



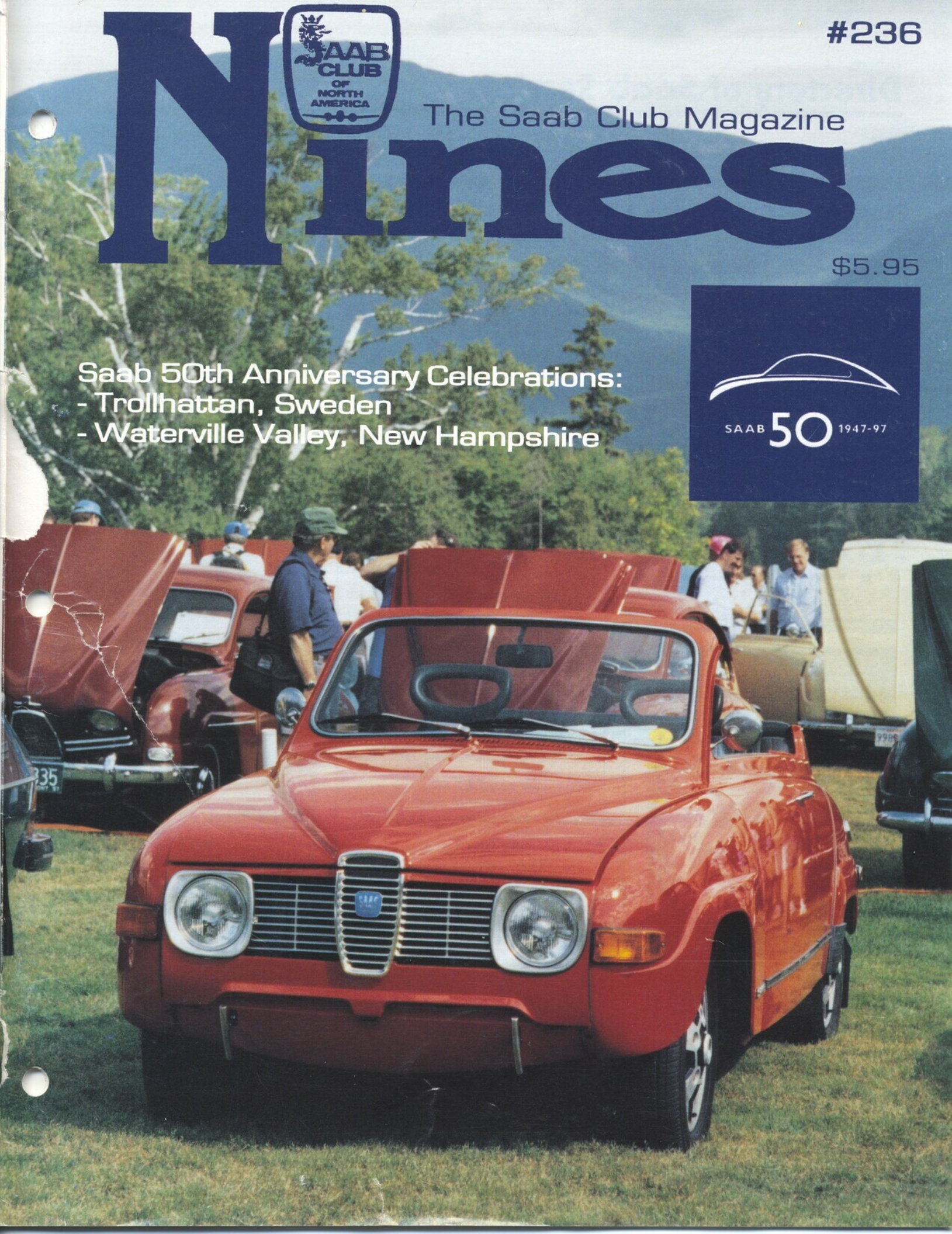
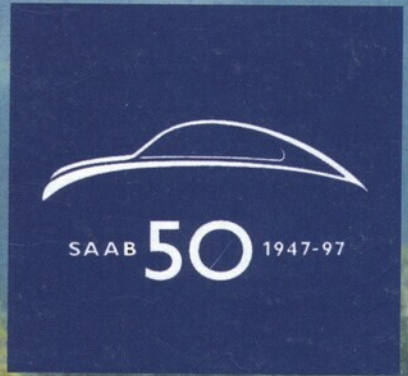
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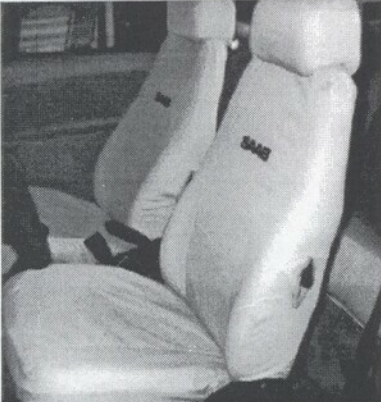
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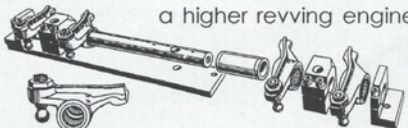
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Cover: *Rich Kushner's award winning 96 Convertible. Photo by Cat McKeen.*

Letters to NINES

No sympathy?

What a treat to see a color cover on Nines! [#235] Do not stop the Sonett restoration series. We are saving every issue and building up our courage. Nice job.

As an orthopedic surgeon I have often wished people injured in crashes had worn their seatbelts. [See NINES #235, Rear View.] I seldom see the ones who failed to wear their helmets. It is hard to have much sympathy for those who wreck their vehicles while on drugs or alcohol, especially if they have harmed others. But care givers patch them up anyway. Part of the job is not to be judgmental. The resources used in the process are expensive and the public generally contributes.

Many risk takers have no insurance to begin with, so you could not take it away even if you really wanted to. Many are young, poor, and have little going in life so far. Some have injuries that result in lifelong disability, requiring even more community support, such as Social Security Insurance payments.

Maybe if you slid off an icy road, your HMO and your auto insurer could reject your claims because you had let the tread on your tires wear just a little too thin. Hmmm...

How about a vehicle that would not start until the premiums had been paid?

Keep up the good work.

Dwight D. Campbell, MD
Dover-Foxcroft, Maine.

Extra seating

This question is about an oft-mentioned but unrequited market niche: the high performance family

vehicle. In my opinion, high center of gravity vehicles, specifically minivans and SUVs, are simply unsuited and inappropriate for satisfying handling, especially with high performance engines. Sports cars are great, but seating is inadequate.

I have an Aero, which is close to ideal. Unfortunately, car-pooling often requires the 7 seating capability of a wagon and I am pleased that the 9-5 will be offered as a wagon variant, hopefully with the extra seating in the rear. I know that the safety of the rear seating position is controversial, but with proper crumple zone design and the recognition that the rear seat of a minivan, especially short wheel-base versions, are just as vulnerable, I conclude that rear seating is viable. Volvo is already addressing this market niche with the 850/V70, with 5/7 passenger seating, low center of gravity, available 236 HP engine and a 5 speed in the T-5 and the 236 HP AWD (auto-only). I know Volvo well, so this is not about the relative merits of the 850/V70 vs. the 9000/9-5.

My question is: what will SAAB do to distinguish itself, beyond seat fans? SAAB has an ace-in-the-hole, I think, in that it has a 3.0 V6 that might be (that is a question, but the Japanese do awesome things with 3 liter V6 engines) massaged to blow past the current Volvo high performance engine benchmarks.

My proposal for SAAB, and for the ultimate family vehicle, is an "Aero" 9-5 Wagon with a V6 massaged to closer to 300HP output. I've driven Seviles, so I know that torque steer can be a problem and I've driven the Audi S6 so I know that AWD has advantages and disadvantages. If

SAAB can go AWD, great, but I'm not aware that the GM/Opel parts bins, aside from old Typhoon hardware, have anything appropriate to incorporate on the cheap. (I read the AWD speculation in AutoWeek.)

Why not just copy Volvo? Well, my experience is that there is a flaw in the current vehicles: whether it is an Aero, 850T, or Audi S6, these low 2 liter, high boost turbo engines have to be worked just right to get the high performance effect out of these basically large and heavy cars. In an Acura Integra, VW GTI, or Ford Contour, these engines would be very exciting, but probably would raise their price too much. However, for the money spent on an Aero, one can buy cars with engines like the BMW I6, the Toyota Twin Turbo V6, and the Cadillac Northstar V8. So how about SAAB taking full advantage of its 3.0 V6 platform, notably unavailable to Volvo, and make that the engine for its "go-fast" version?

By the way, if that is the plan, as Gilda Radner said, "Never mind..."

So, did you ever think that NINES would be used to discuss the relative merits of \$40K+ cars?

Joshua Jablons
via e-mail

Just not the same

I would like to share a few observations based on my 10+ years of Saab ownership. Having recently leased a '97 900S has given me a span of 15 years between my 1982 900 Turbo 4-door and this car (with an '88 900 SPG which I still own, an '87 900S and an '85 900S in between).

The '97 is a solid car as of this writing. Handling, braking, acceleration and fit and finish are acceptable. The car just seems a bit generic and inexpensive. I don't feel this car will be as solid as the '88, which has 180,000 miles, or even the '82 Winter

ride with 130,000 miles. There is quite a bit of plastic inside and under the hood which will not stand up to 15 years of use. The car handles almost as well as the SPG (could this be the Michelin tires?), which gives up quite a bit of ground clearance and rides much better on the highway. However, after a seven hour trip to Toronto I just about ripped the squeaking wiper blades off the car as they were in motion the whole trip and did not miss a squeak. The dealer changed them at the 5,000 mile service but they are squeaking again. On the subject of wipers, the washer fluid was incorrectly filled with a summer mixture causing no fluid flow when the temp fell below freezing. This caused the first piece of plastic breakage as I attempted to bypass the six feet of frozen tubing to clean the windshield enough to make it home. This was an unsuccessful attempt and a two hour ride from hell resulted.

We almost purchased a '96 Volvo 850 wagon instead of the '97 Saab and when our lease expires I will turn this car in and buy a Volvo. The lease company (Chase) has been unsuccessful at invoicing us on or near the due date resulting in numerous calls to them, to our dealer, and to Saab Customer Service who were of no help. The dealer, Pioneer Saab, was able to correct the lease problem and has been very supportive so far. As they are also a Volvo dealer, they will continue to receive my business. I drive past two other Saab dealers to reach Pioneer and will continue to do so as customer service is more than lip service and a lifetime loaner vehicle.

Our '82 has been relegated to snow and tow vehicle status for the past five years and has handled it all quite nicely. This was my first Saab and I became a convert. Our family

currently owns five and I could not say enough good about them. I will continue to enjoy my '88 and am currently shopping for a vintage 93 or 96. As daily transportation, my wife's '87 9000 almost shook her faith in Saab as this was a lemon from day one of our ownership. The transmission was blown when we bought the car so we thought putting in a new Saab remanufactured transmission would solve that potential problem in the future. This was not the case as it never shifted correctly. A nagging delay going into 4th gear turned into a second blown transmission. The third was a Saab remanufactured [unit] installed by a Saab dealer and suffered the same problems until the day the car waded through a puddle that was a bit too deep. Our insurance company totaled the car to our relief. This car also had a heater core, fan rheostat and blower motor replaced in the first year of ownership. The [steering] rack suffered morning sickness and it had a cold idle problem that our mechanic had just started throwing parts at. Despite this my wife decided on the '97 Saab instead of the Volvo, but has grown weary of the Saab experience. She is very thankful we leased for only 30 months.

I have done the majority of my own maintenance and have to say the Bentley 8- and 16-valve manuals are the best tool I could have ever purchased. We plan on attending the '97 convention in New Hampshire in the '88, and who knows, maybe rekindling that special feeling when driving a Saab.

Jeff Hill
Southwick MA

Buy a Saab via Internet

I found a 93 SAAB CSE in Chandler, Arizona on the WEB. I called the man. I flew to Phoenix. He said

it ran like new, looked like new, 55,000 miles. It did. I bought the car. After all the WEB work, I had a good idea of what one would cost. I spoke to a family in Virginia about a 93 C—no sun roof, no leather—offered them 10% more than the loan value. - Didn't hear anything in return. Spoke to a computer person in Oregon about a 93 CSE. He wanted \$17,000 and wouldn't budge. Too much.

Such a fine car. I've owned countless British cars and a millions Volkswagens. This is like the good British cars, fast, comfortable, quiet, and you always know where each of the four wheels is. Hopefully it will be more reliable. I do wish it had a center arm rest up front. Fine car for the Southwest. The heated seats. Wonderful traction in the snow. And the wipers on the head lights ... good stuff down here.

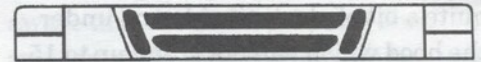
I encourage your readers to use the WEB to find cars. Not too many SAABs in Southern New Mexico. And I sold my '91 Volkswagen Corrado (with the supercharger, fast, wow!) on the WEB. Good way to trade weird cars.

Skipper Botsford
Las Cruces NM

P.S. Does any one put out a SAAB book like the Clymer book I bought for my MGB and the Popular Science book for the Rabbits? I'd like to drain the radiator and to do this right, you need to pull the thermostat ... where's the thermostat?

I'm afraid that the only service manuals for the 9000 are from Saab, and very expensive. Haynes publishes a 9000 manual in Great Britain, but that only covers the right-hand-drive models sold there. The U.S. versions have quite a few differences. Bentley started work on a 9000 manual with assistance from Saab, but the project somehow dissolved. - TW

Notes in the Margin by Stephen Goldberg



The Waterville convention was a Three Star event: the Skip Barber/Saab track session, the 9-5, and of course the anniversary celebration itself. It was a "grand event" as befits its historic standing, and appropriately so. With an official count far in excess of any previous convention, the numbers were swelled further by numerous New Englanders who made a day trip to see the action. But I hope that the future organizers realize that, lacking the milestone timing, meeting content should be emphasized over glamour.

The track event, with a day's "hands on training" using Saab's "Company Cars", was said to be a trial for a national program of Saab sponsored track sessions. The proposal calls for four sessions per year at various tracks around the country, with Skip Barber supplying instructors. Based on the seniority of the instructors, I believe that the Skip Barber organization took the "proposal" very seriously.

Finally, the 9-5 showed us again that the General did not buy Saab for the purpose of building more Buicks. The car is characteristically Saab in style, accommodations, safety innovation, and driving feel. (Yes, I did drive them.) The V-6, especially, has been developed into a very viable product, with low end grunt like it never had before, and a much smoother idle.

Apparently Cadillac's decision to market the big Opel as one of their own (Catera) has also paid Saab a big dividend. Word has it that the Crest and Wreath folk went ballistic when told that the timing belt on the GM Europe V-6 must be changed every 30,000 miles. Unacceptable. The cam drive has been subsequently redesigned for a 75,000 mile change

interval in America's "World Standard". Already stung, Saab says 60,000.

There are both pros and cons to using a belt rather than a chain to drive the cams. While the toothed belts do have a shorter life than a properly lubricated chain, its life is more predictable. Chains are sensitive to grit, so dirty oil can shorten the life significantly. Failure of either a belt or a chain means a ruined engine. Because the belt runs dry and outside the engine, replacement can be much easier than for a timing chain if the designers provide some access. The belts are lighter, reducing the inertial loads on the engine. The belts do not stretch at all, while chains tend to lengthen with time. And the replacement is much less expensive, if required more often.

On the negative side, additional penetrations and seals on the heads are needed. If the water pump is driven off the back side of the timing belt, as it sometimes is, there is a risk of a seized pump resulting in a destroyed engine. Finally, the belt takes additional space, both because it's wider and because there must be room to remove it. I prefer a chain, but I have noticed that Harley Davidson uses a (somewhat large) toothed belt for the final drive.

Owners with the "slanted back" 9004 headlights, as installed on later "classic 900s", 9000CDs, and middle aged 9000 Hatch models can benefit from higher intensity bulbs. I have been using 55/100 bulbs which provide incrementally better light on low beam and a very good high beam. On the rare (in my urban life-style) occasion when I have been on dark, isolated country roads I have found the overall illumination to be comparable to the memory of my "four-eyed"

99 with H-4 replacements, although the low-beam spread is obviously less uniform and lacks the sharp cut-off of the European standard. The modest power increase on low beam is no risk to the wiring or connectors, and I seldom have an opportunity to drive with the high beams. As for the "straight up" 9004 headlamps on the original 9000's, at best the reflectors have darkened to the point that replacement is indicated - with H-4s!

The company which distributes Prestone products (First Brands) has a DOT-4 brake fluid. Although it certainly isn't better than or less expensive than Castrol LMA, it might be the one on the shelf at your local market. The bottle is distinguished from the DOT-3 product by its black color. The fluid is almost colorless, rather than the amber color often seen in the Castrol.

BMW conducted a marketing campaign this summer called "Driving for a Cure." They had two fleets of demos touring the country and contributed \$1.00 to Breast Cancer research for every mile driven by "citizens". Now my wife is in the demographic group that BMW - and Saab - would kill for if they could get her to take a "demo drive". Alas, the only automobile advertising that she has ever noticed are the BMW "penguin falling down" and "falcon chasing the dove into the convertible seat" ads. That doesn't help BMW any; if you asked her what kind of car was in each of them, she would say "shiny." The "Drive for the Cure" campaign was publicized (free for BMW) in the women's section of the newspaper, and I was given strict instructions to register and drive one of those "Bimmers". Finding your own road is great, but a campaign that has wives

chasing their husbands into the drivers' seat of a demo is genius. If there is one thing Saab should copy from BMW, that's it!

Saab's ACC uses a "cycling compressor" strategy to maintain comfort while at the same time reducing fuel consumption. Another way is a variable displacement compressor, with the compressor displacement being controlled by the system's internal pressures. That way, when the cooling load is high (hot outside, hot inside) the system delivers maximum output, but when conditions require less cooling capacity, the system output (and hence energy consumption) automatically drop. This should also be easier on the compressor than start/stop. The "Harrison" division of GM makes these compressors.

"B" motor 900's and 99's, with their nearly horizontal oil filters, are always a challenge to the clean garage floor. When I owned them, I

crammed a plastic funnel under the filter when I took it off, which worked pretty well. Another way is to cut a 2-liter soda bottle in half and use the top (with the cap on). It overlaps the old-style (large) filter by just a bit, with enough clearance to allow you to keep the end pointed down to keep the oil in the bottle. Its flexibility allows you to unscrew the filter easily.

If your garage shelf is like mine, there are literally dozens of different cans, bottles, and tubes of lubricants, protectants, solvents, fluids and pastes on it. My solution to organizing the mess came from the kitchen: those handy cardboard beer bottle packs. I find Boston Brewing Co.'s (Samual Adams) tall sturdy "longneck" packs ideal for the 12 ounce and larger spray cans. The budget brands in short, disposable bottles provide housing for the smaller containers. And wine coolers come in "4" packs, giving an added parameter to the organization effort.

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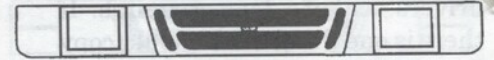
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Professional Perspective by Chuck Andrews



Measure of a Man

This saga begins 37 years ago when Erik Carlsson drove #178, a SAAB 96, to a perfect score win in the 1960 British RAC Rally. It was the only car in the rally that finished with a perfect score. As has been recorded in NINES and other publications, that particular car was imported to the U.S. for the 1961 New York Auto Show, used in the Hershey Hill Climb, a couple other events and then disappeared for about 30 years. Eric Johnson, of Northfield, Minnesota, bought the car at an estate sale and he with some professional help of yours truly and staff restored the car. A part of the process was research of the history of the car to verify its authenticity. I recall Eric Johnson meeting with Erik Carlsson and Per Olof "Pelle" Rudh at the 1994 Convention going over these details (Pelle was Erik's mechanic who constructed the car, and later became director of the SAAB Museum). Many people helped with the details but Erik Carlsson from the very beginning was very helpful. I don't think he was convinced that Eric Johnson really did have his #178 let alone would restore it.

