185**, and those both include the filter elements! Call for more information. We Have Moved! Our new shop isn't ready yet, but please make a note of our new address and phone numbers.

We have **hot camshafts** for 16 Valve Turbo and non-Turbo SAABs! At long last you can get the big performance boost that only a camshaft change can offer! Our cams are just **\$275** each, and for the turbo you can use your intake cam on the exhaust side, and put our new cam on the intake side. For non-turbo engines, you need to change both cams, but we can make you a good deal on a pair. Cams are sold on an exchange basis, but you do not need to run lash caps or make any modifications with our cams. Call today and get a set on order! Don't forget our new address and phone numbers!

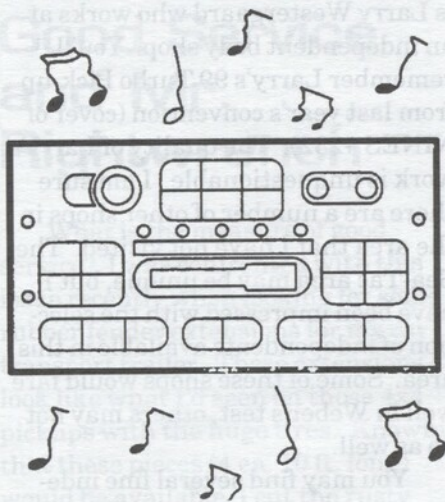
### **Group 6 Performance**

**2609 W. Palmer Dr.**

**Payson, AZ 85541 (520) 472-8778**



# Parts & Service Information



- 49 00 015 Interference suppression kit for Motronic containing:  
 Grounding braids (4)  
 Sheet metal screws (3)  
 Lock washers (8)  
 Hose clamp

**Action:**

**Note**

Only the system or systems that the following trouble-shooting procedures show as the cause of interference are to be rectified.

If the car's antenna is in poor condition, the radio will be less resistant to interference and radio reception in general will be substandard. Therefore, start fault diagnosis by inspecting the antenna.

5. Take a resistance reading across the antenna connector's shielded plug and grounding point G3 below the left-hand rear light cluster.
6. If the reading obtained is less than 1 0 ohms the ground connection is OK. Remove the paper and continue with point B.
7. If the reading is above 1 0 ohms, adjust the lock washer until it is in good contact with the body metal.
8. If the resistance reading obtained is less than 1 0 ohms after adjusting the washer, remove the paper and continue with point B.
9. If it is greater than 1 0 ohms there may be an open circuit in the antenna. Change the antenna/aerial and continue with point C.

## Radio Interference on AM

Application: 900 M94-PSI 03/97-0751, Sec. 3/Pg. 98

The action steps in this bulletin have been produced for use in connection with customer concerns/complaints about interference or poor radio reception when listening to AM stations. Always try to get the customer to describe the nature of the interference as precisely as possible, e.g. extraneous noise, tones, crackling, frying, motorboating, etc. and the circumstances in which the interference occurs.

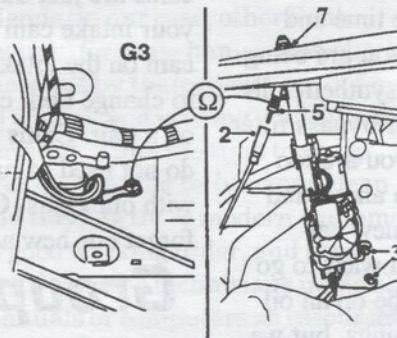
**Parts:**

- 48 11 214 Processor card for main instrument display
- 48 72 677 Interference suppression kit for ICE containing:  
 Interference suppression capacitor  
 Terminal pin
- 48 72 685 Interference suppression kit for Trionic containing:  
 Interference suppression capacitor  
 Terminal/crimp pin

### A. Antenna's ground connection unsatisfactory.

It is extremely important for the antenna to be properly grounded. This can be checked as described below.

1. Fold aside the luggage compartment trim behind the left-hand wheel housing.
2. Disconnect the antenna cable.
3. Undo the two nuts securing the antenna.
4. Place a piece of insulating paper between the antenna bracket and the car body.



### B. Free play in the antenna mast

Free play/poor contact between the various sections of the antenna mast may occur. Check this as described below:

1. Switch on the radio and let the antenna extend to its fullest height.
2. Take a resistance reading across the top of the antenna mast and the center pin of the antenna/aerial connector.
3. If the reading obtained is more than 30 ohms the antenna/aerial mast should be changed.
4. Connect the antenna cable.
5. Tighten the nut at the base of the antenna mast (unless this has already been done) and then the two nuts securing the antenna/aerial.



**Note**

It is important that the two nuts

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

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that secure the antenna/aerial bracket are loose before trying to tighten the nut at the base of the antenna/aerial mast. This assures that the grounding plate is free to make contact with the body panel.

6. Refit the luggage compartment trim.
7. If the antenna mast is dirty it can be wiped clean with a cloth (do not lubricate it with wax, silicone, or oil).
8. Continue as described in point C.

### C. Interference

Interference may be caused by different systems in different cars. To determine which system or systems are the cause of the interference, the tests must be conducted outdoors so that they will not be affected by electrical equipment, etc. in the garage. Interference may be of three kinds:

- + Background noise, see point Cl.
- + Background tones, see point C2.
- + Ignition system interference, see point C3.

### Cl. Background noise

On M94 cars and up to and including M96 cars, the ICE may be the cause of background noise. Starting with M97 cars an interference suppressor has been introduced in the ICE.

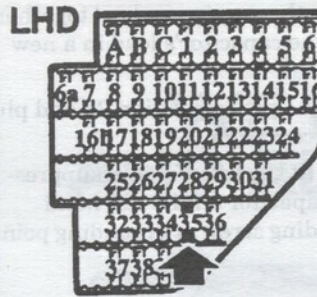
#### To check

Turn the ignition switch to the OFF position and activate the radio. Tune in a weak station. Remove fuse 35. This should result in a noticeable reduction of the noise.

#### Procedure

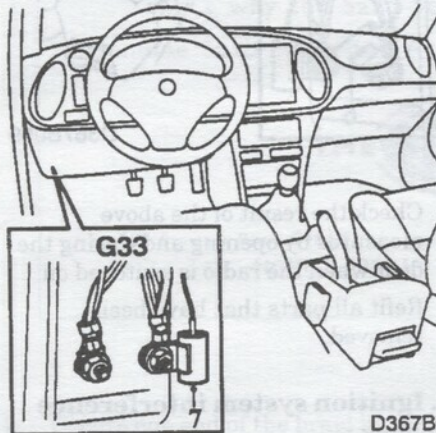
Fit interference suppression kit 48 72 677 (CA=30567465) as described below.

1. Remove the cover from the main fuse box.
2. Remove the lower section of the dashboard on the driver's side.
3. Remove fuse 35 and extract the blue/black lead from the fuse holder.
4. Cut the connector off the lead.
5. Cut the interference suppression capacitor's lead to a length of 100 mm (4 in.).
6. Crimp it together with the blue/black lead in a new connector and



plug the connector into fuse holder 35.

7. LHD: fit the interference suppression capacitor on the right-hand grounding screw at grounding point G33.



8. Refit fuse 35, switch on the radio and check the result of the above measures.
9. Refit all parts that have been removed.

### C2. Background tone

A tone can be generated by three different systems. They are easy to distinguish from each other, depending on when the tone occurs.

1. The background tone varies between different stations and it comes and goes according to the light intensity sensed by the photodiode in the SID.
- The fault can show up on M94 and later cars and is caused by the main instrument 2. An interference-suppressed processor card has been introduced on the types of instrument displays below as of the following chassis numbers:

- miles/turbo T2034392 and

T7007538 respectively

- miles/inj T2035029 and T7008509 respectively
- km/turbo: not introduced at the time of this SI's publication
- km/inj: not introduced at the time of this SI's publication

See section C2.1 for checking and rectification.

2. A steady howling tone which disappears 5 seconds after the ignition is switched off.

The fault occurs on cars equipped with Trionic M94-

See section C2.2 for checking and rectification.

3. A tone occurs when the lights dim after the door has been closed.

The fault is due to the ICE and occurs on M94 cars.

See section C2.3 for checking and rectification.

### C2.1 Main instrument 2

#### To check

Check whether the tone comes from the main instrument display's PWM control of instrument lighting, as follows:

1. Set the instrument lighting rheostat to max.

2. Shine a flash light on the SID unit's photodiode.

The tone should increase in intensity.

3. Cover the photodiode and the tone should stop.

#### Procedure

The fault can be rectified by changing the processor card in the main instrument 2 and substituting an interference-suppressed card, part number 47 11 214 (CA=30564136).

This card can be used after the following chassis numbers (inclusive):

- miles/turbo R2011902
- miles/inj R2015393
- km/turbo R2018927
- km/inj R2015980

See group 3 'Main instrument 2' for repair instructions.

### C2.2 Trionic

#### To check

Check whether the tone comes from the PWM control of the idle air control valve, as follows:



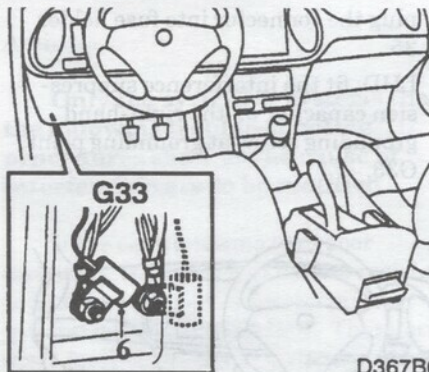
1. Start the engine and switch on the radio.
2. Unplug the connector from the idle air control valve in the engine bay. The tone should now disappear.

**Procedure**

The fault can be rectified by fitting interference suppression kit 48 72 685 (CA=30567466) as described below:

1. Remove the Trionic control module as described in group 2 "Trionic".
2. Unplug the connector and extract the pin at position 49 (red/blue lead).
3. Cut off the terminal.
4. Cut all but 200 mm (8 in.) off the interference suppression capacitor's lead.
5. Crimp the red/blue lead together with the interference suppression capacitor's lead in a new connector.
6. Refit the new pin in position 49 of the connector.
7. Plug in the connector.
8. Mount the capacitor on the left-hand screw at grounding point G34.
9. Check the result of the above measures by starting the car and switching on the radio.

4. Crimp the grey/green lead together with the capacitor's lead in a new terminal.
5. Refit the pin in position 23 and plug in the connector.
6. LHD: fit the interference suppression capacitor on the left-hand grounding screw at grounding point G33.



D367B009

7. Check the result of the above measures by opening and closing the door when the radio is switched on.
8. Refit all parts that have been removed.

**C3. Ignition system interference**  
**To check**

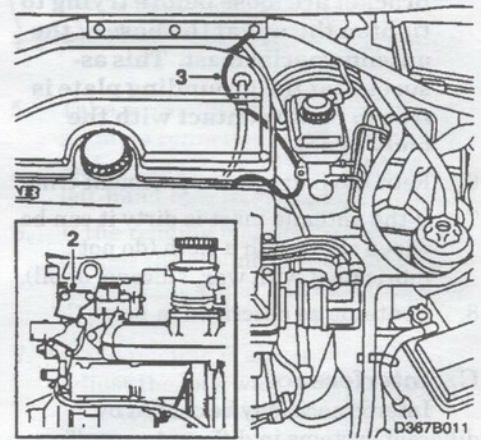
Ignition system interference can occur on 4-cylinder cars equipped with the Motronic engine management system. The "ticking" sound is heard at its loudest when the engine is idling and diminishes with increasing engine rpm.

**Procedure**

The fault can be rectified by fitting interference suppression kit 49 00 015 (CA=30567189) (4 grounding braids) as described below:

*Braid 1, between engine block and cross-member*

1. Remove the air intake resonating chamber.
2. Fit the grounding braid between left-hand side of the engine block and the strut tower brace, as shown.

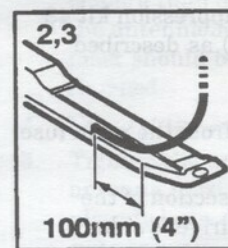
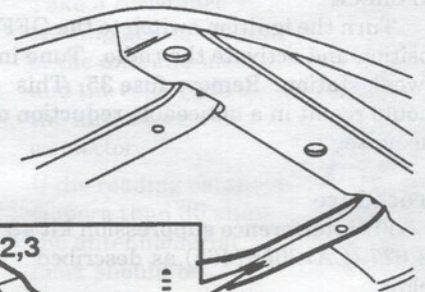


D367B011

3. Secure the braid to the throttle cable by means of a cable tie. The braid should be slack between the engine and the cable tie to allow for engine movement.
4. Refit the resonating chamber.

*Braid 2, between A/C pipe and left-hand part of subframe*

1. Raise the car.
2. Drill a hole with a 3.5 mm (5/32 in.) bit in the left-hand part of the subframe about 100 mm (4 in.) from the bend at the front, see illustration.



D367B012

3. Secure one end of the braid by means of a sheet metal screw.

**C2.3. ICE**  
**To check**

Check whether the tone comes from the PWM control of interior lighting dimming when the door is closed.

1. Switch on the radio.
2. Open a door and close it again. A tone is heard while dimming of the interior lighting takes place.

**Procedure**

The fault can be rectified by fitting interference suppression kit 48 72 677 (CA=30567465) as described below:

1. Remove the ICE control module as described in group 3 "Electrical system - ICE".
2. Unplug the connector and extract the pin at position 23 (grey/green lead).



3. Cut off the connector.



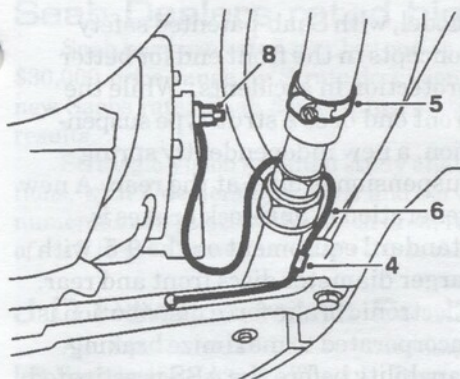
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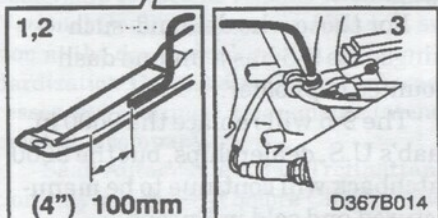
6131 Stewart Road Off I-71 just south of Kenwood (513) 271-8700 Fax (513) 271-5264  
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4. Seal with anti-corrosion agent.
5. Run the braid along the subframe and fasten it under the A/C pipe's plastic clamp.
6. Fit the hose clamp in place at the A/C pipe's joint on the compressor side.
7. Run the braid between the A/C pipes and position it round the bright-polished metal nut (compressor side).
8. Pull it tight and fasten it securely with the hose clamp.
9. Secure the loose end of the braid to the gearbox's grounding point. Make sure that the braid has sufficient slack to take up movements of the engine.

*Braid 3, between engine block and right-hand part of subframe*

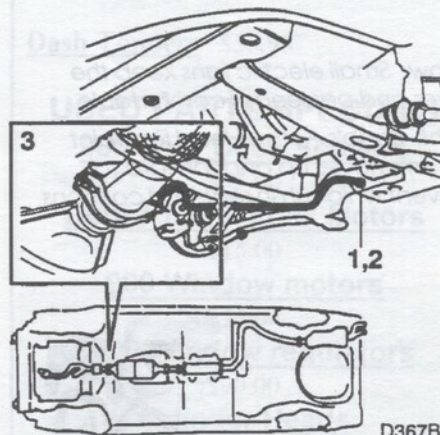
1. Drill a hole with a 3.5 mm (5/32 in.) bit in the right-hand part of the subframe about 100 mm (4 in.) from the bend at the front, see illustration.



2. Secure one end of the braid by means of a sheet metal screw.
3. Seal with anti-corrosion agent.
4. Pull up the braid and fasten the other end with the screw securing the clamp for the oxygen sensor's lead.
5. Secure the braid with a cable tie round the compressor bracket's mounting lug. Make sure it has sufficient slack to take up the movements of the engine.

*Braid 4, between catalytic converter and subframe*

1. Drill a 3.5 mm (5/32 in.) hole in the rear part of the subframe, see illustration.

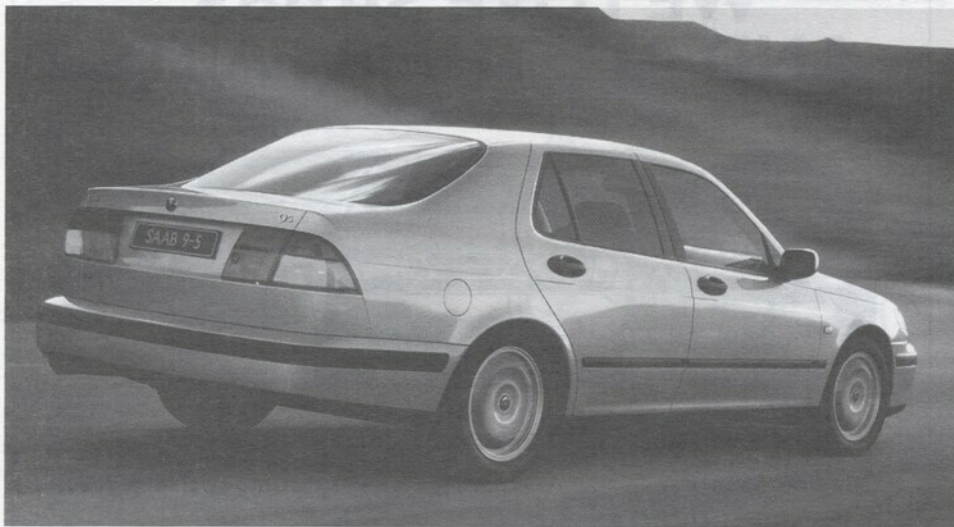


D367B015

2. Fasten the braid in place. Seal with anti-corrosion agent.
3. Fasten the other end to the exhaust pipe clamp next to the catalytic converter by means of the nut supplied.
4. Lower the car to the floor.



## Saab News



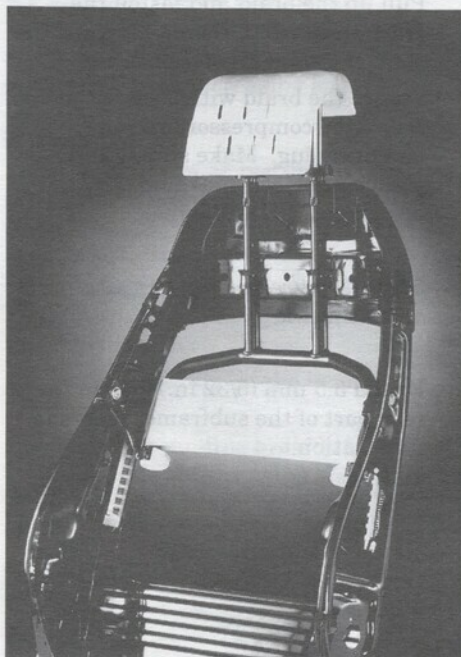
### 9-5 Unveiled on 50th Anniversary of Saab's Auto Division

Safety, performance, economy and technical innovation... the Saab tradition is carried on in the Saab 9-5, revealed publicly on the 50th anniversary of the unveiling of Saab's first car, the model 92. The newest member of the Saab car family goes on sale in over 45 markets this fall, and arrives on North American shores in the Spring of 1998.

The chassis is a new design on a 106.4 inch wheelbase, unique to this

*Below: Small electric fans keep the driver and passenger comfortable.*

*Right: Saab's Active Head Restraint System moves up and forward to prevent whiplash in rear-end collisions.*



model, with Saab-patented safety concepts in the front end for better protection in accidents. While the front end uses a strut-type suspension, a new independently spring suspension is used at the rear. A new generation of anti-lock brakes is standard equipment on the 9-5, with larger diameter discs front and rear. Electronic brake force distribution is incorporated to maximize braking capability before the ABS is activated.

The front seats on the 9-5 add two new unique features - they are ventilated for better comfort, and they incorporate the world's first active head restraints. Small fans circulate air through the back and seat cushions of the driver and front passenger seats. The head restraint system is the world's first active system to reduce the possibility of whiplash. A pressure plate in the seatback pushes the head support forward and up in the event of a rear-end collision. The front seats will also include heating elements, as have been available on Saabs since 1972, and side airbags.

Powering the 9-5 is a newly-developed 2.3-liter, four-cylinder, light pressure turbocharged engine that generates less friction, improving fuel economy by five percent. The new LPT engine delivers 206 ft. lbs. of torque at just 1,800 rpm. The world's first asymmetric Turbo 3.0-liter V6 will be an option. The V6 develops 200 hp with 229 ft. lbs. of torque at 2,100 rpm.

All five seating positions in the 9-5 incorporate three-point inertia reel seat belts with semi-automatic height adjustments and anti-submarining ramps. U.S. models will feature driver and passenger airbags in addition to side airbags as standard equipment.

For those who demand such things, the 9-5 has a unique dash mounted cupholder.

The 9-5 will replace the 9000 in Saab's U.S. dealerships, but the 9000 hatchback will continue to be manufactured and sold in Europe.



## Saab Dealers rated highest by Strategic Vision

Saab has been rated number one on Dealer Total Quality for cars in the \$20,000 to \$30,000 price range by Strategic Vision's 1997 Vehicle Experience Study. Buyers of new Saabs rated Saab dealerships, on the average, 14 percent above the 1996 survey results.

Strategic Vision's annual study analyzes customer experiences, as well as expectations, with a dealership's sales and service functions, and computes a factor score in numerous categories within each area, ranging from listening skills and courteousness of staff to the thoroughness of vehicle delivery and post-sales follow up.

## J D Powers rates Saab lower for 1997

An unprecedented industrywide improvement in initial quality perception has left Saab looking poorly. The J.D. Powers Initial Quality Survey, taken in October 1996, showed an industry improvement from 1.1 problems per vehicle last year to 0.86 problems. Overall, Saab ranked low on this year's list at 1.1 problems, equal to last year's industry average, but below last year's score of 0.84 problems. The Saab 9000 equaled the industry average of 0.86 problems per car.

Three items accounted for 35 percent of the problems cited on Saabs -- noisy windshield wiper blades, power seat problems, and CD players not working properly. Saab's CD players are manufactured by Clarion. Seats are provided by Lear. All problems are being addressed by Saab and their suppliers.

Since the study was taken last fall, Saab has undertaken two new programs as part of the factory's Product Improvement Process: Customer Care Program is a special inspection line at the factory for all U.S. bound Saabs. In addition, ten U.S. Saab dealerships are participating in Early Warning System, to recognize potential problem areas and report them to the factory.

## Goal for Saab Dealers: 200 cars per year

Saab is hoping to improve sales by improving the quality, but not the quantity, of its dealer network in the U.S. Under the plan to sell 40,000 cars in Saab's largest market by the year 2000, the number of stand alone dealerships would rise, while the total number of dealerships would likely drop below the current 240 stores. Saab Cars USA is working on a plan to loan or give dealerships up to \$400,000 to upgrade facilities so that Saab is not a second, third or fourth line in the showroom.

Saab dealerships should sell at least 200 cars per year to remain profitable, according to John Orth, Saab's vice president of sales and dealer retail network development. Last year's average was 111 cars per dealership. He also said that Saab needs fewer than the current 240 stores, but that no dealers are being forced out.

## New ad campaign for '98

Technology and Saab's aircraft heritage will replace the cartoons of the unique "Find Your Own Road" campaign this fall. Preliminary ads produced by Saab's new ad agency, Martin Agency of Richmond, Va., show 1998 Saabs next to a Saab JAS 39 Gripen.

Saab has used similar ad campaigns in the past, the most recent only 10 years ago. At that time ads showed a Saab 900 and 9000 parked in front of a Saab 37 Viggen jet fighter, comparing the cars to "the fastest Saab built."

## Oldest U.S. Saab Dealer First to Achieve ISO 9000

Charles River Saab in Watertown, Mass., has become the nation's first automobile dealership to become registered to the ISO 9000 quality standard. Representatives of National Quality Assurance, USA Inc. awarded owner Felix Bosshard the ISO certification at the dealership's recent 40th anniversary celebration. ISO (International Standardization Organization) is an internationally recognized system of standards, processes and continual assessments intended to ensure quality and continuous improvement at a company.

Saab Automobile AB in Trollhattan, Sweden, achieved its own ISO 9000 certification only two months before Charles River earned its ISO certificate.

## Orange Coast SAAB

### TUNE UP PARTS KITS

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|------------------|---------|
| "B" engine       | \$63.80 |
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| 16V 900          | \$60.10 |
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| 9000 (with D.I.) | \$50.20 |

All kits include:

- Oil Filter (Genuine Saab)
- Air Filter
- Fuel Filter (Bosch)
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5 for \$25.95

### 16 Valve Cam Cover Seal Sets

\$22.50

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|             |         |
|-------------|---------|
| 900 '84-93  | \$29.85 |
| 9000 2.0 L. | \$36.50 |
| 9000 2.3 L. | \$47.00 |

### Dash Toppers \$35.95

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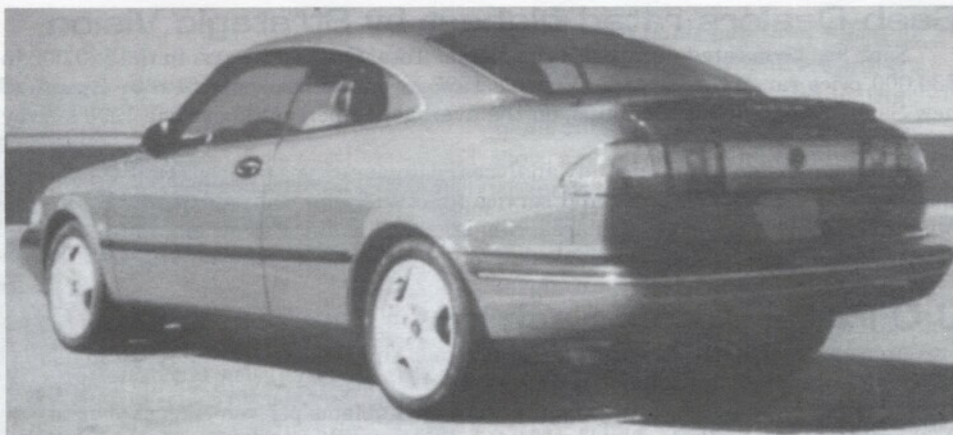
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## A new 900 Coupe?

A design study by Oy Valmet AB, the Finnish factory that builds the Saab 900 Convertible and the Porsche Boxster under contract, has produced this 2-door Coupe design study based on 900 convertible components. This unauthorized photo, taken by Hans Lehmann/Hidden Image, appeared in *Automotive News* for June 16, 1997. There are no plans for production at this time. Saab is reportedly waiting to see how sales of Volvo's C70 Coupe do before deciding whether to produce their own 2-door with a trunk.

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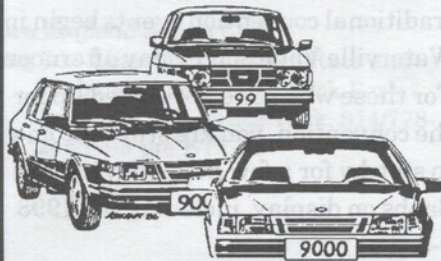
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# 50th Anniversary Celebrations

If you haven't made your reservations, it's too late. The Saab 50th Anniversary Jubilee celebration in Trollhattan, Sweden, is probably over, and deadlines for the National Saab Owners Convention in Waterville Valley, New Hampshire, have passed. As of the publishing of this issue, one month before the Convention, there were nearly 1,000 people registered. While there are no more rooms in Waterville Valley, accommodations are available within a short drive. Reservations may be made by calling 1-800-468-2553.

About 170 U.S. Saabistas have signed up for the International Jubilee, with over 2,000 expected from around the world. Only about 30 U.S. Saab owners were on hand for the

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1987 Saab Clubs Jubilee Day. Saab Cars USA has arranged some special activities for the U.S. contingent, including a welcoming party at the Saab Car Museum and a Dinner Cruise.

Prior to the Jubilee, the Norwegian club, Gammalsaabens Venner (Friends of the Old Saabs) is holding a two week rally/tour from Oslo to North Cape to Trollhattan. Eric Johnson and Chuck Andrews are entered as car #6 in Eric's 1960 RAC winning SAAB 96. At latest count, 250 Saabs were entered for the 2,500 mile journey. It ends on Friday, July 18th at the Saab Car Museum.

Just two weeks later is the big celebration in the U.S., July 30th thru August 3rd, to be held New Hampshire. Events are scheduled at several locations in Waterville Valley and at the New Hampshire International Speedway, about an hour's drive from the convention center. Thursday and Friday activities are centered at the racetrack, while traditional convention events begin in Waterville Valley on Friday afternoon. For those who have not signed up for the convention, you are still welcome to stop by for a few hours to view the Saabs on display, including the 1998 9-5.