(We all know how cheap talk is when restoring those rusty old cars). In the meantime, Eric Johnson, with help from many sources both in the U.S. and Sweden, established beyond a doubt the race history of this car.

At the '96 National Convention in California I talked with Erik Carlsson and told him of our desire to have the car at the Northern Lights Challenge and the Jubilee Celebration in Trollhattan. As ever, he was helpful and encouraging but did have some reservations about the car's history.

By December of 1996, Eric Johnson had entered the car in the Challenge and made plans to ship it to Sweden. In June I took the car to Baltimore and put it on a Wallenius Lines car transport ship. Eric and I picked the car up in Gothenburg, Sweden, on 7-02-97 and made our way to Oslo, Norway for the start of the Northern Lights Challenge.

On the starting day of the Challenge, July 5th, the organizers (Norwegian SAAB Club) had arranged to have a street blocked off so the cars could assemble and teams get their entry

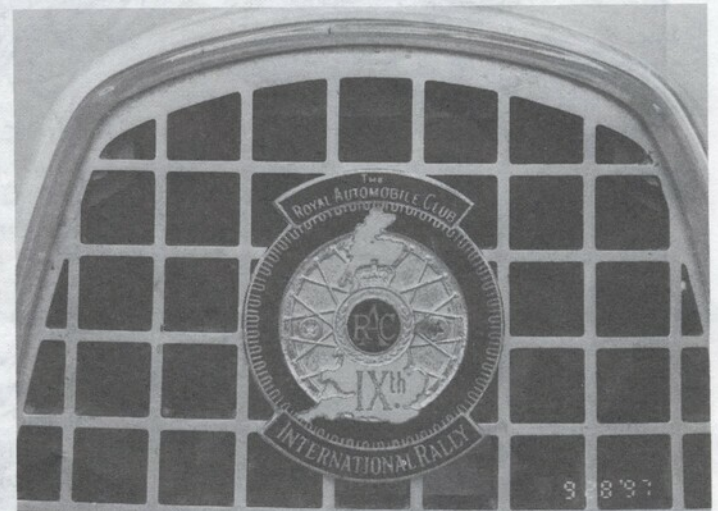
packets before being sent off to the wilds north of the Arctic Circle. Erik Carlsson and current Saab Car Museum Curator Peter Backstrom were the SAAB officials that sent us off. Before we departed we parked our 96 and looked over the assembled field. When we saw Erik Carlsson he was surrounded by several Saab fans all wanting to talk with him. How many friends do you suppose he has made at club events over the years? If you've ever been to a U.S. or international Saab event and not met Erik it's not because he wasn't available and willing.

When Erik Carlsson recognized us he wanted to look at the car and see the documentation of the history of the car. He immediately identified an error in the color of the hood race number (it was supposed to be a blue #178 instead of black, but the only photos we had to go by were black and white). Then, he went on to exclaim about several things down to the authenticity of the aircraft seatbelts that were used in this car. He was convinced at this time that this was his #178.

Erik Carlsson looks over the documentation of the 1960 RAC winning car with owner Eric Johnson.



The original grille badge from the 1960 RAC Rally.



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In Europe there are many people building replicas of Erik's winning cars. We met some Swedes who are really disgusted with this practice. Erik Carlsson was excited that we had the real car and had brought it to Scandinavia. Before we left the starting point, Erik said he would see us in a few days on the route to Nordkapp. Erik was to be with the Challenge (166 cars started and 350 people) and be at the banquet for those who made it to Nordkapp.

On July 8th we were between Storjord and Saltstraumen and I came over a hill (big -- 3rd gear) and around a corner we spotted Erik Carlsson taking pictures of us. I kept the right foot down so he could hear that distinct stoker sound as we streaked by. Later we arrived in Saltstraumen, Norway, and parked the car in the hotel parking lot. Many of the Challenge cars had already arrived and checked in. Erik Carlsson was there and as usual had some folks talking to him, but he disengaged himself and strode over to greet us. As

he approached he reached to his pocket and said, "I have something that you should have". He handed Eric Johnson the grille badge from the 1960 RAC Rally. What a fine gift! He had either gotten this badge in Trollhattan or been home to England and retrieved it, but at any rate he presented it to Eric Johnson. What an act of generosity. We were overwhelmed!

The next day we went to a hardware store and with the help of a clerk we used a new drill and drill bit off the shelf and we got the badge mounted on the car's grill. It had some corrosion but it was on the car. A few days later we got to Pite Havsbad, Sweden, where we used toothpaste and brush to clean up the badge. It looked great!

What a treasure Erik Carlsson is. He also presented two of the stage trophies he had received on the 1960 RAC Rally to the current Saab-sponsored U.S. Rally team at the Waterville Valley National Convention. Could anyone measure the value of this man? His popularity is universal today in the

Eric Johnson polishes his new treasure.



SAAB world. I could have looked for more stories about Erik or gotten out other pictures. I have several autographed pictures in our customer waiting area. How many times has he signed his name for a fan.? If he charged like so many of the pro athletes do, he'd be a millionaire. I watched him sign caps, shirts, posters, pictures, programs and almost anything else at the Jubilee celebration in Trollhattan and at Waterville Valley. His reputation speaks for himself.

Thanks Erik!

Saab Klinik by Doktor Nio



Over the course of the past year, the central locking on my '84 900T 4-dr has worked intermittently, then failed completely. The fuse and wiring appear to be okay.

If energized with 12 volts, all three door and trunk motors operate, so I replaced the microswitch in the driver's door control unit. That didn't help. Where do I look next?

Ben Branch
Honolulu HI

The central locking system on your SAAB and many others like it is a simple one. But there are a few guidelines to follow during diagnosis. All tests should be conducted by backprobing the control unit connector. This unit is attached to the plastic vent above the front passenger's feet.

- * Check the system supply to terminal 4.
- * Check that pin 7 of the ECU is live when unlocking (~one second)
- * Check that pin 8 of the ECU is live when doors are being locked (~one second)

Note: Power from the ECU to the door servos is regulated so any test conducted should use the power from terminals 7 or 8. This will avoid damage to the servo motors.

My 1980 900 Turbo has been having real trouble with clutch master cylinders. New cylinders last a year or less of city driving (less than 6,000 miles); rebuilding them is only good for a couple of months. I have also replaced the pedal.

When disassembled, the aluminum piston is scuffed badly around its outer edge (only half its diameter). The hotter the temperature is outside, the less useable pedal travel I have.

Steven J. Anderson
Des Moines, IA

I am surprised to read of your malady. These systems are usually very reliable. Something to note in the future replacement of your clutch master: Fluid should always be flushed before and after replacement of the master cylinder. This avoids the possibility of contamination.

It is normal for the 900 cylinders to wear bottom-first due to gravity. Cylinders that work on a vertical axis do not wear this way (i.e. early 99 or 9000).

I am a proud owner of a '78 99 GL 3dr with 134,000 miles. I have two problems. I have owned the car for two years now and just a couple of months after I bought it, the A/C, tachometer, electric mirrors, and fuel gauge all quit working. The problems continued off and on until I parked it for a couple of months.

When I came back to start it, none of it worked and the power hasn't shown any signs of return since. I have checked the fuses and they are fine, and I also used a cheap voltage tester and power is going to all the fuses. I haven't tried pulling the dash apart due to lack of time. Also I went to start it the other day and it wouldn't start. I tested the coil and there is low voltage going to it and none leaving. Is there supposed to be low voltage going to the coil and if not is there a short someplace?

Edward Fahrenkrug
San Antonio TX

The description of your initial problem leads me to suspect the ignition lock relay. This relay is located in the fifth position from the front of the relay / fuse panel.

As you will find with most electrical problems with this car, beware of the Ground Gremlin! I also recommend having a competent tech install a positive

distribution block as seen on later-model SAABS. I also urge you not to let this car die. Many old SAABS we've seen from Texas have had two or three lives left in them.

My son is driving a 1991 Saab 2.3 16 valve Turbo and recently started having problems!!!

When driving the car normally down the street the engine would just stop running or when left overnight it would not start in the morning - later in the day he would try again and it would start and he would be off down the street when the engine would again die. The starter would turn the engine over but it would not run.

He took the car to a Saab garage, in Boulder CO, and they replaced a couple of vacuum hoses, blessed the car and charged him a couple of hundred dollars. Then, a day or so later the problem would re occur, i.e. when driving, the engine would just stop running.

He took it to another Saab garage, this time in Denver, and they diagnosed the problem as the "Ignition System" unit and replaced it - Costs big \$\$\$\$. Now the car runs but the RPM seems to "hunt" or oscillate between 500-1500 RPM.

I have reviewed the past five years of "Nines" and could not find a similar problem, and thus I have several questions:

- 1) Was the "Ignition System" unit the original problem? And if yes, what caused it to go bad after six years?
 - 2) What is the problem with the RPM hunting/oscillating? And what is the solution?
 - 3) Is there any thing else that should be looked at as it relates to the above?
- He does not particularly want to be

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: DrNio@saabclub.com.

on a long trip and become stranded in the middle of no mans land!

Alden B. Billitti
Los Angeles CA

Every indication you have given leads me to believe the ignition cassette was the source of your problem. Most of the time, the failure is due to a loss of the insulating fluid in one of the coil packs.

Further diagnosis and repair could be very complicated. The ideal way to approach it would be to find a good tech with a SAAB ISAT. The systems are very complicated and interrelated. However, here are some things to check:

1. *The new cassette may require an updated wiring harness.*
2. *Intake vacuum leaks (i.e. turbo piping, intake vacuum hoses and boots, PCV system, intercooler, and air bypass valve).*
3. *Throttle plate may be out of adjustment. Air allowed to bypass the throttle plate must be balanced with the AIC valves' range of operation.*
4. *Incorrect signal from the throttle position sensor.*
5. *High resistance in the battery cable (positive and/or negative).*
6. *Bad ground to the LH computer.*
7. *A restriction in the PCV system.*

Based on an article in NINES #233 ("Cooler Coolant" by Mark Dayan), I decided to switch my '85 900T over to DEXCOOL at the every-other year coolant flush and thermostat change. I followed the directions, opening and flushing all but the block drain (hard to get at due to block heater), but replaced thermostat (82C) as always, filled and ran up to temp with distilled H2O twice and then drained again and refilled with 50/50 of DEXCOOL, which I purchased at a local GM dealer. The car has 170,000 miles, 4th water pump (Saab), almost all new cooling system hoses, of course the new thermostat, a recent (Saab) radiator, and a manually-controlled cooling fan, per an article in NINES many years ago.

In highway driving, the car used to run a bit below 1/2 on the temperature gauge. Now it stays at 1/2, and runs a bit above 1/2 in town. It is about a needle-

width higher than it ever was. My expectations from the article were that it would stay the same or perhaps run a bit cooler. Has anyone had any other experiences with this?

I am a bit reluctant to change my '90 9000T over to DEXCOOL, as they run a bit hotter and the car does not yet have the manually-controlled fan.

Jim Laman
Holland, MI

DEXCOOL works great! But it's not because of its thermal properties. The difference between it and standard antifreeze is in the corrosion inhibitor package.

I think your problem lies elsewhere. The first thing to check is the thermostat. Does it have a bypass built into it? The bypass is necessary to bleed air by the thermostat when it's closed.

It should also be noted that as temp sending units fail, they read high. So it might pay to check it out with a thermometer.

I am dissatisfied with the performance of the brake system on my '94 900SE. Last december I rear-ended another vehicle in spite of the fact that there were several car lengths of distance between us, which, I believe, should have provided adequate stopping room. Even though I "stood on the brakes", I did not feel the ABS take effect. Just a month prior to the accident I replaced the original tires with new B. F. Goodrich Comp T/A HR4-2's

The *Road & Track* (Jan. 1994) evaluation report on the '94 900SE indicated the minimum stopping distance from 60 mph required 163 feet and commented on it as "strangely disappointing". The stoping distance for comparable FWD vehicles such as the Toyota Camry and Audi A4 is 145 feet as reported by R&T.

The Feb., 1996 issue of R&T tested the '96 900 Turbo SE convertible and reported its stopping distance from 60 mph to be 126 feet. Did Saab make any changes to the brake system between 1994 and 1996 to account for this huge improvement? If so, what is involved to retrofit my brake system?

Saab has upgraded the '97 model 900s brakes with larger discs and rotors. Can I simply replace the discs and rotors on my '94 model with the larger new ones, or are there further compatibility issues such as mounting to the hub assembly or caliper-to-wheel clearance?

Ralph Beck
Rochester Hills MI

The brake system components of the 900 did not change from '94 to '96. My guess is the difference in figures may have to do with the difference in weight between the different chassis, or different weather conditions when tests were conducted. The limiting factor in the "stop my SAAB" equation is tire adhesion. A little weight seems to help tires stick better.

To improve braking, service the system, use good pads (i.e. Repco Metal Master). Check for glazed rotors, glazed pads, and moisture contaminated fluid.

The gas gauge on my 1989 9000 Turbo doesn't work. I've had the fuel level transmitter changed twice; each time it was leaking. The gauge always reads FULL unless I remove the cap and let the pressure out. I bought a replacement SAAB cap, but no difference in the readings.

Is there a check valve or relief valve that could have failed?

John Reksten
Quincy MA

There is a check valve. It's called a rollover valve. It's located inline above the gas filler neck and is part of the gas tank venting system. Vapors should flow from the filler neck to the charcoal canister (located inside the right front fender). Excess tank pressure should not affect the fuel sending unit, but stranger things have happened and the fuel sending units are notorious for sticking.

You can now send your questions to Doktor Nio via e-mail. The address is: DrNio@saabclub.com.

Parts & Service Information

Replacement of Dome Light Cover and Housing

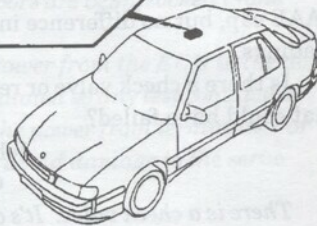
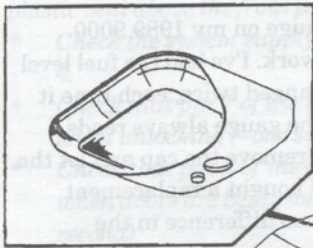
Application: 1995-1996 9000s with Sunroof
PSI 03/97-0750, Sec. 3/pg. 51

On certain cars fitted with a sunroof the dome light cover and housing may work loose. Starting with M97 cars, a redesigned dome light cover and housing made of different materials has been introduced.

The method to be used when changing the components is described below.

Cars Affected:

Saab 9000 with sunroof, M95 - M96.



C351B601

Parts:

- Dome light housing with hole for glass breakage sensor 48 88 277
- Cover (for both dome light/lamp housings) 48 88 640

Action

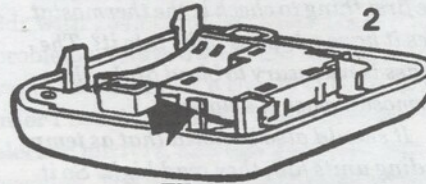
Checking the alarm function

- + Sit in the car and activate the anti-theft alarm by means of the remote control unit.
- + Wait 10 seconds until the anti-theft alarm has been activated.

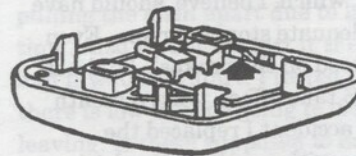
- + Then shake a bunch of keys or the like under the glass breakage sensor and check whether the anti-theft alarm is triggered.

Procedure

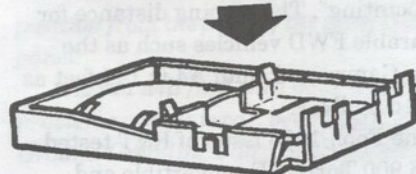
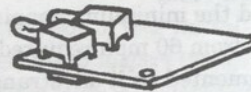
1. Remove the dome light and unplug the wiring harness connector.
2. Remove the cover with bulbs/printed board assembly, etc. by using a screwdriver to press in the 2 hooks carefully while easing the cover 2 away from the housing.



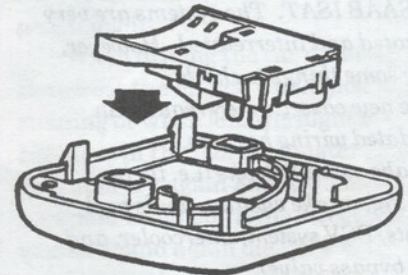
3. Remove the lens from the housing.
4. Remove the bulbs/printed board assembly from the housing.



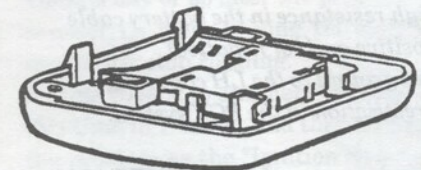
5. Fit the bulbs/printed board assembly on the new cover (colored white).



6. Fit the bulbs/printed board assembly on a new cover.
7. Dome light with anti-theft alarm: check that the button for the anti-theft alarm is correctly positioned.
8. Fit the new cover with bulbs/printed board assembly in a new housing.



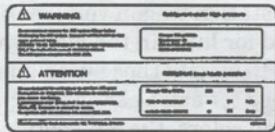
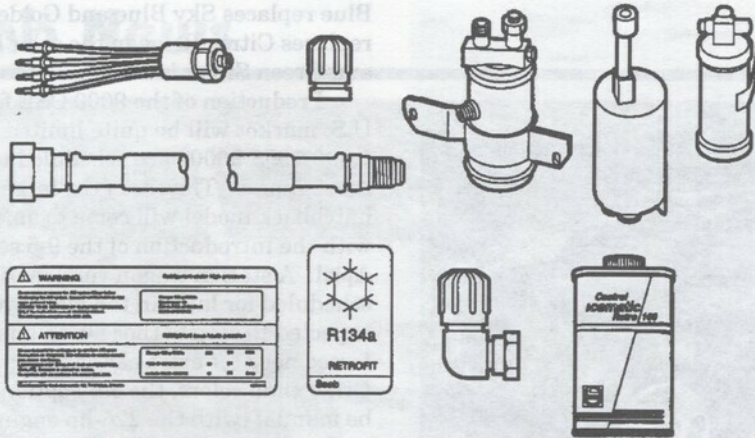
9. Check that the two hooks on the housing were not damaged on assembly and that the tabs on the cover are outside the hooks.
10. Fit the lens.



11. Check that the dome light and sensor are correctly fitted.
12. Plug in the wiring harness connector and refit the dome light.
13. Check the glass breakage sensor, see under "Checking the alarm function" above.

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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C854B001

R12 to R134a Conversion/Retrofit of A/C System

SI no. 854-1801

July 1997

PI No. 5/94 Group 8

Cars Affected:

-1993 900, -1994 900 Convertibles and -1992 9000 models with R12 Refrigerant

Background

Earlier bulletin PSI 08/95-0610 covered the procedure to convert of retrofit a R12 to 134a A/C system. This bulletin repeats the information contained in that bulletin, but adds information for retrofitting or converting 9000 models equipped with rear A/C.