Here is the tentative schedule:

### Wednesday, July 30

|              |                                   |      |
|--------------|-----------------------------------|------|
| 4:00-8:00 pm | Convention Registration           | WVCC |
| 4:00-8:00 pm | Regis. & Tech for Lapping session | WVCC |

### Thursday, July 31

|              |                                  |      |
|--------------|----------------------------------|------|
| 7:30-8:30 am | Driving School Registration      | NHIS |
| 8:30-5:00 pm | Driving School                   | NHIS |
| 8:30-5:00 pm | Saab Master Tech Competition     | NHIS |
| 4:00-8:00 pm | Convention Registration          | WVCC |
| 4:00-8:00 pm | Regis/Tech for Lapping/autocross | WVCC |

### Friday, August 1

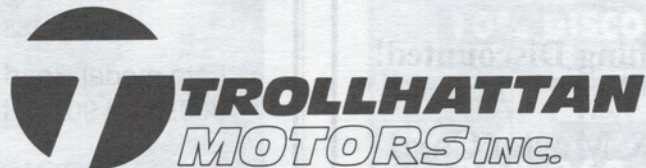
|                 |                                       |             |
|-----------------|---------------------------------------|-------------|
| 7:00-8:00 am    | Late Registration/Tech                | NHIS        |
| 8:30 am-Noon    | Lapping Sessions                      | NHIS        |
| 8:00 am-4:00 pm | Autocross                             | NHIS        |
| 8:30 am-3:00 pm | Temporary Track Event Registration    | NHIS        |
| 9:00 am-Noon    | Camp Saab for Kids                    | Town Square |
| Noon-1:30 pm    | Lunch/Vintage Exhibition              | NHIS        |
| 1:30-2:30 pm    | Track Touring Laps                    | NHIS        |
| 2:30-4:30 pm    | Hot Laps with Skip Barber Instructors | NHIS        |
| 4:30-5:00 pm    | Track Caravan                         | NHIS        |
| 4:00-6:00 pm    | Saab Seminars                         | WVCC        |
| 6:30-9:30 pm    | Cash bars open                        | Town Square |
| 7:00-9:00 pm    | Reception/BBQ dinner                  | WV          |
| 9:00-9:30 pm    | 9-5 Unveiling/Fireworks               | Town Square |

### Saturday, August 2

|                  |                                |              |
|------------------|--------------------------------|--------------|
| 6:30-9:00 am     | Breakfast                      | Pavilion     |
| 7:00-9:00 am     | Concours parking               | Soccer Field |
| 8:00 am-Noon     | Convention Registration        | WVCC         |
| 8:00 am-Noon     | Charity Golf Tournament        | Golf Course  |
| 8:00 am-5:00 pm  | Swap Meet                      | WVCC         |
| 9:00 am-Noon     | Concours Judging               | Soccer Field |
| 9:00-10:00 am    | Road Rally Driver's Meeting    | Pavilion     |
| 9:00 am-11:00 am | Mountain Bike Tour             | Town Square  |
| 9:00 am-5:00 pm  | Saab Seminars                  | WVCC         |
| 9:00 am-5:00 pm  | Saab Master Tech Help Desk     | WVCC         |
| 9:00 am-5:00 pm  | Saab Test Drives               | WVCC         |
| 10:00 am-4:00 pm | Road Rally Available           | Pavilion     |
| 11:00 am-2:00 pm | Box lunches available          | Pavilion     |
| Noon-1:00 pm     | Group Photo                    | Soccer Field |
| Noon-4:00 pm     | Camp Saab for Kids             | Town Square  |
| 6:00-10:00 pm    | Camp Saab for Kids Pizza party | Town Square  |
| 6:30-10:00 pm    | Cash Bars open                 | Pavilion     |
| 7:00-10:00 pm    | Celebration Banquet            | Pavilion     |

### Sunday, August 3

|               |                                       |             |
|---------------|---------------------------------------|-------------|
| 7:00-9:30 am  | Breakfast                             | Pavilion    |
| 8:00-Noon     | Swap Meet                             | WVCC        |
| 8:30-9:30 am  | Parts Auction                         | Pavilion    |
| 9:30-11:00 am | Saab Club Jeopardy                    | Pavilion    |
| 11:00-Noon    | Saab Cars USA Roundtable              | Pavilion    |
| Noon-12:30 pm | Closing Ceremonies                    | Town Square |
| 12:30-2:30 pm | Street Festival, Waterville merchants | Town Square |



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**Calendar of Events****Central Penn Saab Club**

Sept 27-28 - SVRA Vintage Car race at Summit Point Raceway, WV.

Early Oct. - Fall Lakehouse Weekend.

Tim Brown, 717/626-5264.

**New England Sonett Club**

Aug 30 - Lime Rock Vintage Race and Club meeting at Lime Rock Park, Lakeville, CT. Bruce Turk, 914/778-2469 6-9 pm ET

**Western Pennsylvania Saab Club**

July 19 - Pittsburgh Vintage Grand Prix Car Show, Schenley Park in Oakland - Saab Club Car Show & 50th Anniversary Party. VIP parking for club members. Andrew Bittenbinder, 412/366-6165.



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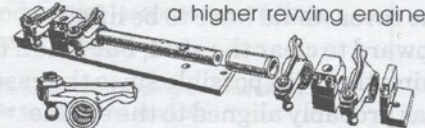
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## Technical Talk

### Timing Chain Replacement

After 157,000 miles, my wife's '83 900 (8-valve, "H" engine) developed a noise in the engine that sounded like it could be a loose timing chain. Knowing that the OEM timing chain tensioner had a history of problems (NINES, Dec 85, page 11) and had been replaced in later models with a newer design tended to lend credibility to the need to replace both it and the chain. After considerable probing with a mechanic's stethoscope and elimination of any other source for the noise, we decided that the chain had to be replaced.

The first question to be answered was: Can the timing chain be replaced with the engine in the car? After researching back issues of NINES (March 89, page 5) and both a Haynes manual and my set of Saab factory manuals, I found that everyone (except Saab) agreed that, although a big job, the timing chain could be replaced with the powertrain still in the car (Saab doesn't really take a position in the manual). However, being somewhat skeptical, I jacked up the car one day and took a good, hard look at the timing chain cover installation. I discovered that the timing chain cover is held on with numerous bolts *and one stud and nut*. Unfortunately, the stud comes upward from the transmission case into the bottom of the timing chain cover. Clearly, the cover would have to be lifted upward to clear the stud, but I didn't think that was possible since the case was probably aligned to the engine

block with several locating pins. It looked to me like there was no way the timing chain cover could come off without separating the engine from the transmission; therefore, we decided to pull out the powertrain.

We followed the directions in the Saab manual to pull the powertrain. The job was pretty straightforward, although we deviated from the manual in several places. I elected to not disconnect the hydraulic line to the clutch slave cylinder, but instead removed the entire clutch, pressure plate, and throwout bearing assembly. The prospect of attempting to separate the engine and transmission while keeping the slave cylinder and throwout bearing from getting damaged was more than I wanted to attempt. Removing the clutch and pressure plate is easy with a Saab clutch spacer ring 83 90 023. Old fan belts or pieces of wire can be used, but the tool is inexpensive and easy to use; I recommend you get one.

We discovered several other tricks in working with the front suspension to separate the transmission from the front axles. First, if you have gas-pressure shocks installed, remove them before you do anything else with the front suspension. If you don't, the constant extension pressure from the shocks on the lower control arm will make removal of the lower control arm ball stud bolts almost impossible. Second, Saab uses two special tools (83 93 209) between the upper control arm and the body to take pressure off the lower control arms. A nice substitute can be made out of four pieces of 3/4 inch x 3/4 inch x 3 inch

hardwood and four pieces of 3/4 inch x 1/2 inch aluminum angle. Put a piece of hardwood under each leg of the upper control arm with an aluminum angle under the hardwood between the hardwood and the car body.

Third, be sure to use the 7.5" x 3.5" x 0.75" block of wood recommended by Saab (see NINES, July 1985, page 3) to hold the steering knuckle assembly out of the way; it works great.

A taper pin must be removed to separate the gearshift rod from the manual transmission. Unless it has been removed recently, expect it to be frozen in place. After trying everything I could think of, I finally had to carefully drill out most of the pin, then carefully remove the rest. Have a spare pin (83 75 172) and locknut (83 35 002) handy.

If your car has air conditioning, there will be no lifting eye for the timing chain end of the powertrain because the normal factory eye interferes with the compressor mount and was not installed. Either get a Saab lifting eye 93 13 222 (NINES, March '85, page 6) or make your own and secure it to the two upper water pump housing mounting bolts next to the intake manifold.

Once the powertrain is out, set it on two 1x2 or 2x4 by 12 inch blocks of wood, one aft of the transmission drain plug and the other forward of the engine drain plug. Despite the canted engine design, the powertrain will stand firmly without a tipping tendency. Remove the starter, then separate the engine and transmission.

If you have an engine stand, mount the engine block to the stand. Remove the engine mount from the left side of the engine. With the mount removed, you should find a total of seven 8mm x 1.25 bolt holes along the left side of the block that can be used to secure the block to an engine stand. The special engine stand adapter shown in the Saab

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manual is not required. Note that the engine block is secured along the left side, not from the flywheel end as is normal for most engines.

From here on, disassembly of the engine to get to the timing chain is straightforward. I found that the timing chain cover is, indeed, located to the engine block with two locating pins, so that it must be pulled straight out from the block. The stud coming up from the transmission housing would have prevented the timing chain cover from being pulled forward had the engine and transmission not been separated. I can see no way that the timing chain cover can be removed without separating the engine and transmission. Maybe on some other model year 900s, but definitely not on an '83. The decision to 'bite the bullet' and pull the powertrain looked like a good one.

A little investigation into the timing chain and tensioner was

initially disheartening; both looked okay. However, my wife noticed an area inside the timing chain cover that was clearly being impacted by the timing chain. It appeared that the chain was good, but the tensioner was not always maintaining tension on the chain, thus allowing the chain to impact the cover. It was only a matter of time until something more serious happened.

Installing the new timing chain and tensioner kit (88 17 405), reassembling the engine, and joining the engine and transmission are basically just a reverse of the disassembly process. The only problem encountered was rejoining the driveshafts. When lowering the engine into the car, join the left driveshaft first, then push the powertrain as far as possible to the left in order to obtain clearance to rejoin the right driveshaft. Even then, clearance will probably be tight.

In conclusion, the job is a big one,

but not too difficult for a do-it-yourselfer with a good set of metric tools and a little experience. If you have a high mileage 900 with the older timing chain tensioner assembly, I recommend replacement as soon as possible.

As an aside, we discovered one other major problem. The crankshaft pulley/vibration damper was separating. Service Campaign 511 initiated in 1985 had addressed the problem of separated crankshaft pulleys but expired in 1987. I have inspected our pulley religiously every 3000 miles for clearance between the pulley and the timing chain cover, as the Service campaign suggests. However, ours was starting to fail in the other direction, with the pulley moving away from the timing chain cover, not moving towards it. You might want to watch for this problem on older 900s.

*Bill Jones  
Irvine CA*



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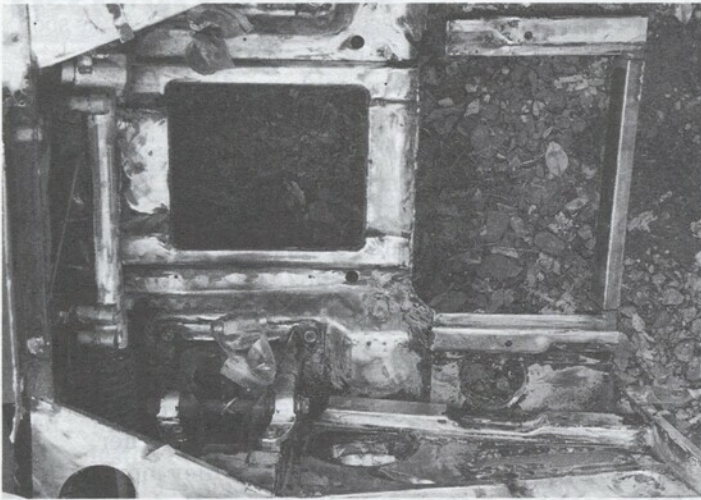
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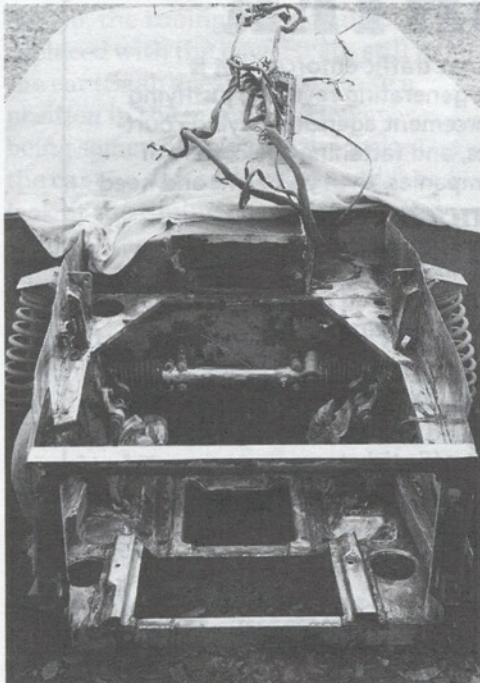
## Detailing your Sonett engine compartment



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

One thing that all show cars have in common is a beautifully detailed engine compartment. Judges at car competitions will generally pass by a car without its hood up. To what extent you detail your engine compartment is

*Above and below: Sonett engine compartment during the paint removal process.*



entirely up to you, but to be a winner you have to outdo the next guy. The quality of your work will be reflected in the longevity of the finished product. A professionally detailed engine compartment will clean up like new for years.

In the last few years the number of Concourse Quality Saabs has increased dramatically. Saabs are finally getting

the recognition that they deserve at shows in the U.S. and Europe. If you are interested in helping the vintage Saab cause, you should consider restoring your car, and a great place to begin is in the engine compartment.

This article will address detail work only. Although I used a Sonett for the photos, these suggestions apply to detailing all older Saabs. Needless to say, if a part is removed, it is a great time to rebuild or replace it. Also, keep in mind that there is more than one way to skin a cat, so my suggestions are just that, suggestions.

### Preparation

Step one in any thorough detail job is emptying the engine compartment. The engine compartment needs to be brought down to bare metal before refinishing can begin. Start by spraying the engine and engine compartment with degreaser such as "Gunk" before removing anything from the car. Hose out the engine compartment, or better yet, use a power washer to thoroughly clean out all the grease and oil that has collected over the years. After cleaning, drive the car and check for engine and transmission leaks. Better to find the leaks now, rather than after your detail work is completed.

### Organize during disassembly

Unless you are intimately familiar with all the components in your engine compartment, it will be necessary to remain extremely organized throughout the project. Consider some or all of the following; Photograph and/or videotape the engine compartment before and during the removal process. Describe what you are doing into a cassette recorder. Make drawings showing the location of wires, hoses, cables, etc. Put small fasteners in Dixie cups and label them accordingly. Take note as to what order parts are removed, so that they can be reinstalled in the reverse order. If you find yourself saying, "I'll remember that", it's a safe bet that you won't.

Remove the engine, transmission, wiring harness and all other components in the engine bay. The only component that can usually be left in is the steering gear, since it rarely conceals corrosion and can be easily worked around.

The easiest way to remove the paint from the engine compartment is by sandblasting. The next best is with paint remover, followed by my least favorite, disc sanding. Regardless of which method you use, hours of hand sanding will be needed to even out the tight spots. Before painting, minor pits in the metal or swirl marks from sanding should be filled in with finishing putty.

### Prior to painting

Under every high quality paint job lies a coat of primer. Before priming, remove the seam sealer from the base of the firewall. Clean the engine compartment with a



commercial paint preparation such as "Kleans Easy", available from NAPA stores. Prime the metal per the manufacturer's instructions and allow to cure. Replace the seam sealer.

Spray cans are adequate for painting the engine compartment, but for truly professional results a spray gun must be used. Many restorers are now recommending epoxy enamel paints, as they are resistant to gasoline, oil, antifreeze and brake fluid.

### Engine/transmission painting

The engine and transmission will have to be absolutely clean before painting to insure proper adhesion. If you're rebuilding the engine, have the bare engine block boiled by the machine shop to dissolve any deposits in the coolant and oil passages. This will also dissolve all the old paint so you will have a clean surface for engine paint.

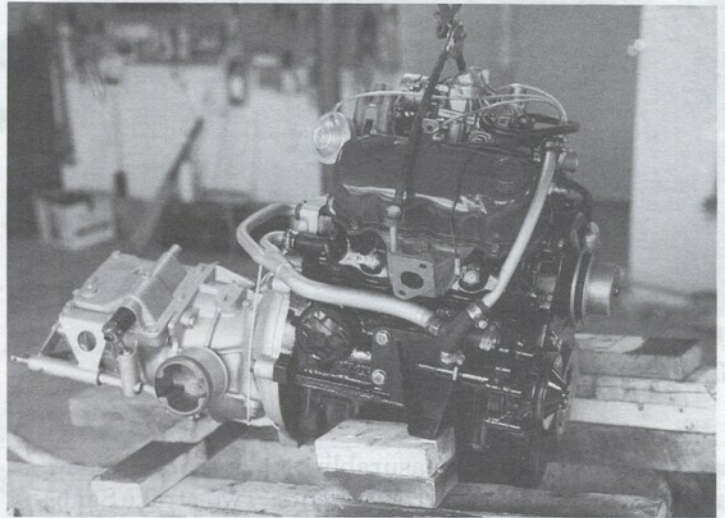
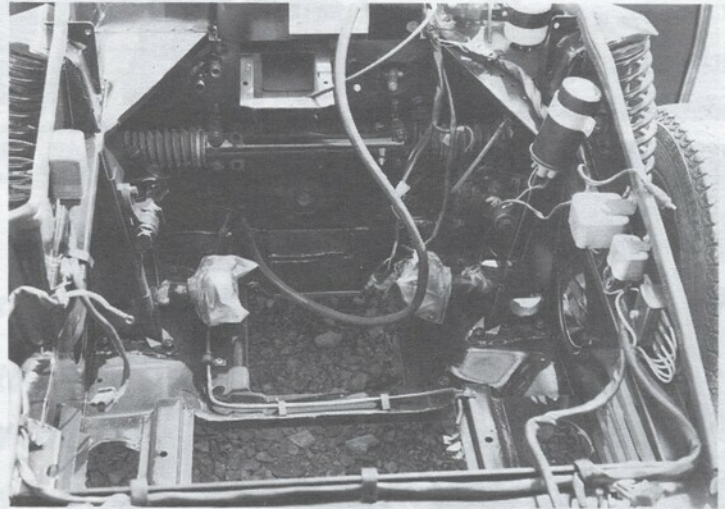
The bare transmission case can also be cleaned chemically before rebuilding. Though the transmission cases came from the factory unpainted (except for some very early 93s), the aluminum can develop permanent stains. I use a brush-on aluminum paint for a better looking case. If you're not rebuilding the engine or transmission, expect to spend upwards of 20 hours cleaning every nook and cranny with a combination of wire wheels, steel wool, sandpaper and solvents.

### Wiring

The wiring harness should be cleaned or, if necessary, re-wrapped. My preference for cleaning the wires is to use paint remover, but not to leave it on for more than a minute. Just wipe it off with a rag. This procedure removes oil and most discoloration in the wire insulation, leaving it looking as good as new. Be careful when cleaning the numbered connector covers, as too much rubbing will remove the numbers.

Re-wrapping a wiring harness is a delicate job and requires a certain amount of patience. To re-wrap the harness, start by spreading it out on a piece of plywood, separating all the ends as far as possible. To hold the harness in place, tap finishing nails on either side of the harness every few inches at an angle. This will trap the wires in place during the harness cover removal process. Using a razor knife, slit the cover lengthwise, being extremely careful not to damage any wires, then pull off the cover.

The wiring harness cover is made of shrink tubing (with the exception of pre-1961 Saabs) and can be purchased from YNZ's Yesterday Parts [333 East Stuart Ave. A, Redlands, CA 92374. 909/798-1498]. Shrink tubing will shrink to half its original diameter, making installation surprisingly easy. Make sure you overlap the tubing joints exactly like the original - a few photographs will go a long way on this project. After re-wrapping, shrink the



Top: Re-finished Sonett III engine compartment ready for drivetrain installation.

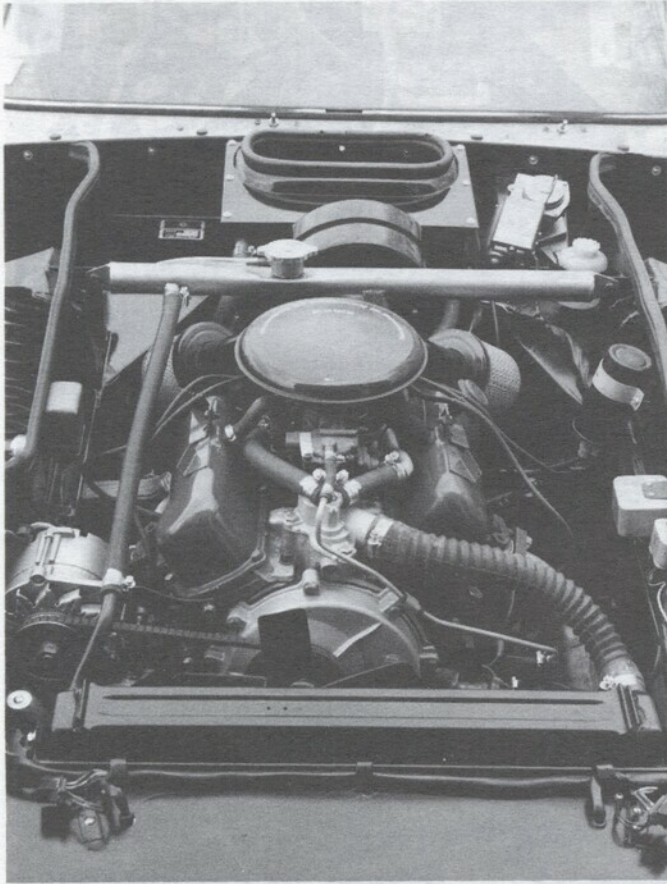
Above: Fully detailed V4 engine and transmission.

tubing with a heat gun, as a hair dryer does not produce enough heat to do the job.

### Hoses and other rubber pieces

Replace all the heater hoses and fuel lines. If using NOS (new old stock) hoses, check for dry rot before installation. Sonett II's and III's use a combination of red and black colored hoses. Although it's impossible to be sure, the consensus is that fuel line, upper and lower radiator hoses should be black, and the balance of the heater hoses should be red. Red heater hose is still available in some auto parts stores. If you would like to remove any printing on your hoses, just wipe with a little paint remover. If you are fortunate enough to have them, old Saab sales





*The fresh drivetrain installed in the car.*

brochures will help immeasurably in color coordination and placement of various components. Two-stroke Saabs use black hoses of a braided variety- they are very difficult to find NOS but will usually clean up well using Bumper Black or a similar product.

Hose clamps are another item that needs to be addressed. Sonett III's use screw type hose clamps similar to modern clamps. I have not been able to find a source for exactly the same type, has anyone else? Sonett II's and Sonett II/V-4's use "Tower Clamps" mostly. Two stroke 93's, 95's and 96's use wire spring clamps that require a special pair of pliers for easy installation. Tower Clamps and wire spring clamps can be purchased from Restoration Specialties and Supply Inc., P O Box 328, Windber, PA 15963 (814) 467-9842. Wire spring clamps can also be salvaged from water pump hoses on old washing machines.

Soft parts are the most difficult ones to find NOS. These are the rubber and plastic pieces that dry out, crack or fade with age. Rubber parts such as grommets and body seals can sometimes be brought back to life by cleaning with paint remover. Test a small area first to see

if the paint remover will damage the part. If it doesn't, rub in the paint remover and wipe off with a rag. The part should be washed off with soap and water, then sprayed with a rubber preservative like Armor All before installation. Some plastic parts can also be cleaned with paint remover, but others will literally melt on contact! Don't forget to test first!

### **Supplies, tools, sources**

Most detail work involves the removal, cleaning and painting of parts. The list of suppliers of detail tools, paints and products is seemingly endless. Hemmings Motor News has a section for "Services Offered" and "Supplies, Tools, Misc." Hemmings can be purchased at the newsstand, or subscribed to by calling 800-227-4373, ext. 550.

Another excellent source for detail supplies is the Eastwood Company. Their catalog can be ordered by calling 800-345-1178. They list more than a dozen aerosol spray products alone, including wrinkle finish (for Sonett dashboards), and chassis black-epoxy base, for coil springs.

Some of the tools necessary for detailing include a bench grinder with a wire and buffing wheel, electric drill with various size wire wheels, Dremel Moto-tool with an assortment of tips, and don't forget a truckload of rags and the big box of Band Aids.

Different parts of the engine should be coated with different types of paint. The area around the exhaust port, for instance, should be coated with high temperature manifold paint instead of engine enamel.

### **Don't forget the basics**

Here is a list of a few common sense suggestions to help your detail job run smoothly:

- 1) Warm all spray cans to a minimum 70 degrees Fahrenheit before using.
- 2) Parts to be painted should be warmed to room temperature.
- 3) Prepare all parts with a cleaning solution before painting.
- 4) Parts should be smooth to the touch. If you can feel an imperfection, it will probably show on the finished product.
- 5) Follow manufacturer's instructions. No short cuts!
- 6) Protect your car's body from overspray.
- 7) Triple check your wiring before connecting the battery.
- 8) Wear protective gear, such as gloves, goggles and a face mask.
- 9) Don't rush. Expect to spend between 150 and 200 hours under the hood.

Good Luck, and I'll see you on the Concourse circuit!



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# Ring a Ding

by Larry "Stroker" Williams



## Chrysler's Stroker

I met Joe Goulart on the phone in the Spring of '93. We swapped yarns about two-stroke kart racing and the viable use of a two-stroke engine in a modern car for the best part of an hour. Later we exchanged materials and snap shots of each other's favorite passion in two-stroke engines.

It all started when the Neon hit the market in its final production form. I remembered the Neon concept car had a classy (Citroen) Deux Cheveaux look with the extra plus of a two-stroke engine. At the time I just couldn't help myself, I used *AutoWeek* magazine for a sounding board, sending them a letter with the comment that Chrysler had lost me for a customer after seeing the production model, and Damn! It got printed!

Two days later I got a call from Joe Goulart, the manager of Chrysler's two-stroke development group, and he told me he couldn't afford to lose any customers!

After the above exchange I said, "Don't be surprised if I beat on your door someday when I'm in Dee-troit City."

In June of 1995, I called ahead to make that kind of date during a two-stroke trip I was planning to a Saab meet at Bruce Turk's place in New York. I was told that Joe had died the previous February. I could only sympathize, and then explained how we knew each other. The Product Development Engineer, Meg

Novacek, was Goulart trained because she came right back with, "When are you going to be here? I'll have a two-stroke Neon for you to drive."

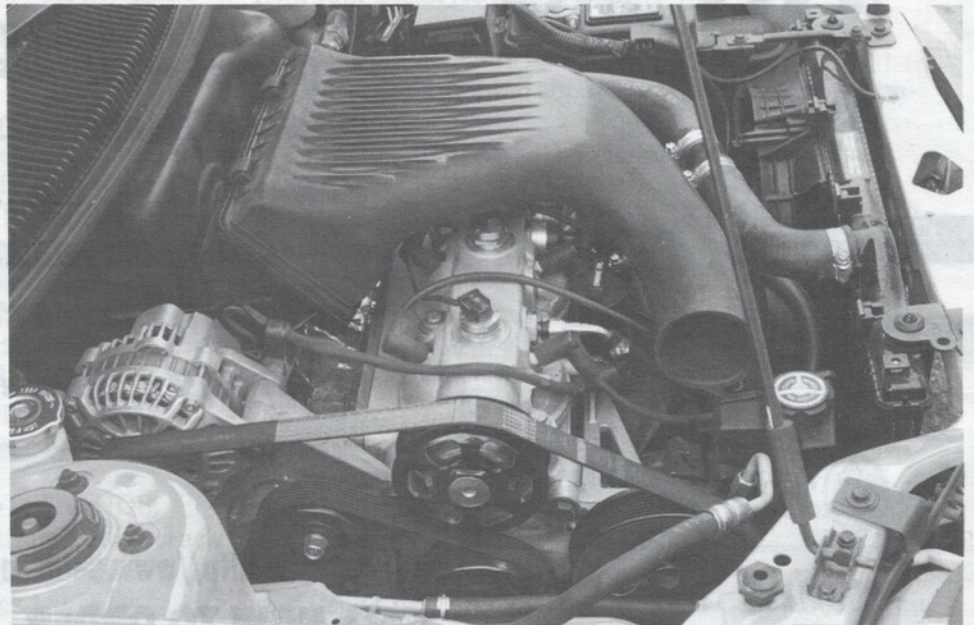
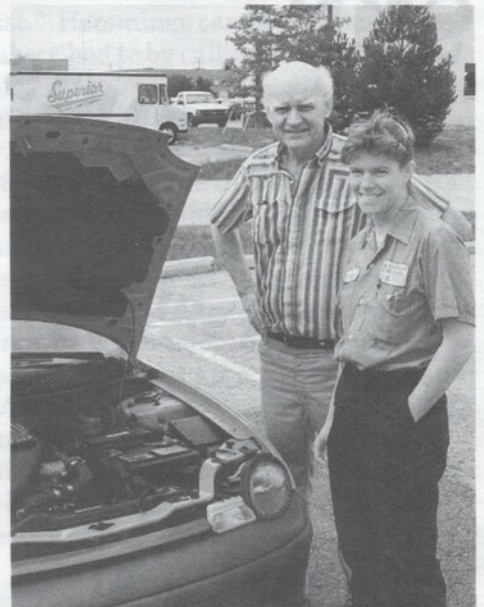
I twisted the arm of Eric Johnson to join me, take pictures and made a bet with him that Meg was as pretty as her voice. We drove the Neon on July 7th and I collected the bet.