A method to convert R12 refrigerant-equipped systems to R134a refrigerant-equipped systems is now available. Briefly, this conversion consists of first purging the system of R12 completely and then rinsing it with R12 repeatedly until all the old compressor oil has been removed. This is followed by fitting a new receiver and filling with fresh compressor oil. Then the system is filled with R134a refrigerant.

Because the mineral oil contained in the R12 systems is incompatible with that used in R134a systems, the compressor oil must also be changed when carrying out a conversion. Ester oils only should be used in A/C systems converted to R134a refrigerant. Note that this applies only to converted systems. PAG oil only is to be used in A/C systems filled from the factory with R134a. All old mineral oil must be removed or it will be deposited as an insulating film in the

evaporator and have a noticeably adverse effect on A/C performance.

A kit has been developed that takes into account all versions possible for performing this retrofit program.

Materials:

A/C conversion kit (consisting of flushing kit, necessary adapters): J41601*
R12 tank: J38100-30

Saab dealers can order the above items directly from Kent-Moore.

*conversion kit will fit a variety of recycling units.

Items below should be ordered from Saab, depending on the model being converted.

Spare parts set (consisting of receiver drier, pressure switch - 9000 only, labels, service nipples for R134a, compressor (ester) oil):

900, 1982-86 (incl. CV)	74 96 342
900, 1987-89 (incl. CV)	74 96 359
900, 1990-93, CV -94	74 96 367
9000, 1986-89	74 96 375
9000, 1990-91	74 96 466
9000, 1992- (incl. Rear A/C equipped)	74 96 383

Items on hand:
R134a Charging equipment
R134a Refrigerant

Procedure

[Due to the necessity of recycling R12, this procedure should not be attempted as a DIY service, so is not included here. The retrofit/conversion procedure should be performed only by a qualified repair facility with R12 recycling equipment.]

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New for '98
**Stripped 900
 Turbo Price Leader**
V6 engines dropped

The 1998 model year will be a short one for Saab in the U.S., lasting only until from October to April. That's when the all new Saab 9-5 will hit dealer showrooms, accompanied by a restyled and renamed 900, to be known henceforth as the 9-3. Both will be designated 1999 models.

Added value and even some price cutting make this short year an interesting one for Saab shoppers. The basic number of models has been reduced from twelve in '97 to only seven for 1998, but there is some real value to be had in that short six months. Most of that reduction comes from Saab's dropping all V6 engines from the lineup. In addition, the 9000 Aero is no longer available, but the Top: 900S Turbo starts at \$25,000.

Right: The last of the 9000s. Only 1,300 will be available.

Below: The car that started the turbocharging revolution in family cars - 1978 99 Turbo.



Aero's 225-hp engine is now standard on the 9000 CSE with the manual transmission. Remaining are S and SE versions of the 900 3-door Coupe, 5-door Hatchback and Convertible, plus the 9000 CSE.

The real bargain of the bunch, however, is the 900 S Turbo Coupe. Yes, you read right, a less fancy, less expensive version of Saab's turbocharged hot rod; a Special Edition commemorating the 20th Anniversary of Saab's first Turbo, the 99. No light-pressure turbo, either. This 3-door 900 comes with Saab's 185-hp, 2.0-liter 16-valve four cylinder engine. At only \$24,500, it is \$495 less than last year's 900 S with the normally aspirated 2.3-liter four. Optional include leather upholstery, a power glass sunroof, and an automatic transmission. Mica metallic paints are available at no extra charge. Cosmic

Blue replaces Sky Blue and Golden Sand replaces Citrin Beige in the color lineup, and Green Silver is added.

Production of the 9000 CSE for the U.S. market will be quite limited, as only 1,300 1998 9000s are scheduled to hit these shores. The era of the larger hatchback model will come to an end with the introduction of the 9-5 sedan in April. A station wagon version of the 9-5, scheduled for later in the model year, is expected to satisfy those with a professed need for extra carrying capacity. Other than colors, the only options will be manual (with the 225-hp engine) or automatic (with the 200-hp engine) transmissions. Standard equipment includes the usual luxury items featured in the big Saab: leather upholstery, power tilt/sliding glass sunroof, polished California burl walnut dashboard trim, and a 150-watt Harman/Kardon stereo system with 10 speakers.

Across the range changes for the 1998 900s include new front and rear bumper treatment, featuring a body colored fascia with black trim. The clutch system is now hydraulically actuated for smoother shifting and improved ease of operation. A four spoke steering wheel replaces the three-spoke design.

Warranty protection for all 1998 Saabs features 4-year/50,000 mile bumper-to-bumper coverage, including 24-hour roadside assistance. The first maintenance service at 5,000 miles is free of charge. In addition, the bodies have a six-year perforation warranty with no mileage limit.



Saab News



A peek at the 9-3

The Saab 900 gets a facelift and a new name for 1999. The front and rear ends will be slightly different, in an effort to create a resemblance to the 9-5. The new designation will be 9-3. Both new Saabs will be introduced at the North American International Auto Show in Detroit in January. The 9-3 and 9-5 are scheduled to arrive in U.S. showrooms around April, 1998.

Compare the grille and bumper of the 9-3 (above) to a 1996 900 (below).



Hot Rod 900 goes into production in '98

The high performance Saab 900 shown at the 1996 Geneva and New York Auto Shows has been given the go ahead by Saab. A Special Vehicle Operations group within Saab has worked with England's TWR Group to develop the concept Saabs into reality. Production is scheduled to start in the fall of 1998.

The limited edition 900, reputed to have an output in the 250 hp range, will be available in 3-door Coupe, 5-door sedan and Convertible variants. Production is to be handled by Valmet Automotive's factory in Uusikaupunki, Finland, and will be limited to 3,000 cars annually. Chassis, wheel, brake, and aerodynamic enhancements, and special interior trim will be part of the complete high performance package.

9-5 off to a good start

Early reports indicate the Saab 9-5 is a hit with buyers. Saab Automobile had projected sales of 10,000 9-5s in Europe before the end of the year, but orders from European dealers already exceed 15,000.

The new model was introduced at Swedish Saab dealers in September. According to Saab Idag, Saab's weekly newsletter to employees, dealers took orders for over 2,000 units of the 9-5 in the first weekend of the introduction.

Production Milestones

Saab has recently celebrated production milestones in several categories. Earlier this year, the 200,000th Second generation 900 rolled off the assembly line in Trollhattan. The 100,000th 900 Convertible drove out of the factory in Uusikaupunki, Finland in early October. Saab's three-millionth car, a silver 9-5 powered by the 2.3-liter Ecopower

engine and destined for the European market, was completed late in October.

It took 26 years for Saab to complete the first million cars. That occurred in January, 1976 with the completion of a Saab 99 Combi Coupe (Wagonback). The two-millionth car was a white Saab 9000 Turbo which was completed in March 1987.

Sales up for '97 model year

Preliminary figures published in Automotive News show that sales of new Saabs during model year 1997 (October '96 through September '97) were up slightly over 1996. The total for '97 was 28,354, up only two percent over last year's 27,785, the smallest increase among European manufacturers.

Sales of European nameplates overall was up 11.5 percent, led by Porsche (+68.9%), Audi (+27.9%), Mercedes (+19.5%), BMW (+16.5%) and Jaguar (+15.8%). Volkswagen was again the European volume leader with total sales of 134,889, up 4.5% over 1996.

The automotive industry generally relies more on calendar year sales as a determination of a successful year.

"Classic" 900 gains cult status in UK

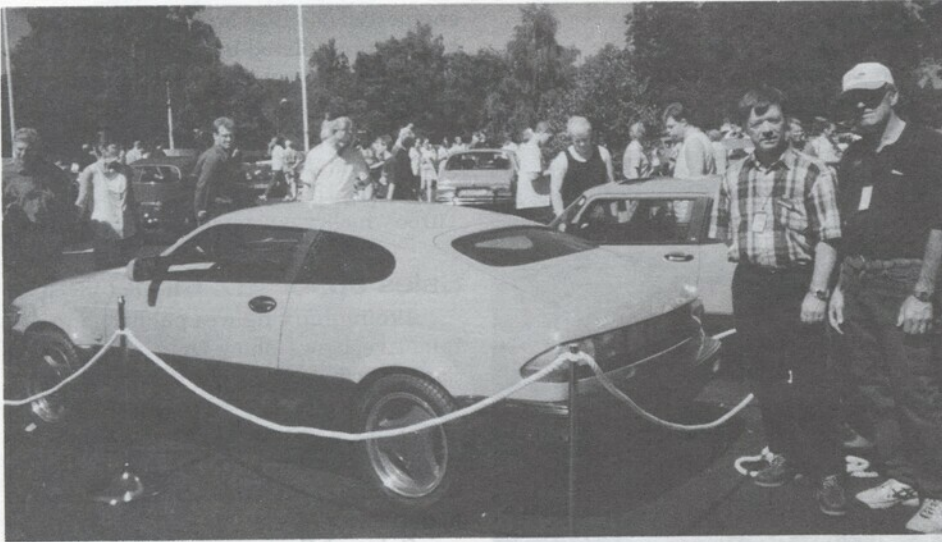
Prices on first generation Saab 900s have been climbing recently in Great Britain, approaching those of BMWs, according to the September issue of CAR Magazine. The "different look" of the 900 hatchback is what is attracting young buyers to the used 900 market, says Jeremy Brown, who runs a dealership that specializes in used Saabs called Just Saab in Camberley, Surrey. "Most don't know anything about the 900," says Brown, "some just say they've seen this boat-shaped car and have to have one."

Buyers are not frightened off by high mileage Saabs as "the 900 is probably the best- (read 'most heavily') built car around."

The Cost of Airbags

A distraught Saab 9000 owner learned how hard air bags can be on the pocketbook. After his air bag went off following a minor fender bender which didn't even damage the car, he has had to replace the air bag, steering wheel, steering column, knee pads, two seat belts, computer, two sensors and horn buttons. The grand total? \$4,248.

From the NMA News, Sep/Oct 1997



NINES columnist Chuck Andrews (right) inspects the "EX", winner in the Custom and People's Choice categories. The car was designed to incorporate elements of the original Saab 92 in a contemporary style.

Saab Jubilee Festival - Trollhattan, Sweden

by Tim Winker

Saab may have provided the facilities, but it was the owners who provided the enthusiasm. The number of participants was staggering, the number of old Saabs remarkable. You would expect a good turnout for the 50th Anniversary of a cult car, but there were far more participants than anyone had predicted. Over 3,000 people for the restricted Saab Clubs day at the factory test track, with estimates up to 20,000 for the show at the Saab Car Museum the following day. Outstanding summer weather certainly helped attendance.

Saab Cars USA got involved by providing special airfares and accommodation rates for American fanatics, plus

several special activities for the group. These started on Thursday evening with a multi-media unveiling of the 9-5 in an area of the Saab Car Museum that had been remodeled specifically to introduce the next Saab to journalists from around the world. While images flashed on a screen, Saab's US President Joel Manby, VP of sales and marketing John Orth, and Director of Corporate Communications Elke Martin, provided the details. With a too-loud climax to the presentation, the curtain was lifted and several real 9-5s appeared in the smoke-filled room beyond. The lights came up, several cutaway 9-5s and systems

appeared and everyone was invited to take a closer look.

The next morning the U.S. contingent was treated to test drives of all versions of the new model - 2.0-liter light pressure turbo (not for the U.S.), 2.3-liter LPT, and the 3.0-liter V6 with asymmetrical turbo. Only the latter two will be available on U.S. shores. Since the U.S. intro of the 9-5 is still months away, we'll hold off on the test drive reactions for another issue, but suffice it to say they were very favorable.

Friday afternoon was free time, but many Saabists spent time searching out the local Saab dealer, auto parts stores, and salvage yards, seeking parts and goodies unavailable at their U.S. counterparts.

Dinner on Friday turned out to be a particular treat. The U.S. group climbed aboard several Scania buses for a ride to Sweden's west coast where everyone transferred to a large boat. It took us to an island in the archipelago where a seafood smorgasbord awaited. After filling up on locally harvested prawns, crayfish and salmon, accompanied by a Swedish folk band and frequent toasts of Aquavit, the happy crowd returned to the boat, and to Trollhattan.

Saturday saw crowds of Saabs from all over Europe heading for the Saab car factory on the edge of Trollhattan. One employee lot was full of 99s, 900s and 9000s, while the earlier cars were invited to park with their siblings on the grounds of the test track. There were fourteen Saab 92s, a few dozen 93s, and many



dozen 96s, 95s and Sonetts, plus a handful of competition cars - totaling up to many hundred old Saabs all in one place!

The big show featured flight demonstrations of a Saab J-29 Tunnan (Flying Barrel) fighter jet, a B-25 World War II bomber, the spectacular driving skills of the Saab Performance Team, and a parade of historic Saabs from the museum. The afternoon progressed with the various groups of old Saabs taking a few laps of the test track, starting with the 92s, then the 93s, and so on, until the Sonetts and the V4 96s had to be broken up into several groups to avoid overcrowding on the track.

A few hours later the attendees converged on a park in Trollhattan for an American-style barbecue dinner and music by Inger Nordstrom and the Rhinestone Band. This event gave plenty of time to get acquainted with new friends and visit with old Saab friends from around the world.

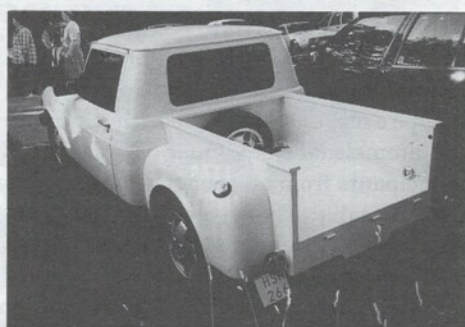
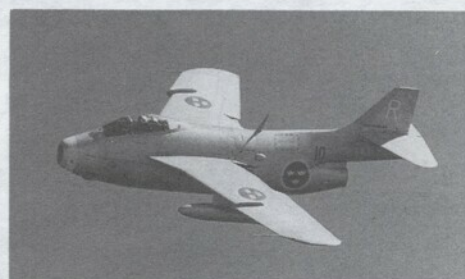
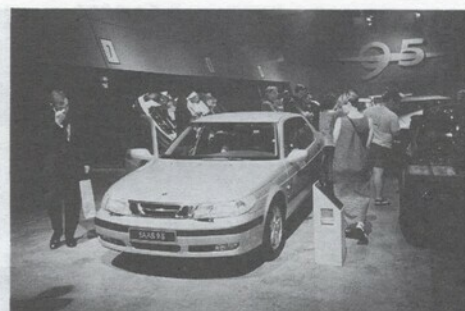
Sunday was the *really* big show, with Saab owners from all over the world, and plenty of Saabs, primarily from the Scandinavian countries of course. The parking areas around the Saab Car

Museum were crowded with cars and displays. Vendors hawked old parts, new parts, performance parts, and plenty of Saab memorabilia - posters, shirts, hats and models.

With all these other activities going on, a panel of judges, led by Saab's infamous rally hero Erik Carlsson, were choosing the best out of the 420 entries in eleven classes. And the winners were:

Class	Name	City/Country	Model
92	Ferdinand & Göran Gustavsson	Gothenburg	50 92A
93	Kjell-Åke Karlsson	Lidköping	58 93B
95	Kjell Andersson	Motala	60 95
96,2S	David Fielden	York, UK	65 96 Sport
96 V4	Göran Karlsson	Karlshamn	75 96 1700S
Sonett	Christer Melvinsson	Katherineholm	67 Sonett V4
99	Björn Ronnemo	Bankeryd	80 99 Turbo
900/Convertible	Tony Andersson	Nyköping	81 900 Turbo 5dr
900	Magnus Petersson	Alvesta	90 900 Aero
Competition	Ulf-Sune Sandberg	Sollefteå	73 96 V4
Custom	Per Ekström	Oslo, Norway	Saab EX
People's Choice	Per Ekström	Oslo, Norway	Saab EX
Long Distance	Geoff Ridley	New Zealand	59 93B

Photos by Rick Corwine, Tim Winker, Deb Strohm and Chuck Andrews. More photos on page 24.



1998 International Saab Clubs Meet

Couldn't make the big anniversary meet in Sweden? Had a great time in Sweden and you have to visit Yurp again? Like to get involved in '98? In a country where they speak English (or at least some form of it)?

The Saab Owners Club of Great Britain has taken on the task of the 1998 International meet. As of this writing, the original chairman was forced to step down due to an illness in the family, and Iain Hodcroft has taken over. Tentative plans call for the meet to be held the weekend of July 30 to August 2 at the Gaydon Automobile Museum in Manchester. The closest city with a major airport is Birmingham. For those looking to tour the area, Stratford-On-Avon and the Cotswolds are also nearby.

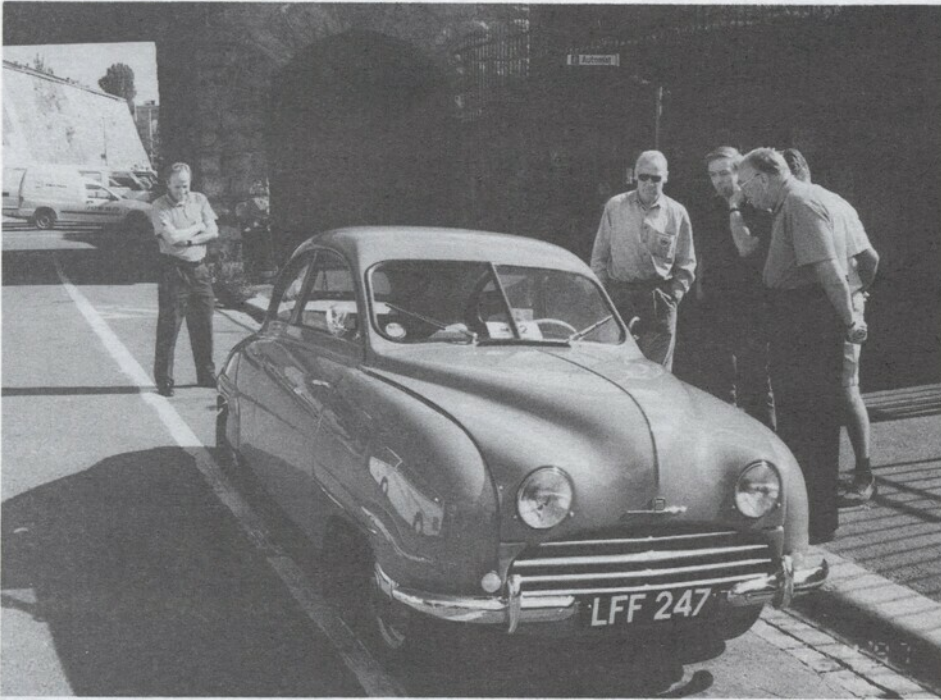
For details, call or write:

Iain Hodcroft
330 Manchester Road
Tyldesley
Manchester M29 8NN
ENGLAND
Phone (from U.S.): 011-44-1-942-878738

The European Saab clubs have determined their schedule of meets several years in advance. Here are the projected locations for the next few years:

- 1998 Great Britain
- 1999 Czech (?) or United States (Denver, CO)
- 2000 Switzerland
- 2001 Austria
- 2002 Luxemborg
- 2005 New Zealand (in January or February)

The Saab Jubilee Festival was arranged jointly by the Swedish Saab Register, Saab Automobile AB, and the Swedish magazines *BilSport* and *Nostalgia*. The Shell Oil Company contributed to the array of prizes.



Erik Carlsson looks over the SAAB 92 of Ken Dover prior to departure for Nordkapp. Dover is from Great Britain.