Meg, her leader, and Todd (the pump engineer) were more interested in seeing my bull-nose Saab 95. They said that we were among the few visitors that knew what a two-stroke was, and were the only ones to drive in with a two-stroke!

The Chrysler three-cylinder, two-stroke of 1500cc has 85 hp that act like 100 plus. It is a supercharged design rather than the crankcase compression type we Saab fans are familiar with. A positive to the design is standard insert bearings and modern electronics for fuel and fire. I won't call it a negative, but it don't sound like a two-stroke! It doesn't "pop-pop" but then it doesn't smke either, so I guess it is a stand off on amenities. Nice things happen when you drive a two-stroke. Thanks, Meg.

[Editor's note: Chrysler announced earlier this year that they were discontinuing further development of the two-stroke engine.]

*Reprinted from The Saab Sport  
North Central Saab Clubs  
Aug-Sept, 1995*



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You've seen innumerable photos of Saabs and other cars, in magazines, in the factory brochures, and on the world wide web, and you were wondering how to take photos of your Saab. Maybe you'd like something to frame, or a great photo to display on your web site, or even something to contribute to NINES or your local Saab club magazine. I hope I can provide some basic guidelines for you, to help you past the "snapshot" phase of photographing your Saab, and get you started on taking more dynamic, professional-looking photos.

I'll tell you right now, I'm not a professional photographer, nor might I be called a "serious amateur". But, I wanted to take interesting photos of my Saab. So, I experimented, and have come up with a few things that work for me.

### The Camera

I highly recommend the typical interchangeable lens Single-Lens Reflex (SLR) 35 mm camera. You have a very high degree of flexibility with this sort of camera, whether it is an older, mostly mechanical unit, or a newer, auto-everything camera. Your selection of film is virtually unlimited, you can select the lens to suit the conditions or effect you desire, and you can add filters to the lens for more effects, or to correct for lighting.

The newer generation of point-and-shoot cameras can, indeed take good photos. You must be very knowledgeable of the idiosyncrasies of these cameras. What types and speeds of film to they accept? How different is the viewfinder image versus what you get on film? How accurate is the shutter? Know your camera, and you can produce very good results.

### Lenses & filters

If you have an SLR, you have a wide variety of both to choose from. The normal lens of the SLR (around 50mm), is usually OK for car shots. The car is large enough that you need to stand far enough back to get the whole car in the frame.

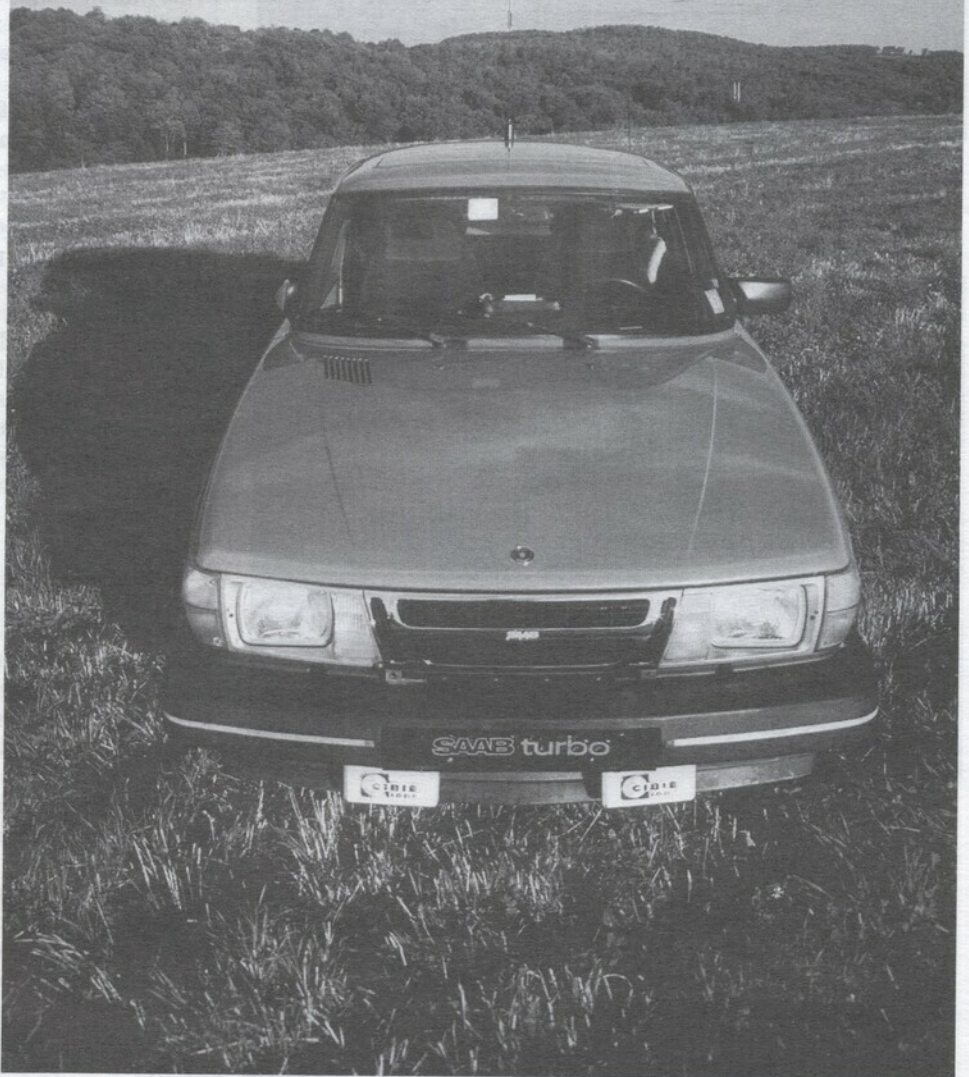
Using a slightly longer lens (about 80mm) can help to bring the background a little closer to the car. You have to stand back, but the effect can be pleasing.

A Wide-Angle lens can create an interesting effect, having the center of the image sharp and appear close, while the

# Photographing Your Saab

## A basic introduction

story and photos © 1997 by L. J. West



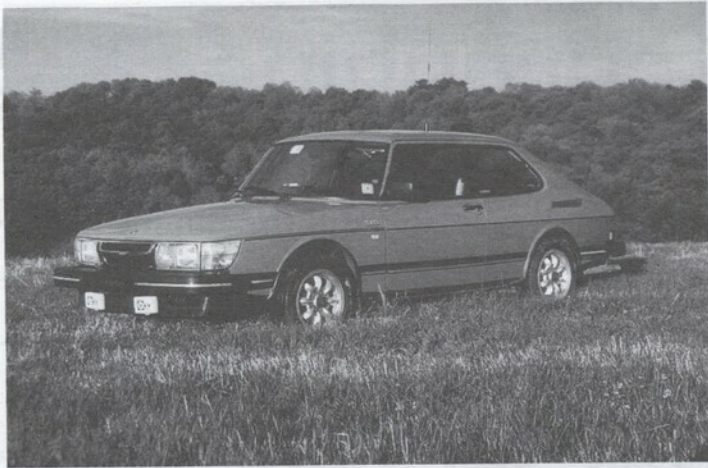
rest of the car seems to trail away to the corners.

With filters, you can create effects, eliminate haze, and reflections from your photos. A Skylight filter should be standard on all SLR lenses. It protects the front surface of the lens, and reduces haze. A polarizing filter helps eliminate undesired reflections from your car. You rotate the polarizing element to rid the shot of the reflections from the windows

and the paint. A highly polished car will reflect a lot from the paint, reducing the depth of color. A polarizing filter can bring back that depth of color.

For Black & White film, you have other options. Colored filters can be used to do different things to colors. A red filter will lighten reds, making them appear almost white. Greens will then appear darker. A green filter will obviously have the opposite effect.





*A zoom lens will compress the foreground and the background (above), while a close-up lens will distort the image (below).*



*Bottom: Having the lights on gives a more "alive" look.*



## The Film

The two major categories of color film are slide film, and print film.

Slide film produces color positive (blue is blue) images after processing. The film is then loaded into a cardboard or plastic carrier, and called a slide. Slide film typically has a greater dynamic range, giving you more detail in the shadow areas of the image, but at the expense of exposure latitude.

Print film produces a color negative image (blue is orange), which is then reversed when the image is printed onto paper. Print film has a greater exposure latitude than slide film (meaning that the exposure can be off by a bit, and you will still get an acceptable result), but at the expense of the dynamic range.

Black & white film is mostly negative film, though there are a few professional slide or reversal films for B&W.

If you have a "point-and-shoot" camera, you'll probably be limited in the selection of film. Typically, you are limited to 100, 200 or 400 speed (higher numbers mean better low-light performance) color print film. Read the manual that comes with your camera.

With an SLR, your film choices are nearly unlimited. You can select the speed of the film according to the conditions, and whether to pick slide or print film. Some films, notably slide films, are more sensitive to certain color ranges. Kodak's Kodachrome (of Paul Simon fame) typically works well with reds. Ektachrome is good with blues, and Fujichrome is good with greens and blues. So, you can select the film that will enhance the image of your car the most. Color print films are not as sensitive in this manner. As always, though, stick with what works for you.

## The Saab

Okay, you don't have as much selection in this area, because you're photographing the Saab you own! But basically, let's look at some things.

Wash the car. Unless you're going for a certain effect (like you just completed stage 666 on the Rally from Hell), the car should be clean. A clean surface photographs much better than a dull, dirty surface. Waxing the car will make for a better shoot, too.

Clean the tires and wheels. Use a rubber treatment to make the tires look black. Even a little dust makes the tires look very gray and dull. And, "dress" the wheels. What this means is to make both wheels on the same side of the car present the same profile to the camera. For example: if you have an SPG, or have SPG or any three-spoke wheels on your Saab, for the best appearance, arrange the wheels to both point up, or down, or forward, or whatever, just make them look alike. This gets somewhat less important when you get beyond 6 spokes, but you should pay attention to it with any wheel that has exposed lugnuts.

I like to have the lights on on the car. I feel it makes the car look more "alive". If you do this, try to have all of them on, as the ones that are off will look very dull next to ones that are on.

## The Location

Try to pick an open area. One with lots of light. You want the light shining on the car from behind you in most cases. Light from behind the car will underexpose the car. If you want



to experiment, you can try effects with the light behind the car.

Early morning or late afternoon light has a "golden" quality to it. You may be able to use this to your advantage to enhance the colors of your Saab.

Photos taken in shaded areas tend to have toned down colors, so try to avoid them if possible. Try to keep the backgrounds from being too busy, especially with other cars. This is difficult at times, like when you're at a car show or something.

### Framing the shot

Focus in on the Saab. The Saab is the subject of your photo, so it should occupy the majority of the frame. Not right up to the edges, but close. Try to leave more space toward the front of the car, unless it's a rear shot of the car, then leave more space to the rear. Try to keep undesirable objects out of the frame. Unless, you are looking for the Travelogue effect: "Viggen at Mt. Rushmore", "Viggen at Talladega", "Viggen Rafting the Colorado River", etc. Then you can use the frame to set the scene, and the car becomes almost secondary.

Try different angles. Climb a ladder, lay in the grass, whatever. Take shots from different angles - front quarter, rear quarter, across the nose, etc. Wide angle lenses can give interesting perspectives on the car. Try to avoid the eye-level view of the car (i.e. looking down on the car for most of us). Make us look at it a different way.

The background of the shot is very important. A busy background detracts from the primary subject, your Saab. The nicest pictures I've taken of my Saabs have been when they are alone in the shot. No other cars, no people, no piles of junk, etc. In the same way you do not take a "portrait" of a person when they are in a crowd, you shouldn't take a "portrait" of your Saab in a parking lot!

This sounds like it should be easy, but it isn't. When I'm photographing something, I tend to think solely about the thing I'm photographing. I have to force myself to think about the entire frame of the shot. Look it over, corner to corner. See if there is anything that might possibly detract from the primary subject. It may not seem obvious through the viewfinder, but it will stick out like a sore thumb on the print.

Once you've learned this, you will have begun to take "photographs" and not "snapshots".

### Processing

For slide film, you have little choice but to take it to a lab (or drugstore, etc.). Rarely do they provide even same-day service, let alone 1 hour service (not that they can't, but print processing is much more profitable).

For prints, take it to a reputable place. If you want the best quality, take it to a photo shop where they'll send it off to Kodak or another reputable lab. I've had color problems with small local places that I've never had sending prints to Kodak.

### Digitizing - or getting the image into your computer

Short of a drum scanner, the best quality I've gotten in scanning is from a Kodak Photo CD workstation. They only scan film (automatically converting negative film into positive images), but the quality and detail available is tremendous. Kodak photofinishers will scan your pics onto PhotoCD for about \$1.50 per image, plus a reasonable cost for the CD



*A low angle gives different perspective.*

*Several sins: Cluttered background, too much shade...*



(about \$15). Each PhotoCD disc can hold up to 100 images, give or take, depending on the amount of detail in the pictures. Best of all, most multimedia Macintosh and Intel-based computers support the PhotoCD format, so there's no additional outlay in hardware.

You would then import the PhotoCD file into your image manipulation software (Photoshop, Corel, etc.). Here you can crop, adjust colors, eliminate unwanted parts of the image, etc. After manipulating it, you can save the new version as a GIF or JPEG or BMP file, according to what you need.

Alternately you could use a flatbed scanner to scan in prints. It's very important, though that the cover glass be scrupulously clean. Scan at the highest resolution you possibly can that is not interpolated. Interpolation is the mathematical creation of pixels that lie between actual scanned pixels. Interpolation usually results in fuzzy scans, and a loss of detail, rather than a gain in detail. Remember that if you're displaying it on your computer or putting it on the web, 72 Dots Per Inch (DPI) is all you need. Scan at the highest DPI your scanner will do, the downsample it in your image manipulation application. However, if you are going to print a hardcopy, work







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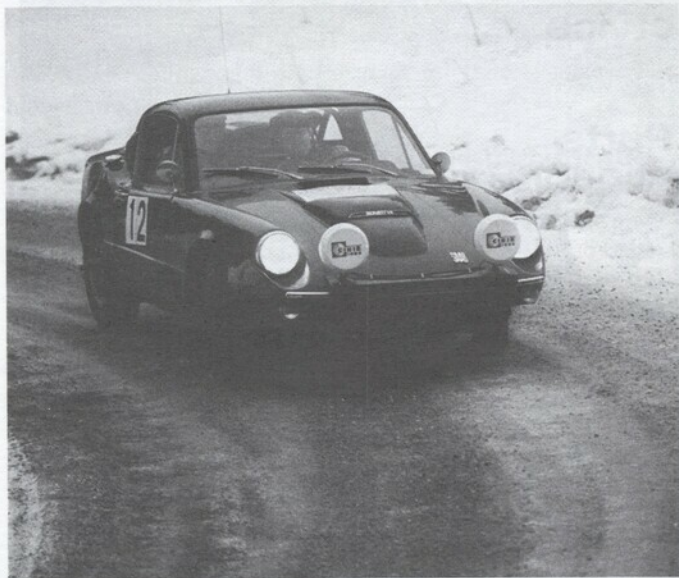




# T.D. tackles the T-Bird

*A Vintage Rally Report by Satch Carlson*

Photos by Gerry Frechette, Rainbow Action Imagery, Vancouver, B.C.



at a Halda Twinmaster in a decade or two, it's much like falling off a bicycle or playing a violin concerto: Your midbrain retains at least a faulty recollection of the skill.

But I forgot that TD BEGAN her Life Through Saab with a 900 Turbo, and is only now serving the novitiate apprenticeship I take for granted, having myself been tinkering with these

So here she was, driving one of my favorite rallies in one of my favorite Saabs: Teresa Davenport running her vintage-racing '68 Sonett through the frozen back roads of lower British Columbia, navigated by my old rally mentor himself, Rusty Link. There had been some discussion of that position, including the possibility that I myself might take the right-hand chair. But as this was to be her first outing on the slippery-slideys in this car, and as I had done as much wrenching as I could to assure a successful finish, and as this would be an entry in the Historical class and therefore denied the luxury of TimeWise rally computer, and as Rusty is much more proficient than I at the ancient and honorable art of Curta-crankin', I wished them Godspeed and sent them on their way.

Mistake.

Oh, not in the driving or navigation arenas: TD has many miles of snow-and-ice driving under her wheels, albeit in a 900 Turbo instead of a Sonett, and several high-performance driving and racing schools behind her, as well as vintage racing on road courses. And while Link had not cranked a Curta or peered

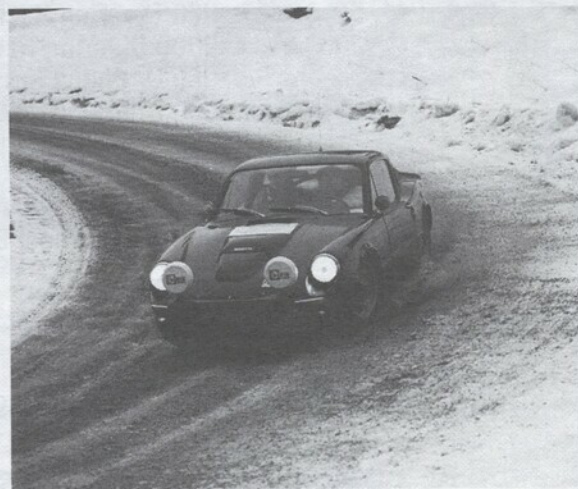
things for-Jesus, nearly 30 years. And while any '68 Sonett is bound to be a bit idiosyncratic, the fact of the matter is that any car I prepare is bound to be *exceptionally* idiosyncratic-and while there is a logical explanation for everything, I was not in the car to explain, for example, that you don't have to hold the driver's door open through first and second gear so the courtesy light stays on while the navy fumbles his harness back together after a brief excursion with a snowbank. There is a switch for that function. . . if only you know about it.

Nor was I along to explain the odd phenomenon of. . . well, put it this way: After the first day of Thunderbird, when TD arrived at the overnight hotel in Williams Lake, we were no sooner lodged in our room than she took me firmly by the lapels. "Tell me," she said, "about this *free-wheeling* business!"

It turned out that the transmission in TD's bad ride, aka Erik the Wonder Car, is one of the few that's ever crossed

before me without having its free-wheel mechanism neutered. For you who joined the ranks in the post-Yup era, suffice to learn that back in the two-stroke days, Saab came up with a device to disconnect the transmission when the engine speed was not supported by throttle opening but rather caused by the momentum of the drive train, such as running down long hills; since the lubrication came from the fuel, the engine would spin too fast for the tiny amount of oil allotted, and would cook its bearings. Solution included the free-wheel device and a lifetime warranty-yes, free engines forever!-to reassure the public that they weren't going to cook their little corn-coppers on the first steep slope.

The freewheel device is a centrifugal affair of rollers and slots, and basically feels like you've put the clutch in when you take your foot off the gas. Driving this way is an acquired technique, and



the phenomenon can be rather startling if you have believed all your life in certain unvarying physical laws, such as the one wherein when you take your foot off the gas, the car will slow down.

TD and Rusty found out about free-wheel sometime after the dinner break. They had already found out that when we mount Hakkapeliittas, we load them up with about 40 pounds of air on the theory that it is easier to let some out than to find some out in the middle of nowhere; consequently they had been skittering through the corners with all the complacency of the oaken wheels on a Conestoga



wagon. And since, as I say, this was her first experience on this particular field, TD had no way of knowing there was any other comfort level available other than sheer terror; it was during this hard-tire phase that the pair encountered and mastered the Yawning Pit of Death, a slippery right-left downhill bend that has put more than one expert team on their tops in years gone by. Moreover, the Yawning Pit of Death follows a narrow stretch of forest road known as the I'm Doing What section. (The name comes from the fact that we begin on a two-lane road, approaching a junction at an assigned speed of 60 kilometers an hour. We reach a stop sign, turn left onto a ONE-lane road with more snow and ice on it, and put the speed *up* to 72. Drivers, not unnaturally, have a tendency to slow down after making this turn, at which point their navvies, sometimes rather crankily, remind them that they're (supposed to be) doing 72. The answer is always the same: a shocked, disbelieving, "I'm doing *WHAT?!*" And about the time they figure out how late they are, the hapless rallyists find themselves smack dab on the edge of the Yawning Pit of Death. This is called Provincial Canadian Humor.)

That dinner break, by the way, was another initiation into the joys of vintage rallying, as half of the break was spent rebuilding the Halda on the restaurant table and the other half spent lying upside-down reinstalling it in the Sonett. The Halda had puked its innards just before a vital right-hand turn, which somehow in the confusion became a LEFT at Tee, a minor error which became

apparent some ten miles down the road, resulting in the not-unpleasant work of Making Up Time. ("I think we're back on course," said Link. "You just passed the sweep truck and four checkpoint crews!")

Anyway, some miles into the Stygian darkness, the free-wheel device engaged itself. . . or *disengaged* itself, whichever it was. The introduction to this interesting mechanical concept was a hard right-hand bend, which TD slowed for by lifting-whoops! The car SPED UP! (You can try this at home, if your streets are icy: Just head for a right-hand 25-mph turn at 30 and press in the clutch when you want to slow down. Now go through the corner. Now you will understand TD's language.)

The resulting drift saw the car through the turn at increasing angles toward the road and up on the snowberm. "I probably could have kept driving it," TD said later, "but it was getting somewhat tippy." The following car yanked them out of the berm with a loss of only four minutes, and they completed the 20-mile downhill descent into Williams Lake without further incident, although this downhill-via-free-wheel experience left a definite prejudice against the ingenious device. ("It's great for fuel economy, too," I explained. "Shut up," she replied.)

The second day of Thunderbird dawned cold, clear, and icy: "The course-opening car," said the organizers with glee, "could've been a Zamboni!" In fact, though the Sonett had been equipped with a circulating water heater for such conditions, it was reluctant to start, the important element of circulating water heaters being that you have to plug the damn things in. But once underway, the crew was determined: Free-wheel firmly locked out, Halda making numbers on a regular basis, tires flexing with about 24 pounds in each, the little car put nary a foot wrong throughout the morning section. Blast down the straights, kick down a gear, TWO gears, set the car into a drift and power out of the turns-it was a glorious morning. "The first day, I

didn't have to work too hard," said Link. "If you're behind, it doesn't matter much how FAR you're behind. But the second day she started driving faster and faster, and since we were on time, I had to keep cranking the Curta!"

In fact, TD experienced the euphoric rally phenomenon of the Red Mist, that Spirit-of-Erik-Carlsson feeling that sometimes takes demonic control of the driving chores ("It's not demonic," sniffs TD, "it's *heavenly*."); one catalyst was a Volvo 122S that inexplicably showed up in the mirrors. Now, when such a vision appears, it is a driver's natural tendency to speed up-after all, if they're right behind us, we must be a minute late-and it is during these roseate miasmal moments that a good navigator saves the day: "Listen: We're right. They're wrong. Now you're EARLY!" And, in fact, at one point the Sonetteers moved over to let a charging competitor go by, and then gleefully watched him shoot past the next turn. (Rallying has such few rewards, and momentary smug superiority is one of them.)

But just as looked like the two would put in a great day to vindicate their teething problems of the day before, the Rally Gods descended, as if to ward off any First-T-Bird hubris. On the way to the lunch break, the little blue car rolled quietly to a stop. The sweep crews-two such!-not only found the problem-one contact had completely broken off the new Bosch points in the distributor!-but determined that the car might be able to continue under its own power, if only they could bend the vestigial splintered end of the points arm to make at least some sort of contact with the stationary point; and thus the crew were able to limp to civilization, or Clinton, anyway. But alas, no distributor points were there to be had, and the team had to retire, awaiting the aid of the NAPA store owner in Cache Creek, the terminus of the rally, who opened up after hours to sell them a set of points which, once dropped into the distributor, had them back on the road again, too late to finish T-Bird but well able to make Seattle, where a new assault on Thunderbird '98 could be planned.

One that includes a Mallory distributor. Breakerless, of course.





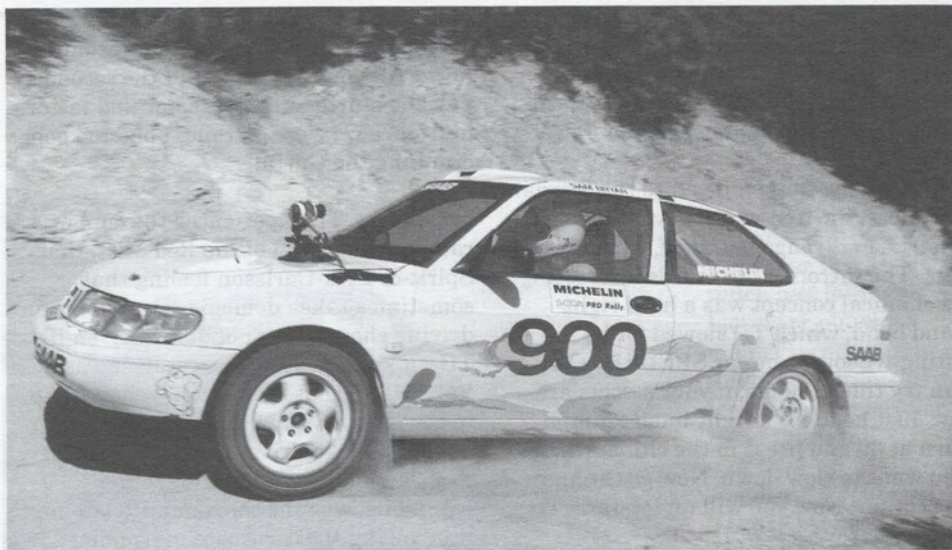


Photo by Dennis Baer, Baer Images Photography, Sunland CA

Bryan/Walden 900 Turbo at Rim of the World, equipped to take video for ESPN2.

## Team Saab takes PRO Rally points lead

The Saab 900 Turbo that ran the 1996 SCCA Michelin PRO Rally series is back for 1997, again with backing from Saab Cars USA. Driver Sam Bryan and Co-driver/Team manager Rob Walden are looking forward to a more successful season than they had in 1996, and so far they have done just that with two class wins.

"We had some teething problems on some early events last year, so we had to take a couple of steps back in mid-season to re-group," said Walden. "We got the car a little late, then worked our tails off on weekends and evenings trying to get it ready for the first event. The car made it there, but not quite ready to run. When we did make it to the next event, the Rim of the World in California, we encountered some problems with the turbo exhaust generating too much heat. We also had a string of just plain bad luck - losing the gearbox on the way to Parc Ferme in Maine, and blowing up a new engine just before the Lake Superior Rally in Michigan, things that were completely unexpected. By mid-season the car ran pretty well, but it was a lot faster than the old 900 and Sam had a couple of off-course excursions because he wasn't used to the speed. It seems like we spent a lot of time that we had planned for improving the car just getting it back to where it had been."

"For 1997, we'll be working more on producing horsepower" said Walden.

"The chassis and the suspension setup seem to be sorted out now, so we can concentrate on the engine. We've designed a new exhaust manifold to run a larger Garrett turbocharger, and installed a larger intercooler to keep the underhood temperatures down. We'll also be trying different camshaft profiles because we were running out of torque at only 4,500 rpm last year. Another thing we'd like to try is experimenting with different gear ratios in the transmission for different types of rallies."

One major change for '97 is the hiring of a full-time crew chief. Bill Morton spent the last four years as a crew member for Team Toyota Europe, and prior to that worked for Rod Millen doing the U.S. SCCA PRO Rally series and the Asia-Pacific circuit. Morton picked up his interest in rallying as a teenager in his native New Zealand, where rallying is a very popular motorsport. He got involved first on the club level as a driver and was able to turn his hobby into a career.

Morton has enjoyed his work with the Saab team so far. "We're proving the Saab to be a very reliable rally car. It's quite fast, and now that we've eliminated the mechanical gremlins of last year, Sam can just get in the car and drive. He's getting quicker each rally and getting a good feel for the car."

Morton added, "We're lucky enough to have a strong sponsor in Saab Cars

USA that allows us to compete in the sport at a professional level. It allows us to attend to the details, to keep it reliable and looking good as well."

Morton went on to elaborate on some of the changes in the 900 rally car for this season: "The larger turbo allows for a greater power band, extending from 3,000 to 7,500 rpm. At Rim, we actually turned the boost down because we had too much power. It's great to be in a position where we can adjust the power based on the amount of traction on the roads at each rally."

The car is maintained at TAD Motorsports in Lake Zurich, IL, the shop that also takes care of Henry Joy's Mitsubishi. TAD builds rally cars for several teams in Jamaica as well.

The paint and graphics on the Saab rally car will change little for 1997. Team Saab has been given car number 900 for this season, so a mildly revised graphics package has been made up, but the Monte Carlo Yellow color remains.

The PRO Rally 900 is expected to compete in all the National events on the Michelin PRO Rally championship circuit. Their first effort for '97 - the Doo Wop III and IV National/Divisional event in Washington during March - resulted in another DNF (did not finish) after the differential in the X-Trac gearbox failed.

The Little Creek Casino Wild West Rally a few weeks later produced much better results - not only a finish, but first in Group 5 and third overall! The Saab was not far behind the Open Class cars of Paul Choiniere/Jeff Becker (Hyundai Tiburon AWD) and Henry Joy IV/Michael Fennell (Mitsubishi Lancer Evolution II).