NORTHERN LIGHTS CHALLENGE

On the 5th day of July 1997, 160 SAAB drivers, co-drivers and passengers took off from Kongens Gate (The King's Street) in Oslo, Norway for a trip to North Cape, Europe's most northern place that can be reached by car. This "Rally" was organized by Gammelsaabens Venner (The Friends Of Old SAABS), a Norwegian club, and participants from all over the world arrived, even one team each from New Zealand and Australia. There were 6 entries from USA, 55 from Holland, 15 from England, 31 from Norway, Denmark had 16 cars entered and the balance was made up of teams from Switzerland, Germany and Sweden.

The name of this Rally: Northern Lights Challenge. The occasion: To put on a tour for the SAAB enthusiasts that would be most memorable and at the end arrive at the SAAB factory in Trollhattan, Sweden just in time for the 50th Anniversary Celebration, July 18th through 20th.

The "Driving Force" behind this event was Anne Andersen, who managed to move these 160 cars and about 350 people through Norway during the peak of the tourist season and somehow managed to arrange for accommodations for all. The choices were Hotel, Cabins or Camping. Many chose camping, some preferred hotel rooms, while we opted for cabins, where we had to furnish our own bedding. Our sleeping bags came in handy.

BEE-VEIW-EEENG, BONG, BONG BONG, was the prevailing exhaust sound heard and it came from the 2-stroke SAABS which were in the majority and many of those were restored to better than new condition. The sound was there, but the blue smoke that was a part of that sound in the '60s was nowhere to be seen, thanks to the modern oils formulated for two-stroke engines. There were V-4 SAABS and about entries with later model SAABS. (Those cheaters, with Air Conditioners, Power Steering and such).

The route took us up through scenic Gudbrandsdalen, past Lillehammer, the site of the 1994 Winter Olympics, and along the coast of Norway. Although the road took

us farther and farther north with each leg of the trip, the scenery stayed pastoral with well kept farm buildings and manicured fields and intensely green and lush vegetation. Each bend of the road presented even more beautiful vistas. Not until we got close to North Cape did the scenery turn to barren tundra with windblown and scraggly trees. This is also where we sighted the reindeer in small herds and roadside vendors who tried to induce us to buy antlers and skins. These weather bitten Lapps were dressed in their traditional clothes and were for real, make no mistakes about that. They even lived in their teepee-like dwellings and probably cooked and ate their reindeer stew as well. Also, racks of dried fish were everywhere. Snowcapped mountains and ice cold, wide and shallow rivers with avid fishermen, completed the landscape.

The road surface was amazingly good, but the progress was rather slow because of the winding road with few opportunities for passing.

At the town of Bodo, a place way up north which also has an Air Force Base and an Air Plane Museum, we met up with SAAB's own Erik Carlsson, the gregarious winner of several World Class Rallies including two Monte Carlo Rally wins. Erik is SAAB's Public Relations Person and perfect for the job. No, he did not drive there. He traveled by Jetliner and would also meet us later at North Cape, talking to us in his delightfully, heavily Swedish-accented English. What a guy.

Although we had now gotten accustomed to sunshine 24 hours a day, the finale was at North Cape where everyone stood in awe, squinting into the midnight sun, some wisely shielding their eyes with their hands as best as could be done. Earlier in the evening we had partaken of a dinner of reindeer steaks and potatoes in the restaurant.

Long after midnight we retired to our cabin to get some rest before the next day. The route down to Trollhattan, where the SAAB Factory is located, was through Sweden and each leg of this rally would be a lot longer. The roads in Sweden are wide and in good shape. And hear this... Passing cars is a breeze since the shoulders of the road can be driven on

and trucks and slower drivers pull off on those shoulders, leaving the center of the road for passing. The speed limit on rural roads is usually 110 KPH (68.5 MPH), but not everyone obeys that speed limit. We only saw one Police car and it was parked in plain view at a roadside rest stop.

Once in Trollhattan, we were now guests of SAAB and treated to a show by SAAB's Performance Driving Team and to a scrumptious dinner, among other things. Also, the new SAAB 9-5 was available for us to drive and evaluate and I am sure that the car passed the test.

How far did we drive? A little over 3,500 miles. And everyone made it to Trollhattan, except one SAAB that had a blown headgasket and could not be repaired quickly enough for it to rejoin the Rally. (And this car was a late model, 16 Valve SAAB).

And now a warning to all of you who plan to visit Norway by car. It appears as though the wonderful, proud, sporty and fun loving Norwegian people has lost total control of its Police Force. On Friday evening, the day before the start of the rally, Thomas Wenner and I, in his 841 cc, 3-cylinder 1966 SAAB, slowly made our way toward Oslo, the Capitol of Norway. The little car was loaded up with 450 pounds and 12'4" of Swedes and gear for a North Pole Expedition. The road was a winding, two-lane highway. We were a few cars behind two cars pulling camping trailers and the speed varied between 25 and 35 MPH. With a solid line in the center of the road and a solid line of Norwegians coming from the opposite direction heading for Sweden, there were no opportunities for passing. Suddenly the road opened up to a wide, newly paved road with two lanes in each direction and although we were on an incline, Thomas went for it. Hoping to get around those two slow cars pulling camping trailers, before the road again would return to a narrow two-lane, Thomas called upon his little engine to give its most and as we slowly gained momentum, Thomas suddenly let out a Powerword. On an overpass, sitting in an unmarked car, were two Policemen with a radar gun and sure enough, within two hundred yards a Policeman stepped

into view, ushering us in through an opening in a tall earthen embankment and in to a large paved area the size of a football field. There, 3 Police cars and a Paddywagon and scores of Policemen were hidden. There were also many cars and drivers there waiting to be ticketed. It was to take a long time before our case came up. Bad news. We had exceeded the Speed limit. The radar gun said 132 KPH. (about 82 MPH). No way, we argued, the little engine can't possibly muster up that much speed in such a short distance. All this to no avail. They were now going to take Thomas, license. Ticketing drivers for motoring on the only safe portion of the road leading in to Oslo did not make any sense, we argued, besides we do belong to those who do not believe in the accuracy of a radar gun. We also pointed out that we were guests of Norway and resented being mistreated. After a lot of telecommunication with Headquarters, the "Powers That Be" decided to let Thomas keep his driver's license but he must - and now hear this -

pay a \$500.00 fine. (NKR 3,000). Payment made and we were now back on the road which, incidentally again turned into a two narrow lanes within a very short distance.

My observation: Norway was invaded and occupied by Nazi Germany during the Second World War and the Norwegian people should know how crippling to the human spirit it is to have Gestapo like tactics and Secret Police regulating your movements. Norway certainly does not need the money since it is now awash in Petro Dollars. Maybe this is the way Norway wants to get revenge on the Germans. Tourists in their Mercedes and BMWs trapped and ambushed within hours of entering Norway.

This trip, being by the Police or to Trollhattan via North Cape was for me memorable. I met a lot of nice SAAB enthusiasts and I am sure the Northern Lights Challenge was interesting for the other participants as well.

Ole Anderson
Monterey CA

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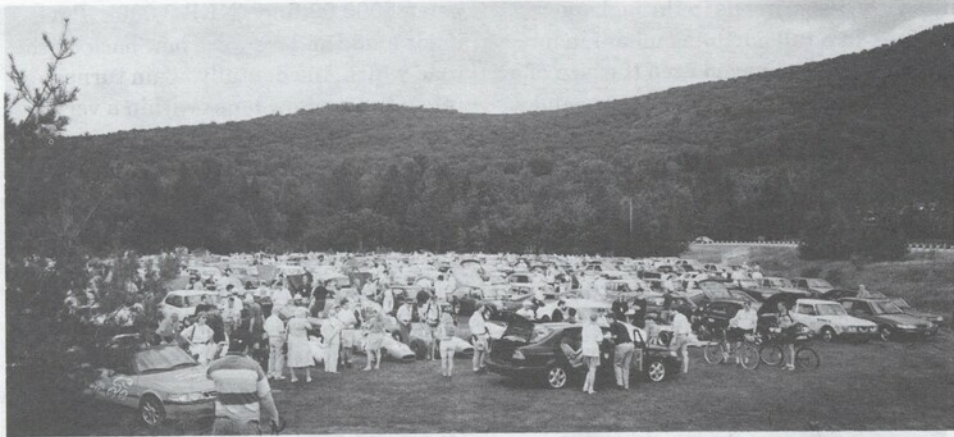
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Five Days of Total SAAB Immersion

By Thor Carlson

Photos by Cat McKeen and Tim Winker

Preamble: There's a very active group of SAAB enthusiasts on the Internet, exchanging tech tips, asking advice, and discussing all things SAAB. One mailing list called Turbo! frequently generates over 100 messages in a single day. "Uncle" Bob Sinclair, former CEO of SAAB Cars, now retired, is still interested in all things SAAB and has become an active contributor to the list. The following is a condensation of a series of posts I made to Turbo! in the euphoric days following the Jubilee, a place where many of us got to put faces with names we'd been reading on the net for the past year, a place where virtual friends became real friends.

Part 1 - The Journey to NH Wednesday, July 30

Five Carlsons switched from their normal mode of family transportation (a seven passenger mini van) to travel North in Mjollnir, our '86 900 SPG with 114k miles. To avoid bloodshed, number one son Erik (12) sat in the front seat while dear suffering Becky sat in the back between Daniel (10) and Anna (8). I had borrowed a SAAB roof rack in case things got tight during the packing

Former Saab USA President bob Sinclair (left) visits with Sonett racer and former SCCA National Champ Jack Lawrence at NHIS.



phase. Amazingly, the hatchback swallowed luggage for five people for 7 days plus a couple of bags of groceries, two mini Igloo coolers, three pairs of roller blades with pads, Gameboys, dolls, books, etc. It wasn't even close to full as I still had full vision through the rear view mirror.

Elapsed time to Waterville Valley was 7 hours including a one hour lunch break somewhere in Springfield, MA. After a little tooling around in the Valley and with 400+ miles on the trip meter gas mileage worked out to 32 MPG. Truly, Mjollnir is an awesome car; there was always plenty of power even with a full load and the family prevailing on me to switch on the A/C somewhere in Connecticut. Listening to The Hobbit on cassette helped preserve the peace. At the Black Bear Lodge, Mjollnir got an end parking spot to protect against door dings.

Wednesday night, registered conventioners were presented with a laminated name tag suspended from a black halyard along with a paper SAAB 50 shopping bag filled with goodies such as a Talladega 900 video, a SAAB lapel

pin collection in a wooden box, a SAAB 50 decal, a schedule of events, and a 900 rally car poster.

While walking toward Waterville Town Square I first heard, then saw, a gorgeous silver Sonett II heading my way. I flagged down the driver, asking: "What number?"

"43".

"What's your name?"

"Lewis Eigh".

Let me tell you folks, Lewis did a first class job on this car.

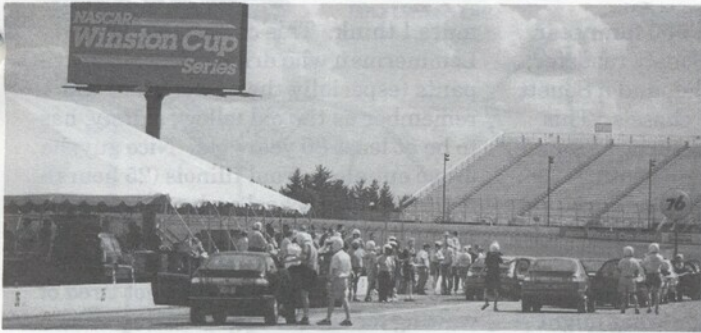
Later on, while searching for a ride to New Hampshire International Speedway I happened upon Larry West, Duane Dostie and Chris Moberg (all Turbo!ites) dining on the deck at Chile Peppers. Chris kindly agreed to drive me to the track on Thursday so I wouldn't need to leave the family carless. "What kind of SAAB do you have?" I asked, "A red Sonett III" said Chris. Yessir! See you at 6:30 am in the lobby...

Part 2 - The Driving School Thursday, July 31

At 6:25 AM I met the Siegels, Barry, Sharon and two sons, in the lobby at the Black Bear Lodge. "We arrived late last night from Boulder, is there a caravan down to the track?". (The Siegels arrived with a red Aero and an overheating Sonett III). Moments later Chris Moberg arrived, and the Siegels followed us down to NHIS in their Aero. What a thrill to ride to the track in Chris's RED Sonett III; the MSS exhaust system ensured we stayed alert. Check in at the track was fast and efficient and we were all issued colored halyards with laminated name tags. After an hour or so of breakfast and surreptitious reading of one another's name tags (including meeting many Turbo!s for the first time) the Skip Barber instructors' Terry Earwood spoke for a bit. If you've never done this, these guys are hilarious.

Off with the green team to the autocross station. There must've been 20 or so of us on the "green" team including Sam Bryan (SAAB 900 rally car driver), Gary and Warren Stottler, Turbo!s Rick Kean and Stefan Vaapa, and NINES' own Stephen Goldberger. We all immediately noticed one of the autocross cars (Red #9) was louder than the rest. I heard Rick repeatedly muttering "Big Fat Pipe" as he sought out and drove the car with the sport exhaust.

Second stop was threshold braking.



The Barber instructors disconnected the ABS on a bunch of Turbos and we had to accelerate to 40MPH, then come to a controlled stop on a short, curved, cone delimited course without knocking any cones down.

Third session was classroom with Earwood again "What's a tornado got in common with an Alabama bride? They're both gonna end up in a trailer park!" and, "What's the last five words out of a redneck's mouth? 'Hey y'all watch this!'". Between the jokes, Earwood explained the principles of weight transfer (fat tars and skinny tars), braking and apexing.

After a SAAB supplied boxed lunch, it was off to the heel and toe session on the road course, where Goldberger carried on a double clutching discussion with one of the instructors. I got to ride with Stefan Vaapa and Sam Bryan on this session, which was nearly as much fun as actually driving!

Next, hot laps around the road course. We were all issued head socks to wear under the helmets "we want everybody to keep what they got!". Two times 2 7/8 laps was waaaay to short but lots of fun anyway. By now, the word was out about the Turbo with the Big Fat Pipe and it was by far the most popular car out there.

Lastly, it was "pay back time" as the

Barber instructors tried to scare us by doing hot laps door to door and bumper to bumper with students hanging on for dear life. I wasn't scared, it was a blast!

Riding back to Waterville Valley in Chris Moberg's RED Sonett III was almost as much fun as the driving school itself!

The school cars were all 1997 900 Turbos with anywhere between 400 and 1200 miles on them. Brand new condition at the start of the day, brakes a'smokin' at the end of the day. After driving these fun cars, I gained a renewed appreciation for Mjollnir. Next year, I'll try the hot laps in my own car with some fresh motor mounts!

Part 3 - Fun on the Track Friday, August 1

After getting hot laps from the Barber boys on Thursday, I decided to skip NHIS in favor of some family activity on Friday. You see, unlike Turbo! subscriber Paul Galanti, I was able to sell this trip as a "family" vacation. So we did some canoeing, kayaking, biking and the all important SAAB Turbo Convertible Test Drive. The kids thought it was pretty cool. I did too. Some time on Friday, Erik (12) started figuring out that SAABs were pretty neat and that something special

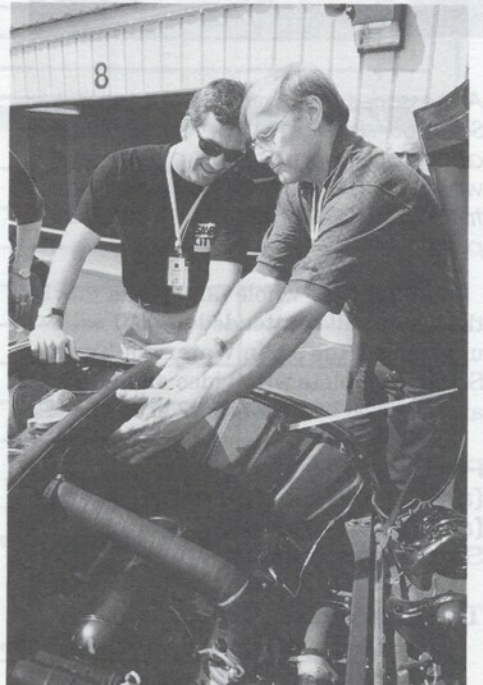
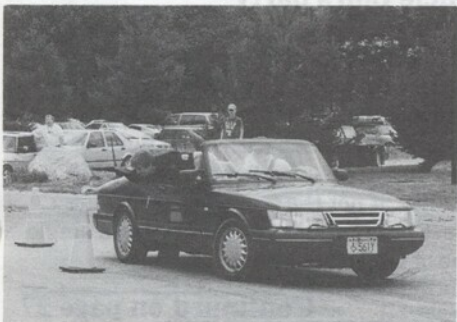
was going on there; he announced he was going to get his own SAAB convertible.

Other SAAB related activities involved periodically checking up on Barry Siegel's progress with his Sonett III. The hood and heads were off (1000+ miles from home) but someone observed it couldn't have happened at a better place. We also toured the swap meets, indoors and out.

Friday evening saw a healthy Turbo! turnout at the barbecue; the first I ever attended with white table cloths, linen napkins and shiny flatware. Turbo!ite Duane Dostie and I introduced ourselves to Uncle Bob and the lovely Anne Sinclair. When I told Duane the older gentleman at Uncle Bob's table was Ralph Millet he started doing the Ewok thing (remember, with C3PO?). I think I can speak for Duane in saying we gave the Smutty Nose Ale a thumbs up!

Below left: The Gymkhana - a test of driving skill and passenger agility.

Far right: John Moss tries to explain the Saab 92 to Saab CEO Joel Manby.





Accessories and parts were plentiful. Saab USA had an entire tent full of accessories and parts to clear out, while the folks from Clyde Billing Saab tried to get rid of some very old NOS parts.

At 9PM the whole family and maybe the whole valley attended the official unveiling of the 9-5 in Waterville Town Square complete with video and music and followed by fireworks over the pond.

Part 4 - The Concourse (and Uncle Bob's party) (and the banquet) Saturday, August 1

The Concourse

Oh, what a swarm of SAABs. Front row were the Modifieds. There

was a 900 stretch limo, a 900 funny car, Stefan Vaapa's Soneat Sonett roadster, a gorgeous red 96 cabriolet, and a Sonett II/V4 body on a modified chassis. This last car was powered by a turned around 16 valve SAAB Turbo engine with custom exhaust plumbing (the Turbo sat at the front of the car on the driver's side; figure <that> one out). There were also a variety of Quantum race cars, Tim Winker's 99 ITB racer, and what might best be described as a Pro Stock 900 powered by a 710HP V8 of some sort. I'm not sure why Bill Jacobsen's Sonett Super Sport was in this group except maybe they didn't want it to get lost with all the other Sonetts.

Second row were the 92's (two of them) and 93's (B's and F's) including Bruce Welch's absolutely gorgeous, spotless blue GT-750 complete with Halda Speed Pilot.

Third row were the 96's and 95's. Some fine examples here including a white '73 96 with just 4500 original miles (driven to the convention from Syracuse or thereabouts).

Fourth row were the Sonett II's (5, I think) and Sonett V4's. Lewis Eig's best in show (#43), Tom Cox's (#?) and SAAB Cars' (#197) silver Sonett II's were all present as was Al Sutton's red Sonett (#242) from Chicago, driven, as always, to the convention. At the Chambersburg convention (1985), Al had Illinois plate SAAB242. This year he had "II IV II". Al is the original owner of #242; it was cool to see a 30 year old car with all the original documentation including the window sticker. The last Sonett II was the Tom Donney Motors #211, available, I hear. Tom Donney supposedly owns ELEVEN of these things! The V4 Sonetts were pretty, too, but frankly I was a little absorbed by the stokers.