In May it was off to Palmdale, California for the Rim Of The World, where the Saab was again first in Group 5 and third overall, this time behind Henry Joy's Mitsubishi and Carl Merrill's Ford Escort Cosworth. Pennsylvania's Susquehannock Trails in June saw the old gearbox gremlin at work again, causing a DNF (Did Not Finish) on the first stage.

Two class wins for the year have put Team Saab into the points lead in Group 5, and third in overall points behind the Joy/Fennell and Choiniere/Becker pairings.

Running a limited schedule in Group 5 is George Plsek of California in a 2-door 99 Turbo. Plsek and co-driver Mark Ratsam were second in Group 5 at Rim of the World.



Jerry Sweet is contesting PRO Rally Group 2 in his '78 99 EMS once again, but his schedule will be limited to events in the eastern half of the U.S. Stuart Spark continues as Sweet's co-driver. For '97, the EMS has a new engine - an H-block taken from an '86 900, with head work by Motor Sport Service (ported, polished, flowed, new camshaft) - and a 4-speed close-ratio gearbox (thanks to NINES classifieds). Sweet/Spark started the year with a class win at Sno\*Drift in Michigan, but transmission woes at STPR in Pennsylvania caused a DNF while the Saab was leading Group 2. Group 2 is for 2-wheel drive cars up to 2.4 liters, normally-aspirated.

Several employees of Scandia Autosports are running 99s and 900s in SCCA Divisonal rallies in the North-west. Drivers include Sean Tennis, Doug Schrenk, Mike Leonard and Nate Tennis (nephew of Sean, son of Pat).

ESPN2 is carrying half-hour summaries of many PRO Rallies this year. Several programs have already been shown, but the remaining schedule is included here.

Tim Winker

**'97 MICHELIN SCCA PRO Rally Championship & ESPN2 Air Dates\***

| <i>EVENT/Date/location</i>  | <i>Air Date</i>                            | <i>Time (Eastern)</i> |
|---|--|-----------------------|
| LITTLE CREEK CASINO WILD WEST PRO RALLY<br>April 11-13, Olympia, WA | Thurs. July 17, 1997                       | 6:30 PM               |
| RIM OF THE WORLD<br>May 2 - 4, Palmdale, CA                         | Fri. July 18, 1997                         | 6:30 PM               |
| SUSQUEHANNOCK TRAIL<br>June 6 - 8, Wellsboro, PA                    | Thurs., July 31, 1997                      | 2:00 AM               |
| MAINE FOREST RALLY<br>July 25 - 27, Rumford, ME                     | Sun., Aug. 17, 1997<br>Tue., Aug. 20, 1997 | 3:30 PM<br>2:00 AM    |
| OJIBWE FORESTS PRO RALLY<br>August 22-24, Bemidji, MN               | (No TV planned)                            |                       |
| PRESCOTT FOREST RALLY<br>October 3-4, Prescott, AZ                  | (No TV planned)                            |                       |
| D&N BANK LAKE SUPERIOR PRO RALLY<br>October 17 - 19, Houghton, MI   | Sun., Nov. 9, 1997<br>Tue., Nov. 13, 1997  | 7:30 PM<br>2:00 AM    |
| MAINE FOREST WINTER RALLY<br>December 5-6, Rumford, ME              | Sun., Dec. 27, 1997<br>Tue., Dec. 29, 1997 | 1:00 PM<br>1:00 AM    |

\*Subject to change by ESPN - check local listings or call ESPN's programming department at (860) 585-2236 to confirm times. Other questions about the programs, including sponsorship opportunities, can be addressed to Doug Plumer, executive producer, at (617) 492-7444.

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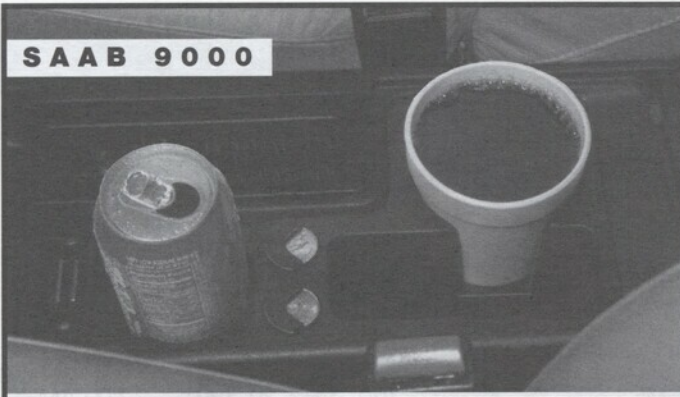
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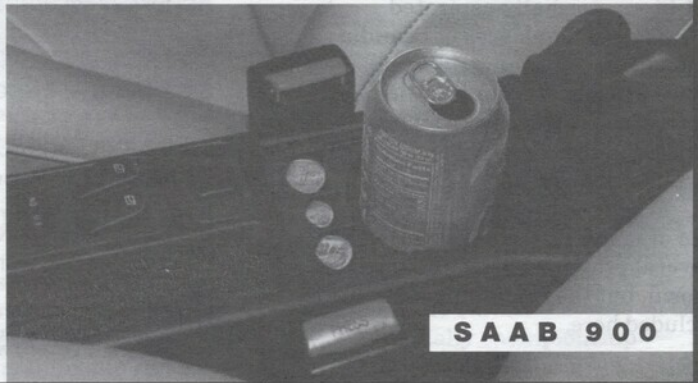
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## 900 Turbo to take on Pikes Peak

For the first time ever, or at least in memory, a Saab 900 Turbo will be among the competitors at the annual July 4th Pikes Peak Hill Climb. The 900 will run in the High Performance Stock category, where the only modifications allowed are the addition of safety equipment. The particular car is a Swedish-spec 900 Turbo 5-door, meaning it has no sunroof. The driver will be Larry Webster of *Car and Driver* magazine, which means there will be a story there in the near future. Watch these pages for details as well.

## Saab paces One Lap

A Saab 9000 Aero led the way at the 1997 One Lap of America, sponsored by *Car and Driver* magazine. One Lap's Director of Competition Jon Davis used the Aero to lay out the course and write the routebook for this year's One Lap, driving over 20,000 miles in the process. The One Lap route takes competitors to various racetracks around the country for autocross and drag race competitions, this year traveling from Watkins Glen to Las Vegas and back during the week-long event.

The Aero's seats were given particular praise by Davis, a feature mentioned by past One Lap competitors who have also used a 9000 Aero.

Davis was the 1980 and 1981 SCCA Production Class PRO Rally champion in a Saab 99.

## SCCA 900 16V to ITB

A recent re-classification by the Sports Car Club of America has moved the Saab 900 16-valve 2.0 liter (1986-90,

128 hp) from Improved Touring - A (ITA) to IT-B. The change pits the 900 against the Volvo 142, BMW 2002, Opel Manta and 16-valve VWs, plus the slightly lighter 2.0-liter 8-valve 99 (115 hp).

The reclassification should make the 900 competitive in ITB, at least more so than the 99. The 2.1-liter 900 (140 hp) remains in ITA.

## Bonneville 93 found

Shortly after issue #234 with the cover story about the Saab 93F that set records at the Bonneville Salt Flats in 1964 arrived in the hands of Saab Club members, Sandy Fotter of Maine called to say, "I think I have that car!" Fotter was told when he acquired it some years ago that the 1960 93F had been used to set some speed records. He said it was apparently a GT 750 chassis that had the holes for the metal badges and trim filled in, and Plexiglas windows for all but the windshield.

A call to Dick Catron, who set the records in 1964, revealed that the description fit the car he had driven at Bonneville. He said it had been a Grey GT 750 that had been painted white, with the holes in the fenders filled in for better aerodynamics, and with Plexiglas windows for lighter weight. After the record setting runs, the 93F was returned to Saab Motors in Connecticut, where it was returned to street use and driven by Saab's national service manager.

Fotter wanted the car for its interior, which was non-standard. Due to the poor condition of the car's floor, however, he parked the it outside, where it has been sitting for many years. Now that he knows the history of that particular 93, he is considering a restoration.

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Peter Backstrom, curator of the Saab Car Museum in Trollhattan, sent these photos that cover stories published in NINES #234. Below is the 940cc engine that powered a SAAB 93F to a record of 105.453 mph at Bonneville Speedway in 1964. At the bottom is the Facett/Sonett I prior to shipment to its new owner, Klaus Muller-Ott, in Germany.





## 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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#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 free-wheel; 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 bell; James Bond's 900 Turbo: 236-mile 96 V4; 325,000-mile 95 V4; Stuck parking brake: 99/900.

#219 (7/93) - Power steering flush; 900 oil drain plug; 9000 clutch M/C; History: The beginnings of Saab in the U.S.; 95/96 rear brakes; Audio upgrade in a 900; Racing a 99; R&T reprint of '63 Monte Carlo Rallye.

#220 (10/93) - Introducing the New 900; '93 Nat'l Convention: Kenosha, WI; A/C for the '90s; New clutch slave for 99 & 900; 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.

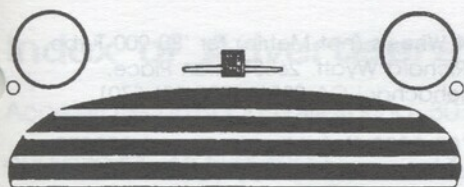
#229 (3/96) - Headliner replacement; 16V Retrofit to earlier 900; Tires: 900s: Classic vs. New; Diagnosing CIS problems; 2-stroke & V4 tips; Sonett floor repair.

#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 III, Green/Tan, 71K mi, clean, runs & drives, good rockers, needs trans, pan & interior work. Excellent alloys & glass. \$1200. Jim Laman, 617 Beechwood, Holland, MI 49423. (H) 616/335-5215. (W) 616/654-5002. email: lamanjim@juno.com

'74 Sonett. Plum, complete GC, partially disassembled for Resto. W/2nd '74 Sonett (Green) for parts. \$1000/Both. Books & manuals incl. John L. Sullivan, 110 Oakdale Ave. Akron OH 44302. 330/374-5305.

'73 Sonett, runs well. Extra trans, eng, chrome, rear axle/hubs, 4 alloy wheels, dealer manuals, needs some body repair, \$1850. Photos available. 816/531-8495.

'69 V4 Sonett, California RUST-FREE car #1481, Bud Clark-restored engine & trans. Strong runner, high back seats, incl five new Ronal 10-spoke wheels, new interior, many parts, all new chrome trim, lenses, lights. \$5500. George Reiss, 4711 E Cochise Dr, Phoenix AZ 85028-4233. 602/443-1985.

2 '69 Sonett V4's. Both need restoration, extra engine \$4000 OBO. Will consider trade, will sell separate. Robert Garber, 41841 Lawrence Ct, Elyria OH 44035. 216/324-5506 (Eves).

### 93s, 95s, & 96s For Sale

'72 96, British Racing Green, extra motor & parts. Idle 5 years. FREE to a good home! Charlie Jackson, 47 Cypress Dr, North East MD 21901. 410/287-4825. jackson@blueperiod.com

'70 95 Project Car. The dirty work is done. Pick a color to paint & reassemble w/all new & restored parts included. Rebuilt trans by Andy Bittenbinder. Rebuilt 105hp V-4 short block. You need only 2 bbl Weber, tires, battery & carpet to complete. \$8000 plus invested. Make offer. Bill Seethaler, 7108 Cresswyck Ct, WexfordPA 15090. 412/940-7383 or 472-8190.

'69 96 Deluxe. Solid body, high output engine, excellent mechanical condition, new upholstery, 4-bolt soccer ball wheels, can see at August convention. Call for details. \$3000. Geoff Nelson, 101 Dutton Hill, Gray ME 04039. 207/657/5336.

'68 95 Wagon. Lady bought it new to go skiing w/husband. He died in '76, car sat till '96 when I bought it. Has 85K mi, runs like new, paint, brakes, exhaust, radiator done. Best offer. Clyde Mahoney, 3261E 18 St, Antioch CA 94509. (Days) 510/757-0118 (Eves) 510/754-6875.

'67 95 Wagon 2-stroke "Saabena" driven reg & now ready for some TLC. Decent body, mushy front floor, rough upholstery, good eng/trans. Everything works. \$850. Greg LeBaron, c/o PCI, 1145 Glenwood Ave, Mpls, MN 55405. 612/377-9733. FAX 612/377-9885.

'65 Monte Carlo 850. All original/complete \$1200 OBO. J R Subject, 122 S Patterson #208, Santa Barbara CA 93111. 805/964-2495.

'60 93F Light Blue. Runs well. No rust. Pics avail \$3000. 406/543-7559. stgeorge@selway.umd.edu

### 2-stroke & V4 Parts

2-stroke headgaskets-all 850cc. Long nose & Sonett. \$38.50 ea P/pd. G LeBaron, c/o PCI, 1145 Glenwood Ave, Mpls MN 55405. 612/377-9733. FAX 612/377-9885.

Black vinyl seats for '96, perfect. \$125/pr. Brown vinyl, good, \$75/pr. Instruments, complete dash. Much more, make offers. Moyne Metzger, 3155 Ashgrove Pk, Nicholasville KY 40356. 606/272-7216.

### 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

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

From '72 97: Two doors, complete @ \$60; 1/4 windows w/catches @ \$20; windshield washer, complete \$10; heater stuff; various other parts. Raymond V.Gill, 1842 Emerald Av, N E, Grand Rapids MI 49505-4823. 616/363-3357.

### 99s For Sale

'78 99 Turbo, Silver, New batt & starter, rebuilt trans, good body, runs. Incas. Needs head work. \$600. Norman Drapeau, 5613 Olde South Rd, Raleigh NC 27606. (H) 919/856-9662 (W) 919/662-4800.

'78 99 Turbo, 2nd owner, 125K mi. New headliner & exhaust. Very nice original, incl. solid '78 99T parts car. Moyne Metzger, 3155 Ashgrove Pk, Nicholasville KY 40356. 606/272-7216.

'77 99 GL probably for parts. 130K mi. Engine last cranked '93. Trans leaks. \$300 OBO. Russell Turner, 120 White Cap Cr, Alabaster AL 35007. (H) 205/663-5023 (W) 205/663-6246.

'76 99 GL 2 dr. One owner. The most original rust free 99 in the USA. Receipts of \$8000 last three years. Being driven from Calif & sold in Chicago area. \$2995. 714/855-9950. After 7/3/97, 847/622-8534.

'74 99 EMS, Orange, 170K mi. Two cars: one runs, other don't, Extra parts: Brains, mags, radiators. \$400 for both. Mark Dupey, 9705 8th Ave. Kenosha WI 53143. 414/694-9787.