Fifth row was all Sonett III's. This was where Erik had an abrupt change of heart and announced he now wanted a Sonett III instead of a 900 convertible. There was a green one shown with just 38 original miles.

Next came the 99's, remarkably few, I thought, with quite a few 99 Turbos including Gary Stottler's gorgeous black 99T with the paint job that goes on forever.

Next came the classic 900s including some well kept commemorative edition Turbos. Also in the lineup, a rather ordinary looking '87 900S 4 door, gold colored and well kept with around 130k

miles I think. This car belongs to Carl Lemmerman who driving school participants (especially the green team) will remember as the old fellow, skinny, has to be at least 80 years old. Nice guy, he drove out alone from Illinois (25 hours) for the driving school and convention. He's a widower and retired photographer and he bought his '87 900s new. After around 65k miles he said he got tired of waiting for the car to get moving so he had a 16 valve Turbo dropped in. Also, he says, "I got the K&N Filter Charger, 2.8 FPR" (and something else from Group 6 that slips my mind). He figures he's running around 205HP and is pleased with his 900"S" performance. Said I "may I ask how old you are?" Said he: "No you may not. I'm 39". Well folks, he certainly acts it (or, 29)! Oh, Larry West's Viggen ('86 900T) was looking great sporting a fresh coat of wax.

Then there were a bunch of new gen 900s and several 9000s. I couldn't spend much time by the 9000 row since one of them had a stereo that threatened to make my ears bleed.

At noon, everybody that wanted to brought their cars onto the field for the group photo, taken by a guy high up in a cherry picker. Mjollnir is one row behind and just to the right of the two green 92's.

My son Erik Carlson got to meet the famous Erik "Pa Taket" Carlsson (and got an autograph) and has been walking on air ever since. BTW, you may have noticed in the convention program that Erik's name was spelled with both a C and a K and his halyard had the C. So I asked, he laughed and said "they never get it right" (Erik is the correct spelling).

Midpoint through the concourse the Turbo! crowd started buzzing: "Tonight, 5:30, room 534, Uncle Bob says to bring your thirst!"

After the concourse I struck gold at the swap meet, snatching up a Red APC Box for Mjollnir.

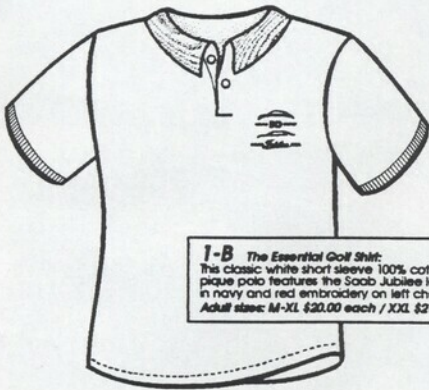
Uncle Bob's party

Well, this was a fine get together. Turbo!ite Lester Ewing entertained the group with a video tape of him flipping his rally Sonett and contributed to the overall good cheer with some fine Cognac (Uncle Bob seemed to approve of the quality, if not the temperature). Larry West brought lots of glasses, not a single one of which got broken. Someone

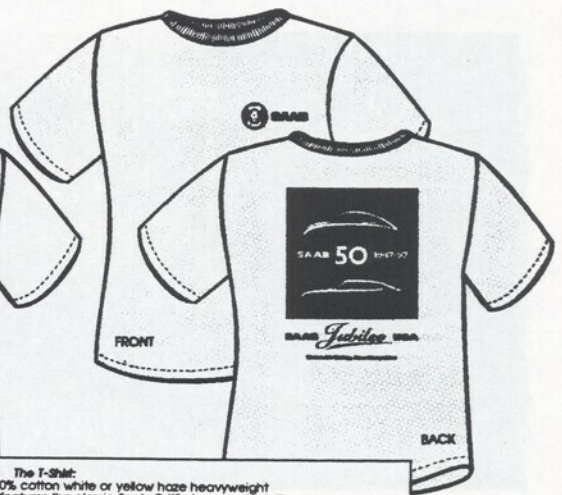
Continued on page 27

SAAB JUBILEE MERCHANDISE

Time Limited Offer



1-B The Essential Golf Shirt:
This classic white short sleeve 100% cotton pique polo features the Saab Jubilee logo in navy and red embroidery on left chest.
Adult size: M-XL \$20.00 each / XXL \$21.50 each

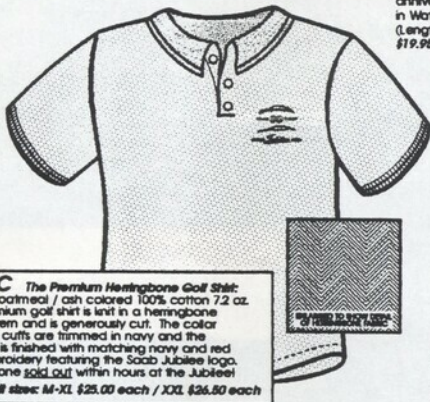


2-A The T-Shirt:
This 100% cotton white or yellow haze heavyweight T-Shirt features the classic Saab Griffin logo on the left chest and the navy and red Saab Jubilee logo on the back. This is the only Jubilee item available for mail order that features the location of the event, Waterville Valley, New Hampshire.
Adult size: white (ITEM #2-A1) S-XL \$10.00 each / XXL \$11.50 each
yellow haze (ITEM #2-A2) S-XL \$11.00 each / XXL \$12.50 each

2-G The Saab Jubilee Video:
If you've wondered what they do at these conventions this is the answer. Catch the highlights of Saab's 50th anniversary jubilee celebration held in Waterville Valley, New Hampshire. (Length: 20 minutes)
\$19.95 each



2-B The Cap:
This brushed cotton, unstructured six panel cap has a khaki crown with a navy blue bill and adjustable fabric strap. Front of cap is beautifully embroidered with the full Saab Jubilee logo in navy, red and white.
One size fits all \$10.00 each



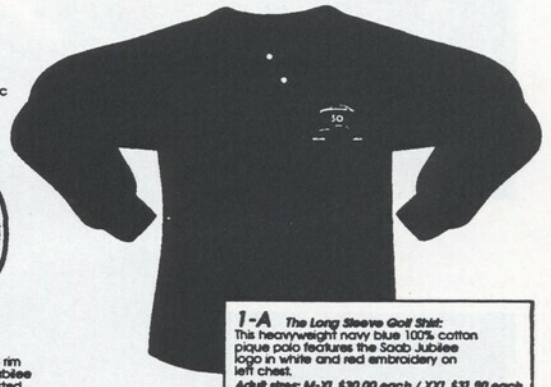
1-C The Premium Herringbone Golf Shirt:
This oatmeal / osh colored 100% cotton 7.2 oz. premium golf shirt is knit in a herringbone pattern and is generously cut. The collar and cuffs are trimmed in navy and the shirt is finished with matching navy and red embroidery featuring the Saab Jubilee logo. This one sold out within hours at the Jubilee!
Adult size: M-XL \$25.00 each / XXL \$26.50 each



2-C The Mug:
This white ceramic coffee mug features the navy and red Saab Jubilee logo on 2 sides and may improve your coffee flavor. \$5.00 each
(Limited Quantities)



2-D The Stein:
This glass beer stein has a gold rim and the navy and red Saab Jubilee logo on 2 sides. Beer never tasted so good!
\$5.00 each
(Limited Quantities)



1-A The Long Sleeve Golf Shirt:
This heavyweight navy blue 100% cotton pique polo features the Saab Jubilee logo in white and red embroidery on left chest.
Adult size: M-XL \$30.00 each / XXL \$31.50 each

PLEASE FILL OUT ORDER FORM BELOW AND SEND WITH PAYMENT BY OCTOBER 20, 1997

Name _____ Phone _____
Address _____
City _____ State _____ Zip _____

ITEM	PRICE	QUANTITY	SIZE	TOTAL
1-A Navy long sleeve golf shirt				
1-B White short sleeve golf shirt				
1-C Oatmeal herringbone golf shirt				
2-A1 100% cotton white T-Shirt				
2-A2 100% cotton yellow haze T-Shirt				
2-B Khaki cap with navy blue bill				
2-C White ceramic coffee mug				
2-D Glass beer stein with gold rim				
2-G Saab Jubilee Video				

Please make check or money order payable to HOLOWEAR and mail with a copy of this form to:
Saab Jubilee c/o Holowear • 821 Livingston Court • Suite E • Marietta, GA • 30067
Phone: 800 . 820 . HOLO (Please do not send cash)
All merchandise will be shipped FOB Marietta, Georgia by UPS.
Please allow 6-8 weeks for delivery.
Where inventory permits, merchandise will be shipped sooner.

Tax _____
(Delivery in Georgia must include sales tax)
Shipping & Handling Charges: _____
TOTAL _____

SHIPPING & HANDLING

For shipments inside the 48 contiguous United States, please add the following shipping and handling charges:

Total price of items	Shipping/Packing/Handling charges
\$0 - \$30.00	\$5.95
\$30.01 - \$70.00	\$6.95

Total price of items	Shipping/Packing/Handling charges
\$70.01 - \$250.00	\$7.95
OVER \$251.00	CALL FOR QUOTE

Stein/Mug Exception: For all glasses and mugs, use the following formula: \$5.95 + \$0.50 per item ordered



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- Garrett Turbos 20% off
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- 9000 Hella Foglight Lens 24.50
- 9000 Power Steering Racks 150.00
- 900 Hatch Struts 30.00 each
- 900 Non-vented Calipers 95.00 each
- 900 Vented calipers 95.00 each
- 900 Bosch Foglight Lens 13.00
- 900 Power Steering Racks 145.00
- 900/9000 16v Valve Cover Gasket Kit ('85-'93) 20.00
- 9004 Headlight Bulbs (900/9000) 7.00 each
- All Lighting 20% off
- Power Antenna Masts ('85 & newer) 18.00
- 99-900 Clutch Kits (through '90) 150.00
- Used Spacesaver Spare Tires (through '87) 5.00
- Bougicord (Factory) Plug Wires 40.00
- Factory Oil Filters 4.50 each

All parts carry a 12 month/12,000 mile warranty

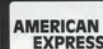


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<http://www.scandiaauto.com>



Concours Results**92/93**

- | | | |
|---|---------------|-----------------|
| 1 | Clyde Billing | '59 93B, Red |
| 2 | Bruce Turk | '58 93B, Black |
| 3 | Bill Jacobson | '59 GT-750, Red |

Sonett II/V4

- | | | |
|---|--------------------|-----------------------|
| 1 | Lewis Eig | '67 Sonett II, Silver |
| 2 | Dean & Mary Gordon | '68 Sonett V4, Red |
| 3 | A. J. Sutton | '67 Sonett II, Red |

Sonett III

- | | | |
|---|----------------------|------------------------|
| 1 | Tom Donney | '74 Sonett III |
| 2 | Tom & Debbie Langdon | '74 Sonett III, Yellow |
| 3 | Chuck Andrews | '74 Sonett III, Green |

95/96 Two-Stroke

- | | | |
|---|---------------|-----------------|
| 1 | Bill Jacobson | '65 95, Red |
| 2 | Bob Abel | '64 GT-850, Red |
| 3 | Ed Lorenz | '66 96, Yellow |

95/96 V4

- | | | |
|---|--------------|---------------------|
| 1 | Ken Schrader | '72 96-V4, Red |
| 2 | Kerry Mull | '68 96 Deluxe, Grey |
| 3 | Ron Raymond | '73 96-V4, White |

99

- | | | |
|---|---------------|---------------------|
| 1 | Don Andrews | '76 99 EMS, Silver |
| 2 | Eric Stottler | '78 99 Turbo, Black |
| 3 | Tom Donney | 99 Turbo, Grey |

900, 1st Generation ('79-'93)

- | | | |
|---|-------------|-------------------------|
| 1 | n/a | '80 900 Turbo, Black |
| 2 | Kevin Gross | '91 900 Conv, MC Yellow |
| 3 | Tad Gilliam | '86 900S, Rose Quartz |

900, 2nd Generation ('94-)

- | | | |
|---|-------------|----------------------------|
| 1 | Rich Chuma | '97 900, Midnight Blue |
| 2 | Ruth Sutton | '97 Talladega Conv, Silver |
| 3 | n/a | '97 900 Turbo, n/a/ |

9000

- | | | |
|---|-----------------|----------------------|
| 1 | Jim Ellis | '93 9000 Aero, White |
| 2 | Lester Ewing | '96 9000 Aero, Red |
| 3 | George Williams | '95 9000 Aero, Red |

Modified

- | | | |
|---|---------------|--------------------------|
| 1 | Rich Kushner | '72 96 Convertible, Red |
| 2 | Kevin Pampuch | Quantum F/S, Blue/Orange |
| 3 | John Fiorini | 900 Dragster, White |

Best of Show

- | | |
|------------|----------------|
| Tom Donney | '74 Sonett III |
|------------|----------------|

People's Choice

- | | |
|---------------|--------------|
| Gary Stottler | '78 99 Turbo |
|---------------|--------------|

Rusty Roadster

- | | |
|--------------|-----------|
| Will Woerter | '73 96 V4 |
|--------------|-----------|

Longest Distance Driven

- | | |
|---------------|--------------------------------|
| Jon Kjaerulff | '66 95, 3,150 mi. (Seattle) |
| Alan Izzo | '95 900, 3,900 mi. (San Diego) |

Autocross -Fastest Time

- | | |
|--------------|------------------------|
| Stefan Vapaa | '68 Sonett V4 Roadster |
|--------------|------------------------|

Rally Results**Vintage**

- | | | |
|------|-----------------|----------------|
| 1 | Langdon/Langdon | '74 Sonett III |
| 2 | Russ/White | '74 99 |
| DLBF | Wilcox/Messer | '66 95 |

Modern

- | | | |
|------|-------------------|---------------|
| 1 | Johnson/Dickinson | '88 900T Conv |
| 2 | Smith/Dockter | '86 9000T |
| DLBF | Zawisza/Zawisza | '92 9000 |

(DLBF = Dead Last, But Finished)

**Continued from page 22**

(Blaithin, I think) started lobbying for a group photo so we all crowded around the couch. The flashes were popping frantically when dear wife Becky came in just in time for snapshot duty. Definitely a Kodak moment. I won't even attempt to name everyone that was there because I'm sure to forget somebody but I'm sure the photos have shown up on various web sites. Duane just sat there pinching himself saying "This is it. This is so-o-o cool." I agree.

The lovely Anne? If you haven't met her yet you've missed a very classy lady; Uncle Bob is a lucky guy (I suspect he knows this already). Thanks, Uncle Bob for a great party!

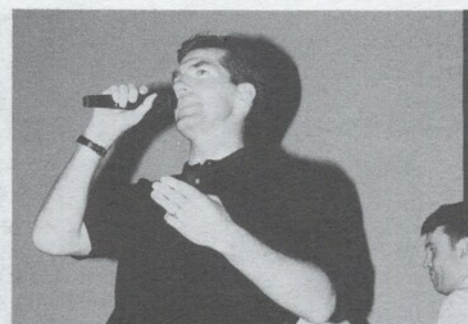
All too soon we had to leave for the banquet, Uncle Bob having promised Joel Manby he'd attend. On the way over, John Steiner's friend Paul did a "Hey y'all watch this!" off a rock, breaking both bones in his lower leg. John subsequently missed the banquet while taking his friend to the hospital.

The Banquet

We saw previews of the fall 9-5 print ad campaign, all in black and white showing the 9-5 in motion. My least favorite: "The only car with seats so intelligent they protect the brains that bought them". Huh? My favorite: "Last one to Aspen is a BMW!".

Yes, Joel spoke around 40 minutes too long but the Smutty Nose Ale and camaraderie eased the way. Finally, Joel Manby led the crowd in a new song, S-A-A-B, sung to the tune of The Village People's Y-M-C-A.

Special thanks to my GOOD SAAB friend Dave Spingarn. Dave and his new bride Caryn (married in April) offered to watch our three children so Becky and I could attend the banquet together.



Left: No, it's not FWD!

Above: Joel Manby, Saab CEO, leads everyone in song.

Part 5 - Wrap-up & Goodbye Sunday, August 2

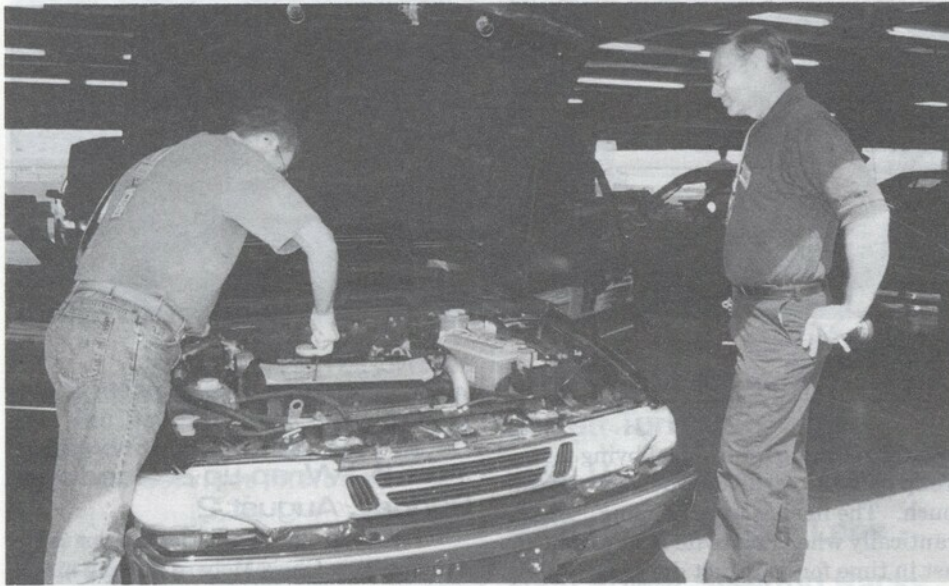
I woke around 7 AM, looked out the window, saw Chris Moberg putting his RED Sonett III onto the trailer and knew I'd missed my chance to go for a spin.

At breakfast, I sat with Chris and Steve Church (1st place 900 at Friday's autocross). We were shortly joined by Jack and Pat Lawrence of Motor Sport Service, then Bud Clark the legendary 2-stroke wrench, then some more Turbos! I just sat in silence enjoying the company. After breakfast, everyone headed for the swap meet and parts auction to check out those last minute markdowns. Midway through Waterville Town Square, Jack peeled off to the right and Pat cut left. I stayed with Pat, everyone else went Jack's way. Pat told me they always do this, try to find a different way someplace and try to beat each other getting there. On the way up the path I heard a Sonett accelerating in the distance. "Sounds like one of your systems" I said. "Probably".

Later, Paul Perry observed "this will be a different place by this afternoon". He sure was right. Erik and I sadly watched a caravan of 96's and Sonetts pull out together. "I don't want them to go!" he said. By 2PM, people were peering at my halyards, I was the only one around left wearing them.

Monday morning, I came out to Mjollnir's end parking spot to find a four door Camry jammed in so-o-o tight next to me and I knew the Jubilee was really over.

Our trip home consisted of over 400 miles, mostly at 75 mph on the highway plus some dirt roads in Vermont when we visited with my sister Monday night. Fuel economy dropped to 30 on the return leg. We can't wait until next year!



Photos by Cat McKeen

Saab's famed trainer of technicians, John Moss, critiques the work of a finalist.

1997 Saab Master Tech Competition

Those who attended the Saturday night banquet at the Jubilee in New Hampshire heard Joel Manby's talk about Saab's commitment to maintain its individuality, to return to its roots of performance and safety, and most importantly to impart a passion for Saabs in the buying public, the sales people and the service technicians. Although I can't predict how passionate the first two groups will be about the marque, the Saab Master Technician Competition held at the New Hampshire International Raceway was a clear indication that many service technicians

have met and exceeded that challenge.

Every year Saab has a competition to recognize the top technicians employed by their dealers. These technicians start out by completing a one hundred question written exam to determine who goes to the final hands-on competition. This year, sixteen techs, representing the top 1 1/2 percent of dealer service personnel, took part in the final phase of this contest.

The 1997 competition, organized by Saab's Randy Risely, Technical Training Manager and Dave Kapitulik, Special Projects Developer, took place in the garage area of the New Hampshire International Raceway during Thursday and Friday of the Convention. The

competition consisted of eight pairs of stations where each technician had approximately an hour to complete the required task. The stations consisted of ABS diagnosis and repair, convertible top adjustment, electrical diagnosis and repair, driveability diagnosis and repair, customer relations, Integrated Central Electronics component testing, V-6 engine repairs, and service information management. Working alone, each contestant reported to four stations each day. There, he was met by a Saab employee, acting as an examiner, who presented him with the problem to be solved- most were described on a repair order similar to what is completed by the dealers service advisor. The examiner observed each contestant's procedure, using a checklist to insure objectivity. The technician had the appropriate shop manuals, diagnostic equipment and tools, and repair parts on hand necessary to solve the problem.

The reward for being named the top technician in this years contest was a trip for two to the Caribbean. But the prize had little to do with the motivation for achieving this honor. Near the end of the second day I said to one of the technicians, "I'll bet that you can almost feel those tropical breezes now!" "Believe me", he remarked, "That's got nothing to do with it." It was clear that these people were in this for the pride of being the best in their field and for their personal love of Saab automobiles- the trip was just a nice added extra.

If only I lived closer to one of dealerships where these Saab Master Techs work....

Joel Schneid
Florence MA

Saab Club member and Master Tech finalist Shawn Mulvey diagnoses a problem with a convertible top.



1997 Master Technician Champions

Don Lachance	Euro Motorcars	Bethesda MD
Reggie Clarke	Morrie's Saab	Minnetonka MN
Steve Yankura	Gulford Saab	Gulford CT
Peter Robson	North Shore Saab	Glen Head NY

1997 Master Technician Finalists

Steven Ruff	Morrie's Saab	Minnetonka MN
Kevin Green	Tischer Saab	Laurel MD
Shawn Mulvey	Fairway Saab	Greenville SC
Michael Porter	Saab of Charlotte	Charlotte NC
Jim Ryyanen	Morrie's Saab	Minnetonka MN
Cliff Norton	Prestige Saab	Santa Rosa CA
Dennis Bennett	Saab of Charlotte	Charlotte NC
Ron Morin	Saab Nashua North	Merrimack NH
Christopher Rizzon	Rutland Saab	N. Clarendon NY
Jay Howard	Tischer Saab	Laurel MD
Don Frazier	Stetson Auto Sales	Warren ME
William Ekberg	Morrie's Saab	Minnetonka MN

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- 900 AUTO. TRANS PAN KIT REAR.....67.00
- ENGINE GSKT KITS (blue motor).....100.00



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Saab on the Internet

Saab Club Has Its Own Website

For some time now, the Saab Club has had a small presence on the World Wide Web, thanks to information posted by Scott Paterson of The Saab Network [www.warp.org/tsn/archive/files/faq/nines.html], Rob Lodes and Larry West of Turbo! [secret-secret.com/nines/] and Amos in Belgium, whose site [titan.glo.be/amos.glo.be/index.html] carries information on Saab Clubs around the world.

Now, SCNA has its own home on the web, at <http://www.saabclub.com>! The new site is being hosted by club member Chris Rogers and his San Diego-based computer services company, Annexus Data Systems. The site itself is still very much in its infancy and very significant changes will soon be taking place. Be sure to check it out over the next few weeks!

Site for Vintage Saabs

A new electronic mailing list is now available for the benefit of vintage SAAB enthusiasts... VSAAB! The new list deals exclusively with early SAAB automobiles, i.e. those with two numerals in their model designations. Since VSAAB was started thirty days from this writing, membership has grown to over 50 people and topics have ranged from the technical ("How can I help my V4 pass government emissions tests?") to the emotional ("I love my 96... and here's why:") VSAAB enjoys a global membership and provides a meeting place for those of us who hope to always have an old SAAB in the family.

To join VSAAB, simply send a blank e-mail to VSAAB@annexus.com with %SUBSCRIBE as the *subject*. To keep your e-mail volume to a minimum, join the digest version of VSAAB by using %SUBSCRIBE DIGEST as the subject. For specific questions regarding the VSAAB list itself, contact Chris Rogers at chris@annexus.com.

Naught but Nines

It's a once in a century opportunity. Ninety nine 99s driving 99 miles on Route 99 on 9/9/99. It's enough to put a Saab owner onto Cloud Nine.

Turbo! is making an effort to get those 99s together. Inspired by the ninety-six Saab 96s that organized for a photo in the Netherlands on 9 June 1996, Rob Lodes at Turbo! The Saab Digest wants to go a bit further by having the owners drive those 99s for 99 miles on Route 99 in California's central valley. He has picked Kingsburg as the starting point.

"All Saabers are invited," said Lodes, "but we especially hope to see you there in a Saab 99. You've got just under two years to get that 99 project put together, find a finished 99, or start one up and complete it. Get on it now as those two years will just fly by."

Turbo! will be making an effort to help those putting 99s together. If you are looking for help with that 99 project get in touch them at the internet address below. There are lots of 99s out there in various shapes and conditions, just waiting to be restored by a Saab lover.

In addition to the 99 mile drive there will be other fun Saab-related activities for the whole family to enjoy.

Check the Turbo! website for regular updates on "Nine Nine Ninety-Nine" at: <http://secret-secret.com/turbo/>

Rob Lodes
rob@secret-secret.com

Consumer-direct Saab Accessories

Saab Cars USA has introduced a new service for enthusiasts who may not have easy access to a local Saab dealer, but would like to purchase original Saab accessories. They are now available via the Internet at www.saabcatalog.com, or by calling 1-800-SAAB-USA during regular business hours. Paper copies of the catalog are available through the same sources.

Saab dealers are also a part of the new program. Sales through this new consumer-direct program are credited to the nearest dealership.

New Look at SAABUSA.COM

With the demise of Saab's "Find Your Own Road" ad campaign, it became necessary to change the Saab USA web site, "The Side Road." The site now reflects the new national brand campaign developed by The Martin Agency. The new site was designed by Proxicom (www.proxicom.com) of Reston, Virginia.

Added features include an expanded new product section, which has a payment calculator and a 360-degree interior tour of a Saab 900. An employment opportunities section is also available for enthusiasts who might like to land a job with Saab. And of course, there is a section detailing the new 9-5.

A personalized section, called Saabi, directs the individual to specific areas of the Saab web site based on their profile and preferences.

Celebration at TSN

The Saab Network celebrated two milestones in October, 1997. While celebrating its ninth anniversary on the 10th, the subscribership also grew to over 4,000 during the month.

On the Internet since 1988, The Saab Network started as a moderated mailing list with only 100 members after its first year, but grew rapidly to include an unmoderated mailing list and a 14,000 page web site (<http://www.warp.org/tsn.html>). The searchable web site caters to over 23,000 unique visitors every month and provides the following and more:

- * Answers to frequently asked questions
- * An archive of all nine years of the moderated mailings
- * A weekly technical chat with Saab technicians
- * An archive of the alt.autos.saab newsgroup
- * A bulletin board
- * Interactive polls
- * Wanted, parts, and Saabs for sale classifieds
- * Members image gallery

The Saab Network looks forward to the next nine years and the moderator would like to thank all the subscribers for teaching him so much about the cars he drives.

Gulf Coast Saab Club

Ron Hernandez and other Saab owners in the southeast are forming the Gulf Coast SAAB Club. If you're interested in joining, contact Ron at:

2422 Killdeer Street
New Orleans, LA 70122-4316
(504) 283-0822
Email: rthrnandz@aol.com

Turbo! Anti-Dumb Ball Saab Fun Rally

Join the Turbo! and Bay Area (San Francisco CA) Saab Club folks for a Saab Fun Rally/Treasure Hunt this New Years Day. While the rest of the world is home watching football wouldn't you rather be out having a great time with your Saab buddies?

Well now you can. Check the Turbo! website for more information or call/email Rob Lodes at:

rob@secret-secret.com
415/333-5974
http://secret-secret.com/turbo/

98 Convention - Hilton Head, SC

Make your August plans for Hilton Head Island, SC. Jason Henske of the Carolinas Saab Registry has agreed to chair the convention, with assistance from Saab Cars USA.

Track events will once again give Saab owners a chance to *really* drive their cars. Roebing Road in nearby Savannah, Georgia, has been reserved for a day of hard driving.

A few groups discussed the possibility (your editor even looked into having it in Duluth!) but either there wasn't enough interest within a local club or there wasn't a suitable facility to accommodate the guess-timated number of attendees.

The Rocky Mountain and Boulder Saab Clubs in Colorado have volunteered to host the 1999 convention, probably at a ski resort in the Rockies.

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Douglas Morse
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Hayward CA 94542
510/582-1858.
E-mail: saab_club@prodigy.com

Boulder SAAB Club

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

Carolinas Saab Register

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

Central Penn SAAB Club

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

Delaware Valley SAAB Club

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

Great Lakes SAAB Club

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

Green Mountain SAAB Club (Vermont)

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

Gulf Coast SAAB Club

Ron Hernandez
2422 Killdeer Street
New Orleans, LA 70122-4316
504/283-0822
E-mail: rthrnandz@aol.com

Milwaukee SAAB Club

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

Minnesota SAAB Club

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

Montreal SAAB Club

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

New England Sonett Club

P.O. Box 4362
Manchester NH 03108.
E-mail: sbprods@earthlink.net

New Jersey Saab Club

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

Northwest SAAB Owners

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

Rocky Mountain SAAB Club (Colorado)

Jerry Danner
519 Lipan St.
Denver CO 80204
303/595-4646

SAAB Club National Capital Area

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

SAAB Club of Central Ohio

Dan Orzano
2434 Dover Road
Columbus OH 43209
614/231-3892
E-mail: dorzano@compuserve.com

SAAB Clubs of Georgia

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

SAAB Club of Iowa

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

SAAB Club of NE Pennsylvania

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

SAAB Club of Texas

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

Saab Owners Club of Canada, Inc.

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

San Diego SAAB Owner's Group

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

Southern California SAAB Club

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

Tristate SAAB Club

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

Utah SAAB Club

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

On-Line Clubs:

The Saab Network
http://www.warp.org/tsn.html
Scott Paterson (saab@warp.org)

Turbo! the Saab Digest

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

VSAB (for Vintage Saabs)

vsaab@annexus.com
Chris Rogers (chris@annexus.com)



Technical Talk

Sonett Interior Restoration

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

Most Sonetts suffer from similar interior problems over the years. The most frequent ailments include: droopy headliner, warped door panels, soiled or worn out carpets and damaged panels in the trunk area. The simplest way to fix all of the above is to drop your car off at the local upholstery shop along with a blank check. Since "simple" is not part of a Sonett owner's vocabulary, a few do-it-yourself tips should be helpful.

Headliner

The original headliner is made of vinyl or cloth, glued to a foam backing. The foam backing is attached to the fiberglass roof with contact cement. The foam eventually separates from the vinyl or cloth, resulting in the ever-popular headliner on your ears syndrome.

After removing the rollbar and vinyl or cloth, remove the foam using a wire wheel on a drill or disc grinder. Wear a face mask and eye protection. After foam removal, clean the fiberglass with mineral spirits. Always use foam under the new headliner, as the cells in the foam dissipate heat, preventing the contact cement from breaking down.

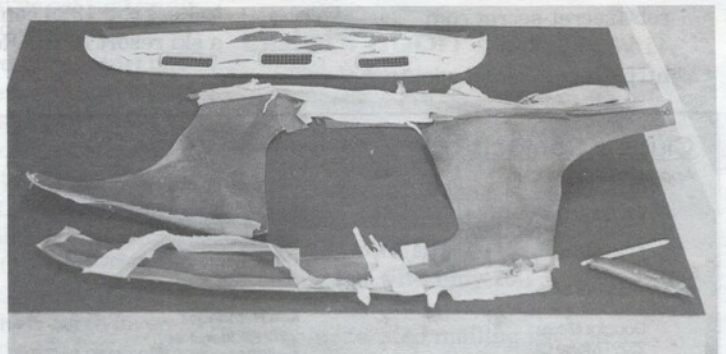


Typical example of torn cloth headliner

Use liberal amounts of contact cement. Do not use aerosol spray can variety. Do not remove the windshield or rear glass, just press the new headliner under the rubber seals with a plastic putty knife. Do your final trimming after gluing the headliner to the roof, allowing 3/16" to go under the window seals and 1/4" to go under the door seals.

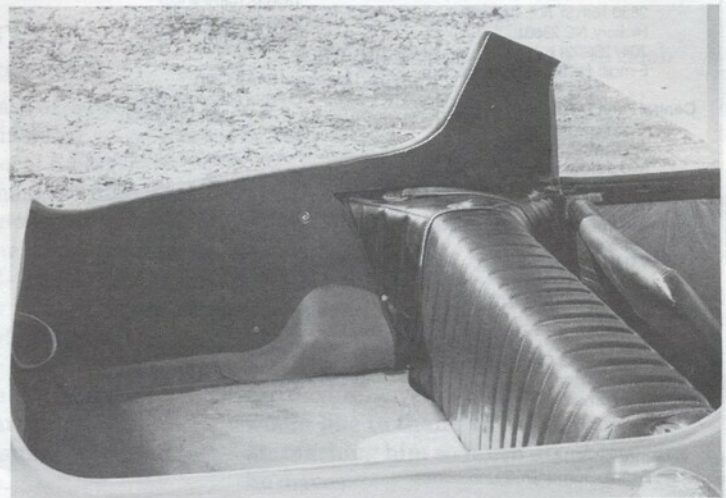
Door Panels

The door panels consist of a vinyl sheet with a piece of carpet sewn to the bottom. This vinyl and carpet "skin" is



Preparing to trace upholstery panels on to a new panel board.

Always test the fit of new panel boards before applying new upholstery.



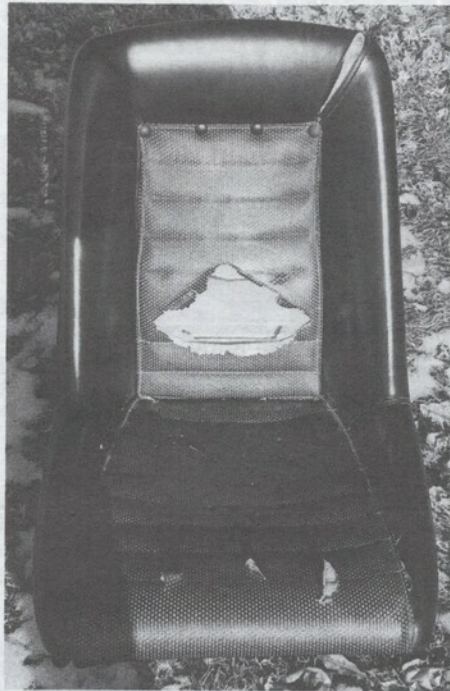
then glued and stapled to the fiber-board door panel. If the upholstery is in good shape, but the door panel board needs to be replaced, here is what you do.

Remove the metal trim where the door lock knob goes through the door panel. Gently peel the upholstery off the door panel. Replace the door panel with water resistant interior panel board. This panel board usually comes in 4' by 4' sheets, 1/8" thick and can be purchased from an automotive upholstery shop for around \$15 per sheet. Trace the old panel on the new one and cut out with a razor knife. Drill or cut out new holes for the window crank, door panel clips, pull handle, etc. Reattach the upholstery with contact cement. Stapling is not necessary.

If your door upholstery is damaged, go to an automobile upholstery shop to discuss your options. You can save as much as 50% of the replacement cost by having the upholstery shop sew new upholstery covers only, using your old ones as a sample, and then applying them to the new door panels yourself. Don't forget to replace the plastic vapor barrier behind the door panels.

Trunk

Basically the same story as the door panels, in that you will need to replace the upholstery as needed. Mount the upholstery to new, water resistant panels. To mold the panels to the trunk sides, proceed as follows: Before gluing on the upholstery, wet down the panels with a sponge. Screw the two trunk side panels into place. Force a few pieces of wood between the two panels, bending them where needed. The panels will hold the new shape when dry. Don't forget to replace the insulation behind the side and rear panels for sound deadening.



A very sad looking Sonett II seat. Fortunately the vinyl is still available.

Carpets

A little rug shampoo and a damp mop will remove most dirt and stains. Amazingly, you can even run them through the washing machine on the gentle cycle with excellent results. Allow the carpets to drip dry, do not put them in the dryer.

To replace the carpeting, try to find a suitable fragment at a carpet or department store. Cut out the new carpet, using your old pieces as a guide. After cutting, bring the carpets to an upholstery shop to have the edges bound. For additional sound deadening, you can have foam glued to the underside of the floor carpets. If carpet slipping is a problem, attach strips of velcro to the underside of the carpet and to the floor.

Seats

Unless you're experienced in the art of seat repair and re-upholstery, this job should be done by a professional. Average cost is \$200 to \$250 per seat. The tan (Camel) colored vinyl on a Sonett III seat is easily matched. The ribbed cloth is impossible to match perfectly but a close match can be made. The smooth black vinyl on Sonett II/V-4 seats are another easy match. The black check vinyl in the seat inserts and on the door panels is also available.

Replacement vinyl or cloth can be purchased by the yard from R. Dee's Trim Shop in Newburgh, NY (914/564-9380). Ask for Ralph and mention my name, and I will personally make sure that you receive the closest possible match and the correct yardage. Ralph can also reproduce vintage Saab interiors to an extremely high standard. Peter Backstrom, curator of the Saab Car Museum in Trollhattan, commented at this year's convention in Waterville Valley that the interior of my 1958 93B (which had been reproduced by R. Dee's) was the finest that he had ever seen, anywhere.

If purchasing upholstery locally, expect to spend some time searching through swatch books to find vinyl or cloth to suit your needs. Take your time - there is no need to settle for a poor match.

Final Advice

Keep a record of manufacturer's name and part number of any new upholstery used. Before removing any upholstery make sure you check for shrinkage. If the old piece is too small, care must be taken when using it as a template for a replacement piece. A perfect example of this is on the gas tank cover - once removed, the old piece can "shrink up" an inch or two! Beware!!

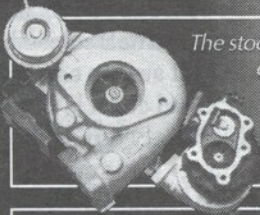
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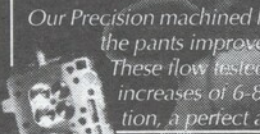
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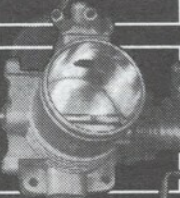


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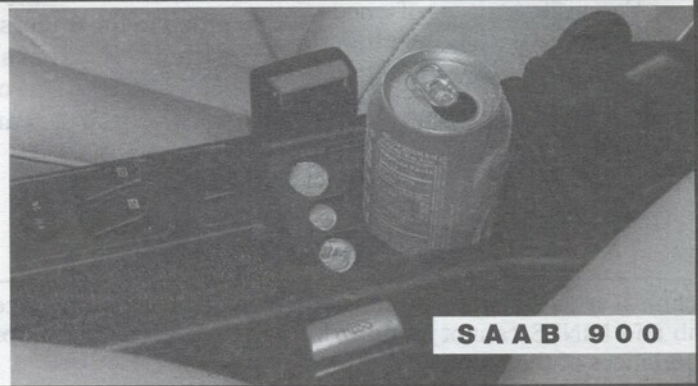
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SAAB 900

Ring a Ding

by Larry "Stroker" Williams



Two Weeks in a Stroker

Katha and I were on our way home from the Waterville, NH, Saab Party. We were running west on NY 17 and "Sadie", our 1962 96, was "On the pipe". If you don't speak Two-Stroke, the translation is we were at the magic 4200 to 4400 RPM "Touring Speed"! The magic part is that this little 850cc engine still has plenty of throttle left to get over the hills in 4th gear.