### 900s For Sale

'94 SE Turbo 5-speed. Scarab green, 36K mi. power memory seat, 6-disc CD player, gorgeous car. \$19,600. Tom Donney Motors, Fort Dodge IA 800/626/SAAB.

'94 900SE, 46K mi. V6, Auto, Ruby Red, Black Leather seats, fully loaded. \$18,950. Ski rack available. Reasonable offer considered. Delivery possible. Charles & Arlene Cravens, PO Box 6209, Ft Hood TX 76544. (H) 817/394-0097. (W) 817/287-7631. E-mail: [am.carter-cravens@Juno.com](mailto:am.carter-cravens@Juno.com).

'92 900S Conv. Forest/Tan, Auto, new trans & top, excellent condition inside & out. Phone, keyless entry, 71K mi. Warranty to 80K. Needs good home. \$16,500. Jeannie Battuno, 6301 Deborah St. Long Beach CA 90815. 562/421-1582.

'91 900 SPG, Black/Grey, 58K mi, Group 6 APC Box, K&N filter, Rebuilt eng & trans. Tight & fast. \$13,200. Ralph Santosuosso, 169 Gardiner Rd, W Quincy MA 02169. 617/471-7861.



'91 **Spec. Edition 900 Conv**, SPG skirts & wheels, rare, showroom condition, no accidents, Gray w/Gray leather, all power, new top, 72K mi. Great summer-time car, asking \$15,500. Edward Lan, 214 Jay St. Woodridge, NJ 07075. 201/438-1368.

'89 **900T Conv**, Auto, 150K mi, Black/Beige. Baby forces sale. Many new (expensive!) parts. You've always wanted a convertible. Buy mine cheap. \$6,000. Marc Rosenkilde, 99-31 64th Ave/Apt C9, Forest Hills NY 11374. 718/459-2454 (leave message).

'88 **900 SPG**, Grey, 184K mi. Excellent condition, like new. Beautifully maintained. 16" super Aero wheels, performance chip, factory sport exhaust, Bilsteins, custom stereo/alarm. \$8,500. Clifford Wong 310/454-6473.

'87 **900T Conv**, Red w/Tan interior. 150K mi, 5 spd (90 trans), new OEM top. Owned and professionally maintained by Saab master tech. Real nice car. \$8000. Bill Clark, 1101 Cedar Ave, Bensalem PA 19020. 215/638-0599.

'86 **SPG**, Charcoal; not running, needs Turbo, engine replacement or repair and paint; many recent parts; good body (no dents), wheels & tires; always maintained, 2nd owner; 150K mi/50K mi on engine; \$575. George Schmitt, Melbourne Beach FL 407/727-1228.

'85 **900S** 4-dr, Auto, White 176K mi. \$2,500. '87 4-dr, Auto, Blue. 147K mi. \$2,500. '89 900T Conv. 5-speed, Red. Good condition, many new parts. \$11,700. Bjorn Soderstrom, 2882 W Bloomfield Oaks Dr. W Bloomfield MI 48324. 248/363-7512.

'84 **900**, 2-door, body in exc cond, turbo engine runs w/115K mi. on car. Needs wiring harness to ignition switch & automatic trans. Available in parts or entire car. George Arp, W Palm Bch FL 33417. Days 561/471-8399. Eves 561/471-5081.

### 9000s For Sale

'94 **CSE Turbo**, auto, 57K mi. LeMans Blue w/Grey leather, cassette & CD, ABS. \$18250. '91 Turbo 5-dr, 5-spd, 142K mi. Platinum grey, lots of miles left & only \$8600. Tom Donney Motors, Fort Dodge IA 800/626/SAAB.

'93 **9000 Turbo**, Ruby w/Dark Grey leather, 5 speed, <60K mi, non smoker, CD & other extras. Excellent condition. Tom Kiley, Rockport ME. (H) 207/596-6766 (W) 207/230-2383.

### 99, 900, & 9000 Parts & Accessories

**900 & 9000 parts**, turbo & non-turbo, all years, all models. Engines, transmissions, doors, interior, electrical, suspension, lights, bumpers, wheels, accessories & much more. Dave at European Car Parts & Restoration. 57 N Plains Industrial Rd, Wallingford CT 06492. 203/949-4881.

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

**For '91 convertible**, excellent condition: Hard plastic cover for top, \$200 (retails for \$800). Ski rack w/lock, \$35. Chains, \$20. Oil Filters, \$2.50 (10). Or make an offer. Brian Leung, 8006 Winsford Ave, L.A., CA 90045. 310/645-5520.

**16" Ronal 3-spoke alloy wheels** from a '91 9000T. Good cond. Could use a clear coat. \$550 shipped. Robert Davis, 13517 Kimbleton Ave, Baton Rouge LA 70817. 504/752-2274. rdavis@eatel.net.

**From '82 900**: Set of 15-spoke factory rims, good condition, \$200 OBO. Front spoiler, \$50. F bumper, \$20. Factory SAAB service manual for 99, '69-74, \$20. Lee or Marie Fielding, 992 Widemere, Willoughby OH 44094. 216/953-9730.

**From '86 900T**: One 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, San Jose CA. 408/946-5287. rmbent@aol.com.

**4 Borbett wheels** for 81- 900, 16x7, w/205/50x16 tires. New \$2500, sell for \$1450. 619/492-8758.

**Bosch Fuel pump** for '82-'86 900, all models. #0-580-254-953-010 never used. Cost \$320, asking \$225. Paul Calvi, 86 Falcon St, East Boston MA 02128. 617/567-0715.

**Bentley Manual**, '85-'92 900 16V, \$30. Yakima roof rack for 'classic' 900's, \$65. Tom Melesky, 2148 Steeplewood, Grapevine TX 76051. (H) 817/488-4703 (W) 214/841-6350.

### Wanted, All Models

'85 **900 4-door rear window** louvers and/or hardware. Also, trash container for beneath passenger seat. Roger Vesely, 250 S 14 St, San Jose CA 95112. 408/279-2147.

'89-'93 **Late model 900** 4-door, 5-spd Turbo or S w/leather seats. Norman Drapeau, 5613 Olde South Rd, Raleigh NC 27606 (H) 919/856-9662 (W) 919/662-4800.

**4 Wheels** (not Metric) for '80 900 Turbo. Richard Wyatt, 26551 Brian Place, Tehachapi CA 93561. 805/821-5701.

'88 **9000 Hatchback** or part #70579 aluminum louvre with attachment hardware for rear window. P. Vandine, 689 Florida St. San Francisco CA 94110. (Days) 415/676-3988 (Eves) 415/826-8312. archlight@batnet.com.

**Aero interior**. Tom Donney Motors, Fort Dodge IA 800/626/SAAB.

**Need fair condition** Sonett center section for Soccerball mag wheels & A1 condition center section bumper for '73 V-4. Thomas Young, 204 Conoord Hill Rd, Pittsfield NH 03263. 603/435-8660.

**Set of 4-three spoke** (02-49-839) or Aero 92 (40-04-735,727) in 6.0 x 15 size. With or without tires. Trade for my 16" Aero wheels & P700Z tires. Joel Schneid, 59 Sylvester Rd, Northampton MA 01062. 413/584-2511. Email-jschneid@compuserve.com

### Miscellaneous

**Miniature Saab Sculptures** - 1/92 scale (about 2"), individually hand cast of pewter resin with attached base, wonderful detailing. 1964 96 sedan, 1964 95 wagon, 1967 Sonett II, 1968 Sonett V4, 1968 96-V4, 1978 99 Turbo, 1987 900 Turbo 3dr, 1987 900 Convertible, 1994 9000CS. \$17 ea, 3 or more \$15 ea, incl shpg. Limited Edition 1952 SAAB 92, 1/48 scale, \$48 incl shpg. Allow 6-8 weeks for delivery. Bob McNary, 672 Sunvale Ave, Ventura CA 93003. 805/654-1646, fax 805/988-1144.

**WANTED: Experienced SAAB technician** to join booming SAAB-only independent service facility in Roswell, Georgia, just north of Atlanta. Benefits, wages commensurate with experience. 770/518-5779 or sovereign@mindspring.com

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

**Perfect reproduction** of vintage SAAB battery sticker. Pressure sensitive, laminated, 4"x6", bright red SAAB logo on white background. \$8.00 ea ppd. Bruce Turk, 333 Saint Andrews St, Walden NY 12586. 914/778-2469 6-9pm EDT.

'86 **900 race car**. Stock car built for dirt oval racing. 2-dr body, full roll cage, all new safety equipment, 16 valve engine, 5 spd trans & much more. \$2,500 OBO. Lititz Auto Service, 727 Furnace Hill Pike, Lititz PA 17543. 717/626-6264.



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## SAAB SWAP CLASSIFIED AD RATES

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

The Classified Ad Rates are as follows:

|                                      | <u>Members</u> | <u>Non-members</u> |
|--------------------------------------|----------------|--------------------|
| CARS FOR SALE                        | \$10.00        | \$15.00            |
| PARTS FOR SALE                       | \$5.00         | \$10.00            |
| WANTED ADS                           | \$2.00         | \$7.00             |
| COMMERCIAL ADS<br>(Parts & Services) | \$10.00        | \$15.00            |
| Every 5 extra words                  | \$1.00         | \$1.50             |

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

**Mail ad with full payment to:**

Saab Swap  
7675 Bear Trap Jct  
Saginaw MN 55779.

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

**Category:** (Please check one)

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

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

\_\_\_\_\_

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

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Mail with full payment to:

**Saab Swap**  
**c/o NINES**  
**7675 Bear Trap Junction**  
**Saginaw Minnesota 55779**



## Rear View by Tim Winker, Editor / Publisher

As sure as you're born, you will die. That's a fact that many don't seem to want to accept. Every time a lot of people die, whether due to natural or man-made disasters, or as when a large group of "cult members" chose to end their own lives, the media likes to make a big deal about it. Once I've heard the initial reports, I usually change the TV channel or turn to another page in the newspaper because I know the media will worry the subject far beyond reasonable.

The recent news over the Heaven's Gate cult suicides made headlines for several weeks, at least until floods on the North Dakota/Minnesota border changed the media's focus. Cults are what I want to talk about this time around.

The Random House College Dictionary on my desk defines a *cult* as:

1. a particular system of religious worship, esp. with reference to its rites and ceremonies.
2. An instance of great veneration of a person, ideal, or thing, esp. as manifested by a body of admirers: *a cult of Napoleon*.
3. The object of such devotion.
4. A group or sect bound together by devotion to or veneration of the same thing, person, ideal etc.
5. *Sociol.* A group having a sacred ideology and a set of rites centering around their sacred symbols.
6. A religion that is considered or held to be false or unorthodox, or its members.

Isn't it interesting that the media has elevated the last definition to their primary usage. In reality, any religion can be called a cult. Take a look at most any mainstream religion as prime examples of cults based on their particular rites and ceremonies. The worshipers all embrace the same precepts, mumble the same prayers and perform the ceremonies as their religious leaders dictate. Well, maybe not the Unitarians.

When people ask about my theological beliefs, I tell them that I am a recovering Catholic, one who attended parochial schools for 12 years. The choice to remove myself from organized religion

came many years ago when I skipped Sunday Mass in favor of a motorcycle ride in the country. As I rode past churches of many different denominations, the revelation hit me: There are thousands of religions, so they can't all be right. They are not necessarily all wrong either, but the rites and restrictions of organized religions appear to be issued by men, not a deity. I found more appreciation for the miraculous works of nature in that few hours of riding through the countryside than I had in all those years of beating my breast while on my knees. Nowadays when I want a good dose of Supreme Being, I take a walk in the woods or a long drive on some fun roads.

The Saab Club also falls under the definition of a cult. A few years ago several members of the Milwaukee Saab Club had t-shirts printed showing several people on their knees around a Saab 96 and the words "Milwaukee Saab Cult." Though it was meant to be a joke, there is a lot of truth to the phrase. See definitions 2, 3 and 4 above.

As editor/publisher of NINES, I guess that would make me a cult leader. I am often referred to as "President", and I sign letters with "Editor/Publisher", but I prefer the title "Benevolent Dictator".

Let's get back to this death thing for a minute. Most people freely admit we don't really know what happens after we die (other than our physical bodies become worm fodder). Those Heaven's Gate members who drank poison must have been pretty darn sure that there was something waiting for them on another plane of existence.

Most of us rather like it on this planet and would prefer to wait out our natural lifespans. Technology has, however, changed human life on Earth, especially in the past century, continually making lifespans much longer. Medical breakthroughs in our own lifetimes have cut down considerably on death from disease. Consequently,

accidents are the more common cause of death of younger humans.

We are Saab drivers. Most of us have chosen this particular mode of personal transport because the engineering of Saabs makes the chance of injury or death from an auto accident considerably less likely. Statistics on Saab's safety record prove it to be one of the safest vehicles available for our selves and our families. But despite the engineered safety of their Saabs some people will still be seriously injured or die in auto accidents. It is impossible to cover all accident situations. In addition, there will always be those who refuse to take advantage of the safety mechanisms readily at hand. I speak, of course, of safety belts.

I have no sympathy for those who are injured or die because they have not taken the precaution to use their safety belts, or in the case of motorcycles, protective clothing and a good helmet. If it were up to me, there would be no medical/accident insurance benefits for anyone injured who wasn't belted or helmeted. Likewise, any driver who is injured in an accident where their blood alcohol level exceeds the legal limit. To my mind, death under any of these circumstances falls into the category of Natural Selection. At least they won't be propagating.

-o-o-o-

Notice something different about this issue? Yep, a *COLOR* cover! Thanks to a full page color ad from Saab Cars USA, NINES has made the transition to color. More color ads will mean more color on the inside pages as well. In addition, more advertisers in the magazine help to pay the expenses, so the cost to subscribers may not go up. If your business could benefit from an ad in NINES, or if you know of such a business, give me a call at Saab Club HQ, overlooking Bear Trap Junction: 218-729-0826.



## MEMBERSHIP/SUBSCRIPTION

(Use also for Change of Address)

Address change only - old zip code \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_

E-mail address \_\_\_\_\_ Fax # \_\_\_\_\_

**SAABS CURRENTLY OWNED:**

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

#1: Year \_\_\_\_\_ Model & trim \_\_\_\_\_ Body style \_\_\_\_\_

Engine \_\_\_\_\_ Transmission \_\_\_\_\_ VIN# \_\_\_\_\_

#2: Year \_\_\_\_\_ Model & trim \_\_\_\_\_ Body \_\_\_\_\_

Engine \_\_\_\_\_ Transmission \_\_\_\_\_ VIN# \_\_\_\_\_

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

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

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

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

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

**MAKE CHECKS PAYABLE TO  
"THE SAAB CLUB"**

Mail to: Membership  
 The Saab Club of North America  
 7675 Bear Trap Junction  
 Saginaw, Minnesota 55779-9672

# GOLDWING

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# Saab Accessories



Very Cool.



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