Katha just read this over my shoulder and said, "How do you know the RPM? Sadie doesn't have a tach."

I relate speed to RPM just like it sez right there in the owner's manual. 3rd gear is the easiest to remember, 10 mph for each 1000 rpm. So 44 mph in 3rd is 4400 RPM. 4th gear more or less provides 16 mph per 1000 rpm. The book's speed-to-rpm numbers are right, but the speedometer lies!

If you don't like being lied to, do some time checks on a road with mile markers. When you get a constant "mile a minute" (+/- a second) then you can correct the error on your speed/rpm meter. Sadie's speedometer is 5 mph fast wearing 165 size tires or 7mph fast with 155's. That means I must drive at an indicated 65 or 67 to stop her from telling lies about going a true 60 mph. To remove other variables I take all readings off the point of that silly sidewinder style speedometer.

When you have these facts -- SPEED (true speed, not what the speedo says), FINAL DRIVE RATIO, and LOADED RADIUS OF TIRE -- you can crunch some numbers to be more accurate. I found this formula in a *Hot Rod* magazine 30 years ago and it still works.

The speedometer you just corrected. The 4th gear final drive ratio

could be 4.5 or 4.3 or 4.1 or 3.9. Loaded radius is the height of the bottom half of a front tire with normal air pressure and mounted on the car so it includes the tire bulge. Just measure the distance between the road and the center of the axle.

The voice over my shoulder said, "I'm an English teacher not a gear head; how would I know the final drive ratio?"

I thought you'd never ask! Remove the transmission filler plug and look inside the hole. The angled surface of the ring gear is stamped with the number of teeth for the ring gear and pinion. It's right there for all to see! To tell the truth, when the transmission is still in the car, I stuff the skinny neighbor kid under the hood with a flashlight to read the numbers for me while I roll the car forward to bring the numbers in view for him!

You will see a part number, supplier name, and maybe a date, but what you want is a number like 7:38. A 7:38 ring and pinion will provide a 4.5:1 final drive ratio through the overdrive (0.83) 4th gear.

Those 7:38 gears are in all normal 3 and 4 speed stroker Saabs. You may find you have a 7:36 (GT-750), 8:39 (V4), or a 9:42 (Sonett) ring and pinion. I've never seen one, but there is a 6.0:1 R&P that I will guess is a 7:42 gear set.

Now you are ready to crunch. SPEED (true speed, in mph) times 168 (a constant that converts miles to inches and hours to minutes) times FINAL DRIVE RATIO divided by LOADED RADIUS (in inches) equals RPM.

For instance, with Sadie,

$$\frac{67 \times 168 \times 4.5}{11.8} = 4293 \text{ RPM}$$

Where was I? Oh yes, running west on #17. My thoughts went back to the previous week at a restaurant in Indianapolis. While we ate lunch Sadie's reverse gear disappeared! I was glad it didn't happen the night before because we were at a Southern Indiana Dirt Track Sprint Car Race. "Way back in a holler," were the directions reference. At least now I had some light to cope with this foolishness on Sadie's part.

I pushed her back out of the parking stall then drove to a large shade tree to do the steering-column-to-shift-lever adjustment trick and hoped that was her only problem. The service manual adjusting specification is: Engage top gear and "move gear shift shaft firmly but not roughly in both axial directions." for a prescribed amount of 8 to 12mm. I took that to mean, "A short half inch of up and down slop in the handle". To complicate matters I had to factor in that I'm running a 4 speed with the original 3 speed shift lever which changes the normal "H" shift pattern from left side to the right, etc. After two unsuccessful adjustments I just sat under the shade tree to regroup.

I had left those two bolts loose between the column and the flat support straps under the dash while I was regrouping with eyes shut. Then I heard Katha in the car working the gear lever and talking to Sadie. In less than a minute Katha said, "Try it now." So I tightened the mounting bolts and reverse gear worked again! It obviously was a "Woman to Woman" thing! I damn sure won't knock success so I said, "Thanks," and got back up to Touring Speed.

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Car and Driver 900 2nd at Pikes Peak

Rookie driver Larry Webster drove a 900 Turbo up Pikes Peak on July 4th and placed second in the High Performance Showroom Stock 2WD class. Webster, technical editor for *Car and Driver* magazine, covered the 12.4 mile course to the top of

the 14,111 ft. mountain in 14 minutes, 13.46 seconds.

The nearly stock 900 was prepared by Bill Morton, chief mechanic for the Saab PRO Rally Team, at the TAD Rally shop in Chicago. Morton added the required roll cage, a racing seat, five-point racing belts and other safety equipment. Engine, transmission and suspension were unmodified, but a more open exhaust and slightly different engine management system were added to the 900. Tires were BFGoodrich Comp T/A R1s, grooved for maximum traction on the gravel surface of the Pikes Peak road.

The class win went to Pikes Peak veteran Rhys Millen in a turbocharged 320-hp Toyota Supra prepared at the race shop of his father, Rod. Rod Millen was the quickest driver up Pikes Peak this year, as he drove a highly modified Toyota Celica in the Unlimited Class to a time of 10:04.54 seconds. Over 160 cars, trucks and motorcycles raced at the 75th Annual running of the Pikes Peak Hill Climb. Webster's story on his ride up the famed mountain appears in the December '97 issue of *Car and Driver*.

Saab PRO Rally Team takes title

Sam Bryan and Rob Walden have taken their Group 5 900 Turbo to six class wins in the 1997 SCCA Michelin PRO Rally Series, and won the Group 5 championships for drivers and co-drivers. They were also awarded the Jon Woodner Cup for highest placing 2-Wheel Drive vehicle in the final standings.

The Saab suffered only two DNFs (Did Not Finish) during the season - at Susquehannock Trail when their X-Trac transmission failed, and at Ojibwe Forest when a blown turbo gasket allowed hot exhaust gases to melt the voltage regulator.

Toyota clinched the Group 5 Manufacturer's title due to finishes in all events by Toyota drivers.

Three Saabs at '97 RAC Rally

As part of Saab's 50th Anniversary celebrations, Erik Carlsson - who won three consecutive RAC Rallies for Saab from 1960-62 - was team manager for three Saab 900s in Great Britain's 1997 Network Q RAC. The cars were prepared by Beechdale Saab, and driven by Beechdale's regular driver, Dave Wood, backed up by former Saab factory driver Per Eklund and twice Swedish Champion Kjell Olofsson. Eklund was recently crowned the 1997 Swedish Rallycross champion in a Clarion-sponsored 600+ hp 4WD Saab 900.

Both Eklund and Olofsson dropped out due to mechanical problems, but Wood was 39th overall among the 94 finishers.

This year's Network Q RAC Rally took place November 23-25, and covered nearly 250 competitive miles around much of the English countryside.

Saab 99 takes North Texas Crown

Saab driver Tom McLaughlin took the 1997 Mini Stock Championship in his first year of competing at North Texas Motor Speedway. McLaughlin drove his 1976 Saab 99 to four feature wins during the 20 race season. Tom French, driving an '86 900, and Dave Fremder, in a 1980 99, finished the year 7th and 11th in points respectively. French won one feature race, Fremder took two feature wins. All three cars were prepared and raced out of French's Foreign Car Service in Irving, Texas.

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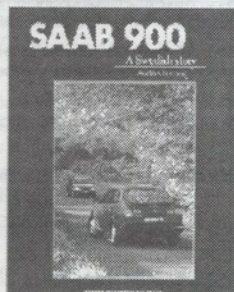
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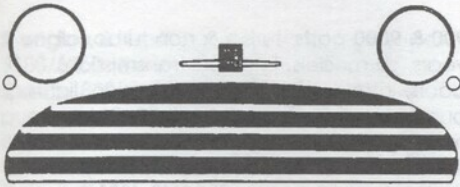
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- #195 (9/90)
- #197 (11/90)
- #198 (12/90)
- #199 (1/91) - Index 1990
- #200/201 (2-3/91) - 200th Issue - 20th Anniversary; Traction Control System; Tow bar mount for Sonetts; Restoring Sonett chassis; Turbocharger care; History: Erik Carlsson - Saab's Rally Ace; LACAR, a very modified 900.
- #202 (4/91) - Correcting water leaks in 900s; History: 3-cylinder, 2-stroke; Lonnegren remembers; Shipping crates for V4 & 2-stroke engines; MSS Header & exhaust; 96 upkeep
- #203 (5/91) - 9000 A/T fixes; Neutering the V4 freewheel; Care of the V4 Gearbox; Magazine Road Test summary
- #204 (6/91) - 900 Fuel pre-pump; Lubrication analysis; The 99/900 Transmission; Thermo Accumulator
- #205 (7-8/91) - Winter Beater Mk. II: '85 900T; Curing delaminating doors on Sonetts; Water cooled Turbo kit; Review: The Machine That Changed the World.
- #206 (9/91) - '91 Nat'l Convention: Crystal Mtn, WA; Extending the 96 front bumper; Zymol car cleaning system, a review; The Barber Saab Pro Series.
- #207 (10/91) - Test drives: Special Edition Convertible & 9000 2.3 Turbo; '92 New Models; Weber 34 ICH for V4s; Adding gauges in a 900; Cleaning 2-stroke exhaust; Audio replacements; Replacing 900 CV boots.
- #208 (11/91) - '91 Alcan 5000 Rally; Changing V4 valve seals; Fix for 16V cold running problems; Stroker Saabs find new homes.
- #209 (12/91) - Improving taillight ground circuit on 900 sedans; Boosting turbo performance; Test drive: 9000T w/TCS; Race & rally results
- #210 (1/92) - Index: 1991 (#199-#209); Saab Friction Tester; 95/96/97 Shipping crate; Gearbox protection; Auto shows display.
- #211/212 (2-3/92) - New CV boot clamps; Ashcraft's Fast Freddy Sonett V4; Larger tires for 9000; Jon Davis - Saab's US Rally Champion.
- #213 (4/92) - FWD Car Museum; Saab Soundings Vol.1, No. 1; Group 6 APC box; Fast Freddy Sonett V4 update.
- #214 (6/92) - **Saab Mechanics List**; Saab at the Baja 1000; Brakes; Electric sunroof fix; Skip Barber Racing School.
- #215 (8/92) - '93 New Model intro; '92 Nat'l Convention: Columbus, OH; 900 Turbo tips; Possible horn malfunction; 99/900; Shocks: KYB vs. Bilstein; Several V4 tips.
- #216 (10/92) - Today's Saab Aircraft; '92 Int'l Meet: Austria; Spark Plug recommendations (all models); 99/900 Caliper "clunk"; 99/900 CV boot replacement; V4 tips; Satch Carlson: Stuck in Dawson Creek.
- #217 (12/92) - Saab Miniatures: Catalog of model Saabs; US Gov't vs. Old Cars; Recycling antifreeze; Factory Service Manual listing; Modernizing old Saabs; Erratic fuel gauge readings due to Gasohol.
- #218 (4/93) - Index: #210-217; Secrets of APC; Buying Time: Flat rate vs. Straight time; Cracked A-arms on 900s; Saved by the belt; James Bond's 900 Turbo; 206-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: GRRR & Lake Superior PRO Rally; Future engine technology.
- #229 (3/96) - Headliner replacement; 16V Retrofit to earlier 900; Tires: 900s: Classic vs. New; Diagnosing CIS problems; 2-stroke & V4 tips; Sonett floor repair.
- #230 (6/96) - Saab Returns to Rallying; History: '77 99 EMS 16V; Report from The Lost Patrol; Timing chain guide wear; Sudden engine stalling; Adapting door mirrors for tall drivers; 2-stroke fanshaft bearings; V4 Tips; Index #225-#230.
- #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
- #233 (2/97) - Foggy Gauge Repair; Rebuilding a 16V engine; Review of Dex-Cool; Fair value when your car is wrecked; 2-stroke tips - Keep It Simple; Bob Sinclair takes a 93B on the California Mille.
- #234 (4/97) - Saab at Bonneville; Sonett floor pan refinishing; Anti-lock brakes; Electrical Faults; Pedal raising kit; Photos of the new 9-5; Special edition models; Facett/Sonett Super Sport Found; Teaching Teens to Drive; 95 rear suspension.
- #235 (7/97) - Photographing your Saab; 900 8V Timing chain replacement; Sonett Restoration: Detailing engine compartment; Chrysler's Neon 2-stroke; Radio interference on AM; Satch Carlson on the Thunderbird Rally.



Saab Swap

Sonett's For Sale

'74 Sonett III, 88K mi, all-original well-preserved dry-climate car from Colorado, brand new medium green paint, good original interior, excellent alloys and glass, runs/drives OK, some recent mechanical work, decent tires, current registration, includes shop and owner's manuals. Selling only because I bought another car. \$3,300. Doug Taber, PO Box 337, Pacific Grove CA 93950. 408-375-8167. Fax 408-375-8108 wkdays.

'74 Sonett III, Mellow Yellow, 44K mi, looks & drives great! See our new web site at <donneysaab.com>. Tom Donney Motors, Ft Dodge IA. 800-626-SAAB.

'74 Sonett, green, rebuilt V4, new Pirellis, parts car. \$850 takes it all. W. C. Keightley, 542 San Clemente Way, Camarillo CA 93010. 805-987-6443.

'72 Sonett III, Red w/black interior. Cosmetically & mechanically restored. \$3,000. Also '73 Sonett III, needs restoration, but clean. \$1,200. John Schnaubelt, 841 Woodward St, Ft Bragg CA 95437. 707-895-3277 or 707-489-6872.

'69 Sonett V4, 1st place Sonett, '88 Wilmington Nat'l Convention Concourse. Red, beautiful, \$7,500. Bert McNorree, Montville NJ. Days 201-785-9090.

Two '69 Sonett V4s, both need to be restored, extra engine, \$4,000 OBO. Will consider trade, will separate. Robert Garber, 41841 Lawrence Ct, Elyria OH 44035. 216-324-5507 eves.

'69 Sonett V4, Red, 138K mi, runs good, Calif car, no rust at all, excellent paint and interior with new upholstery on seats & door panels, soccer ball wheels. \$3,400. Tom Remedios, 6494 Oxford St, Indianapolis IN 46220. 317-259-8900 W, 317-253-5958 H. Email: tomremed@piresearchusa.com.

93s, 95s & 96s For Sale

'68 96 2-stroke. Runs great, stops bad (needs brake lines). Please adopt me. Make offer. Earl Torgersen, 2580 Sage Way, Salt Lake City UT 84109. 801-484-1478.

'67 96 V4, complete car with all original parts. Exterior cosmetically good, interior good, un-restored. Sat inside the past six years, need the room. \$525. Rik Davis, Perrysburg OH, 419-872-2550.

'65 96, rust free, runs & drives great! New exhaust, brakes w/sleeved master cyl. Very good interior & body. \$2,150. Kevin Strilcov, 3615A 6th Ave NW, Olympia WA 98502. 360-866-2151.

2-Stroke & V4 Parts

Four (4) Sonett soccerball wheels w/lug nuts & center caps, \$225. Tom Remedios, 6494 Oxford St, Indianapolis IN 46220. 317-259-8900 W, 317-253-5958 H. Email: tomremed@piresearchusa.com.

Rear window from '69 Sonett, \$500. Dash, steering wheel, etc. '73 Sonett body w/ windshield, \$200. 96 fenders, bumpers, many other parts. Cheap. Hank, Kalamazoo MI. 616-668-4217.

Rear hatch window from Saab 95, \$200 +shpg. Bumper hitch. Included in sale. Ken Losin, 22715 Hatteras St, Woodland Hills CA 91367.

Sonett alloys, \$80 ea or \$250/set. Steel wheel, \$25. Sonett II hood tie down, \$10. Sonett mirrors, \$15 ea. '68 Sonett & '69 95 Owner's Manuals, \$15 ea. '68 V4 head gaskets, \$30. '66 4-spd trans, \$100. Michael D'Aleo, 23 Hutchins St, Saratoga Springs NY 12866. 518-587-0457.

'67 MC 850, extra eng, parts, runs. '68 96-V4 w/parts car. V4 engines, trans, gauges, glass, more. First \$2,800 takes all. Must sell. Bob Marquardt, Algoma WI. 920-388-3707 W, 920-487-3162 H 5pm-10pm CST.

2-stroke & V4 parts, engine, electrical, reproductions. Motorsport Sweden, Nasnaregatan 1, S-641 n48 Katrineholm, Sweden. +46-150-12904. Email: matsj@swipnet.se. Home Page: <http://home2.swipnet.se/~w-27826>

99s For Sale

'78 99 Turbo, Silver, 75K mi. One owner, all there, needs some work. \$1,000. John Frothingham, 415 Washington, Wilmette IL 60091-1965. 847-251-2074. Email: frothideas@aol.com.

'78 99 Turbo, black, scruffy daily driver, runs good, no real rust, everything works, much new past 6 years. \$1,000. Doug Snyder, 82 Mediterranean Ave, Port Townsend WA 98368. 360-385-5899. Email: dala@olympus.net.

Three '78 99 Turbos: 2 restorable, 1 rusty, extra interior, parts cheap to good home, or trade. Willard Seymour, 10 Lower Trinity, Pound Ridge NY 10576. 914-764-0935.

'78 99 EMS, 3dr, maroon, 106K mi, SR. New fuel pump and accumulator, new brakes. Some rust, extra parts. Asking \$800. Jay Rakus, 2028 7th Ave E2, Moline IL 61265. 309-764-4991.

'74 99LE, 2dr, green, 90K mi. One owner, no wrecks, no rust. Alloy & original wheels, new starter, great restoration project. James Lubke, Ennis MT. 406-682-7838.

900s For Sale

Estate Sale - '81, '83 and two '86 900s. Many Saab parts, too numerous to list. Tim Pardo, 6149 North M-52, Owosso MI 48867. 517-725-9115 eves.

'96 SE Turbo 5dr, black, 5sp, 35K, like new!; '95 SE Ragtop, Imola Red, 31K, V6 auto, 6-disc CD; '95 S ragtop, black, 26K, auto, beautiful; '93 S 3dr, Lemans Blue, 43K, auto, moonroof; '91 Turbo 3dr, Iridium Blue, 59K, auto; '89 Turbo 4dr, 5sp, Cherry Red, 98K, cellphone; '88 4dr, Platinum Blue, 120K, 5sp. See our new web site at <donneysaab.com>. Tom Donney Motors, Ft Dodge IA. 800-626-SAAB.

'95 900S 2dr, 5sp, Beige w/beige leather, pwr SR, alloy wheels, CD change. Mint cond w/20K hwy mi. Asking \$17,750. Jeff Meyer, 4415 Hickory St, Omaha NE, 402-551-6241.

'94 900S, 5dr, V6, 5sp, Met. Green w/Taupe leather, 42K mi. Antera 16" chrome wheels, cell phone, tinted windows, exceptional condition. \$18,500 OBO. Manny Cruz, 698 Bullville Rd #7, Montgomery NY 12549. 914-361-1812.

'92 Citrine 900 3dr, 5sp, 58K mi, Exc cond, Added cruise control. All records. \$9,200 obo. Lynn McRee, Gainesville, FL. 352-395-5958. Email: lynn.mcree@santafe.cc.fl.us.

'90 900 SPG, Black/Grey, 112K mi, excellent. CD, Group 6 APC box, recent clutch. \$10,900. Jim McWethy, Chicago suburbs. 630-985-6184 H, 630-986-9696 H.

'89 900 4dr, automatic, 106K mi. Pwr windows & locks, cruise, alloys. New tires, exhaust & brakes. Excellent shape. \$5,200 OBO. Ron Arois, Fairforest Way, Pickens SC 29671. 864-878-1344.

'86 900, 3dr, 5sp, 98K mi, vly gd cond, needs headliner, \$2,250. Ralph Silvera, Long Island NY. 516-364-1619.

'85 900 SPG parts car. No rust or damage, 140K mi, Recent 5sp, leather, extra wheels. \$650. Jim Tharp, 8712 W 121st St, Palos Park IL 60464. 708-448-0173.

'80 900 Turbo, 3dr, black, 69K mi, original owner, complete new exhaust. Needs engine work. Running, inspected. Best offer. George Hagar, 459 Bair Rd, Berwyn PA 19312. 610-647-0582 H, 215-419-7163 W.

'80 900 Turbo, 3dr, 5sp, Black, 108K mi. \$1,650. Also '80 900T 5dr parts car, 76K mi. \$1,950 for both. Ken Benham, Rt 4 Box 240, Ava MO 65608. 417-683-2611.

'79 900S, 3dr Turbo, black, 57K mi, exc cond, must see. New battery & shocks. Frank Wasinski, 6950 Carriage Hill Dr, Brecksville OH 44141. 216-838-1480.

'79 900 5dr, 4sp, SR, Green in & out, 1yr old Pirellis on alloys, rebuilt eng & trans, replaced headliner. My everyday car, 250K mi. \$1,500 OBO. Hans Krieger, 408-353-6693.

9000s For Sale

Three Aeras to choose from: '94 Eucalyptus Green, 45K mi, 5sp; '93 Imola Red, 73K 5sp; '93 Black, 44K, auto, walnut dash. Visit our web site at <donneysaab.com>. Tom Donney Motors, Ft Dodge IA. 800-626-SAAB.

'94 CSE Turbo, Scarab Green, 29K mi.; '92 CD, Platinum Grey, 103K, auto; '91 Turbo 5dr, Talladega Red, 87K, Fast!; '91 Turbo 5dr, Platinum Grey, 82K, auto; '86 Turbo 5dr, 5sp, Odoardo Grey, 128K. See our new web site at <donneysaab.com>. Tom Donney Motors, Ft Dodge IA. 800-626-SAAB.

'93 9000 CDE Turbo, Auto, 73K mi, Scarabe Green/Tan leather. Factory CD palyer, ABS, traction control. \$16,300. Dan Rusbostin, RR 9 Box 179, Latrobe PA 15650. 412-537-2448.

'91 9000T 2.3 5sp. White with light grey leather, 69K miles, maintained by a fusbudget. New tires, exhaust. Some "extras". \$12,588. Steve Goldberger, Canton, Ohio. 330-497-0346. Email: sgoldber@neo.lrun.com.

'86 9000 Turbo, Eduardo Grey, 150K mi. No damage or rust, many new parts including tires. Runs & looks great. \$4,000 OBO. Larry Fauci, 401 Edinboro Rd, Staten Isl NY 10306. 718-667-0046.

'86 9000 Turbo, 107K mi. Rose Quartz w/SR, burgundy cloth interior & simulated wood dash. Saab Airflow kit, European hdltts, rear louver, Saab Aero wheels w/recent Goodyears. 4 Goodyear snows on original 9000 alloys. New turbo, PS pump, exhaust, clutch & master cyl., much more. We no longer fit this car; hate to part with family member but wife insists 4 children & her mother must stay. Complete service records. Car is an eye turner. Asking \$3,500. Delivery within reasonable area. Joe Caparosa Jr., PA. 412-283-8630, 9am-5pm; 412-287-0047 after 6pm. E-mail: saab@steelcity.net.

99, 900, & 9000

Parts & Accessories

Automatic trans from '84 900S, just rebuilt by B&B. Worth \$2,000, asking \$500. Eli Anthony, Santa Cruz CA. 408-469-7449. Email: ewa@cats.ucsc.edu.

Four (4) EMS soccerball wheels w/lug nuts, choice of gold or black, \$125. Four (4) Inca wheels w/lugs & caps, \$125. Assorted parts for 99/900: interior, engine bay, switches, wiring, etc. very cheap, call with needs. Tom Remedios, 6494 Oxford St, Indianapolis IN 46220. 317-259-8900 W, 317-253-5958 H. Email: tomremed@piresearchusa.com.

Parting out a well maintained & perfect running '85 900S 3dr. Moderate RF damage. Many new/good parts & accessories. Alan Snelson, Mountain Top PA. 717-868-3588.. Email: snelson@epix.net.

OEM Steel wheels with chrome center caps and chrome outer rings from an 84 900 (base car). Chrome is in good shape, wheels could use paint \$125 OBO. OEM rear window louver kit & sunroof wind deflector. Alan Snelson Mountain Top PA. 717-868-3588. Email: snelson@epix.net.

Tan cloth interior from '85 900T 4dr, complete: front & rear seats, rear headrests, rear armrest, door panels, knee bolster, rear deck, carpets, center & floor consoles. Front seats have new steel spring bottoms. Good cond. Reupholstered in '92. Headliner kit w/glue. \$900. Boris Galchenko, 4809 Premiere Ave, Long Beach CA 90808. 562-425-2760.

99T rear spoiler, \$40. 99 tachometer, \$35. 99 trans mount, \$15. Shelby alloy wheel, gray, \$95 or trade for gold Shelby wheel. Michael D'Aleo, 23 Hutchins St, Saratoga Springs NY 12866. 518-587-0457.

'78 99 Turbo, whole car with Inca wheels, new Yoko 388 195/60x15 tires, new turbo, radiator, extra trans, extra Incas. Will part out. Charles Taylor, 10165 Green Clover Dr, Ellicott City MD 21042. 410-465-9306.

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.

Wheels: 24-spoke alloys ('82-'86 900S, '82-'84 900T). \$200/set, \$55 ea. Chuck Vitali, 23 Oak Ridge Pl, Haddam CT 06438. 860-345-2959.

16V head, \$250. '90 F/R bumpers, \$100. Parting out '86 SPG, '90 turbo 3dr, all parts (no wheels). Gary S. Konow, 6 Dogwood Dr, Danbury CT 06810. 203-743-0015.

Service manuals for 79-84 900. Three binders (Vol 0-9). Make fair offer w/shpg. William Cole, 11 Beaver Lake Rd, Olivebridge NY 12461. 914-657-3375. Email: orthocole@worldnet.att.net.

Four steel wheels for 9000 with 195/65 snow tires, \$350. 1" F&R sway bars for 9000, \$150. Garry Templin, 111 Scenic View Dr, Niles MI 616-684-6359.

1974 99 Factory Manual \$15; 900T Bentley Manual, \$25; Sonett III Factory Manual \$25; plus a few Haynes Manuals. Open to offers. 65 back issues of Nines, January 83 to #232, \$100. Rich Patelke, Duluth, MN. 218-724-2473. Email: patelke@cp.duluth.mn.us

Three alloy wheels for '86 900T w/ Yokohama AVS U+4 tires, 4/32 tread. Slightly out of round. \$100 +shpg. Jim McWethy, Downers Grove IL. 630-985-6184.

Complete front clip from running '86 9000 Turbo. \$800. Jim Van Lenten, 283 Browning Rd, Lancaster PA 17602. 717-898-6547 W, 717-293-1031 H. Email: mrsloopy@aol.com.

Parting out '89 900S, black w/tan interior. What do you need? John Bottger, PO box 25133, Richmond VA 23260. 804-288-7697.

2.0L N/A 16V engine, spindles w/rotors, rear louver. Hi-line radio & EQ amp, p/n 0273045/0273052/0273060. Many small "knick-knacks". Terry Rock, 1399 Pacific Ave #318, San Leandro CA 94577. 510-633-2036.

Thule roof rack bars for 9000 plus three (3) upright bike carriers, \$300. Gary Templin, 111 Scenic View Dr, Niles MI 49120. 616-684-6359.

B engine & 4spd trans. \$350; will separate \$100/\$250. B head w/MSS cam, dual springs, 850 red line, \$200. Bosch CIS fuel pump, \$100. New 900 water pump, \$50. Scott Kreisler, Boyertown PA. 610-369-9740.

Complete exhaust system for 900, 95-on, almost new. 5 Ronal alloy wheels, all true. Best Offer. Larry Fauci, 401 Edinboro Rd, Sl, NY NY 10306. 718-667-0046 H, 212-858-8160 W, 212-858-8168 fax.

Wanted, All Models

Sonett II or III front clip. John Schnaubelt, 841 Woodward St, Ft Bragg CA 95437. 707-895-3277 or 707-489-6872.

Set of 4 SPG, 3-spoke wheels to fit '87 900S. Joseph Fenwick, 5213 Farm Pond Ln, Columbia MD 21045. 410-740-2180 H, 301-948-7550 ext.7311 W. Email: jfenw54639@aol.com.

For '71 96: Uncracked T/S, brake, side reflector lens; heated seat mesh wire, older model fog lights, speedo cable, 2-bbl manifold for Solex carb, Windlace, Sonett A/C (working). Thanks for looking! Bill South, 13101 Foster Rd, Anchorage AK 99516. 907-345-9006.

Parts wanted for 93F GT750 being restored in England: Rear wing reflectors (p/n 7812225, 7132129, 7132137); rear bumper plates (p/n 7827538, 7827546); Water outlet pipe (p/n 7131519); GT 750 wing decal (p/n 7132079); SAAB 93 trunk decal (p/n 7110802); head bracket (p/n 7085640). Tony Grestock, 26 Footbury Hill Road, Orpington, Kent, BR6 OHP, England. Phone: 01689-824784.

Need fair condition centers for Sonett Soccerball mags & A1 condition center section bumper for '73 V4. Thomas Young, 204 Concoord Hill Rd, Pittsfield NH 03263. 603-435-8660.

Miscellaneous

Limited Edition 1998 Calendar. 12 color double-digit concours Saabs at Waterville Valley. Relive those thrilling days of August '97. Great as gifts! 11"x17" size.\$25.00 each +\$3 shpg. Ed Lorenz, 149 Balford park Dr, Oneonta NY 13820.

Great Christmas Gifts! Matchbox Saab Sonett III, blue only, mint in box, \$20 ea. Matchbox 9000 Turbo Laser Wheels Rally, blue only, mint in box, \$10 ea. Anson 900 Convertible, yellow or red, mint in box, \$30 ea. Dinky Saab 96 long nose, in box, not mint, call for details, \$55. Saab key fob, airplane logo with Swedish flag, \$4.50. All prices incl. shpg. Bruce Turk, 333 St. Andrews Rd, Walden NY 12586. 914-778-2469 6-9pm EST.

Saab Soundings issues. Will trade the following issues on for one for any pre-1973 Soundings that I don't already have. VIII No.2, VIII No.5, X No. 1, X No. 2, X No.3, X No. 4, XI No.2, XI No.3, XII No.2, XIII No.1, XIII No.2. Bruce Turk, 333 Saint Andrews Rd, Walden NY 12586. 914-778-2469 6-9pm EST.

Saab original sales brochures showing all Saab models, interiors, features. Great for restorations or gifts! 1956-59, \$20 each year. 1960-69, \$15 each year. 1970-79, \$12 each year. 1980-present, \$9 each year. Add \$3.50 shpg. Visa/MC, specify year, model. Have literature for all cars, trucks, motor-cycles, worldwide. Walter Miller, 6710 Brooklawn, Syracuse NY 13211. 315-432-8282. Fax 315-432-8256.

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 GA, just north of Atlanta. Benefits; wages commensurate with experience. Robert Sullivan, 770-518-5779. Email: sovereign@mindspring.com.

Reputable Ft Myers FLA Saab dealership is looking for a Saab technician. Excellent pay, benefits & sunshine. Great Opportunity! Call Mike Cozza, 9am-5pm, 941-433-1661.

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.

Secluded furnished 1 BR cottage with sleeping loft in Gator town, home of the National Champions. Stay in historic district. Dive in Springs, hike, bike to U of Florida. Complete equipped kitchen, fireplace, secluded yard, pool. Enchanting space. \$300 per week, \$1,000 per month, includes utilities. Lynn McRee, Gainesville, FL. 352-395-5958 Email: lynn.mcree@santafe.cc.fl.us.

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195/65-15H NRW WINTER

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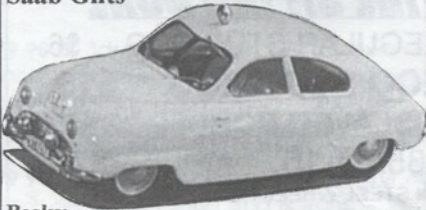
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Car and Driver on Saab 1956-85. A collection of Saab articles reprinted from Car and Driver Magazine. Contains new drives, comparisons, and road tests. 100 pgs., illustrated throughout, bk # 109753.....\$16.95

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Rear View

Continued from page 46

My point is that these inspectors obviously had no experience with motorsports, and seemed to have little knowledge of cars. Yet, somehow, they work for Saab? And they were in a position of dealing with people who had a LOT more knowledge than they did. Saab would have been much better off hiring knowledgeable workers from the local SCCA region. If this pair were representative of a fraction of the employees, Saab in the U.S. is in big trouble.

All of which made me wonder if the current administration at Saab Cars USA really does understand their market. I don't say the same for Saab Automobile because my experience with the Jubilee in Sweden was that it was very much for the clubs and fans of Saab cars. Traditionally, Saab has been run by enthusiasts of the marque. Current Saab boss Robert Hendry admits he is not a car guy, but he kept a low profile and let the Saab fans within the company run the show.

With considerable influence from GM Europe on the board, Saab Automobile is now run by people with degrees in marketing and in business who are trying to be enthusiasts, and not succeeding very well at it. Saab USA seems to suffer the same problem in greater numbers. Unfortunately, products today are marketed with the emphasis on image and less on the benefits of the product itself.

In the past, Saab was able to muddle along selling to a fringe group who wanted a car that would do everything well. Saab's cars offered safety, economy, performance and utility all in one package. They still do. But the way cars are promoted today has changed.

Now everyone claims to offer safe cars, economy cars, performance cars, utility vehicles, though not necessarily in the same package. Hopefully Saab's new ad agency will pick up on that theme. I'm not optimistic, however, as there seem to be very few people in the marketing and/or advertising business who truly understand the Saab mystique.

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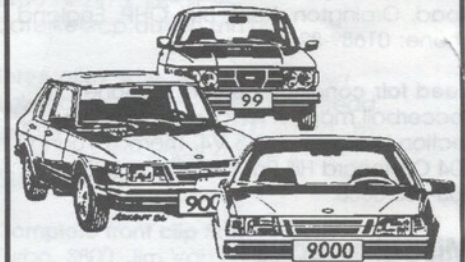
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SAAB SWAP CLASSIFIED AD RATES

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:

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

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

Mail ad with full payment to:

Saab Swap
7675 Bear Trap Jct
Saginaw MN 55779.

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

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

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Phone _____

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Mail with full payment to:

Saab Swap
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7675 Bear Trap Junction
Saginaw Minnesota 55779

Rear View by Tim Winker, Editor / Publisher

Computers! You love 'em, you hate 'em, you can't live without them once you're hooked. Computer failures are but one of the reasons why issue #236 is so late getting into your hands.

Being gone for several weeks for the Saab 50th Anniversary events gobbled up some time, followed by hard drive failures on TWO computers that took several more weeks to resolve. And, though I've trained in a couple of potential assistants over the summer, neither of them stuck around, so I'm back to doing all of the daily paperwork myself.

Part of it may just be plain old burnout on the part you yours truly. This issue marks 12 years of producing NINES, and I've been thinking about other employment possibilities. Consequently, the Saab Club direction in the near future has become a bit murky. This is not to say it will disappear, but I have considered turning the publication over to a new editor. Before I do that, however, there are a couple of options I'd like to try.

One is to hire a subcontractor to do the layout so I can concentrate on running the day-to-day business, yet continue to contribute stories and photos. I'd prefer to farm the work out to someone in the Saab Club before trying other sources (inevitably someone who hasn't a clue about Saabs). If you are capable of doing the layout of NINES (I use a PC, running PageMaker 6.5, and would prefer to continue in that format), send a resume with some examples of your work and an estimate of costs.

You may have noticed that the number of display ads in NINES has also increased considerably, and could be even more, which would allow for a larger magazine. There are plenty more potential advertisers who would like to reach Saab owners with their products and services, but as things stand now, I don't have the time to solicit their business. Under the above plan, I could do that. An alternative would be to hire (or subcontract) someone to pursue advertisers on a commission basis.

If you think you can handle either job, write to me with some details. I hope to have a new plan set up by the end of the year.

It may be a cliché, but Charles Dickens described it best: "It was the best of times, it was the worst of times." I speak of the recent 50th Anniversary events as put on by Saab Automobile AB and Saab Cars USA, Inc.

Saab deserves credit for putting on any sort of party for their customers, much less for as many as chose to participate. Very few automakers would do that for their customers. In that respect, both events were outstanding.

The Trollhattan Jubilee was more loosely organized, and definitely the more enjoyable as Saab owners from all over the world had a chance to participate in all of the activities. Saab provided their facilities, including the test track and car museum, and reserved a fenced in park area for the Saturday evening barbecue.

But there were some things about the event in Waterville Valley that were a little disturbing. First of all, it was too obviously a corporate event, not a clubs' event as National Conventions have been in the past. It did have guidance and direct help from several past convention chairs who were kind enough to volunteer once again to see that various individual events such as the concours and rally came off easily. Plus the annual complaint that there was just too much to do crammed into too little time.

Saab dumped a lot of their 1997 marketing budget into the meet. But in turn, the event seemed too much like it was controlled by the marketing division. As someone described it to me on Sunday morning, they felt they had participated in a 4-day info-commercial.

Saab has often invited me, as editor of NINES, to participate in new car introductions and other corporate events such as last year's 900 Talladega Challenge. For marketing events such as those, Saab is competing to get the attention of journalists who get wooed by virtually every automaker and supplier in the industry. It's important to put on a good show to make that positive impression.

But for the Saab Owners' National Convention, the enthusiasm is already there. It isn't necessary to try to buy support. It was great to be introduced to



Saab's next model far in advance of its U.S. release, but the extensive fireworks show wasn't necessary. Renting New Hampshire International Speedway was a nice touch, but it wasn't necessary to subsidize the driving school as much as they did. And a preview of upcoming advertising was much appreciated and gave owners a chance to comment to the decision makers at Saab USA, but including the corporate Master Technicians awards with the other awards for the owners competitions seemed a poor fit. The usual Corporate Roundtable allowed Saab execs a chance to speak directly to the concerns of their customers, but the questions seem to be the same every year, and despite prodding by Saab executives, nothing really seems to change. Taken as individual events, it was great that the company opened its doors for the customers to get a peak inside. But as a National Convention, Waterville Valley just didn't have quite the camaraderie of a club event.

Though the examples are many, one experience in particular pointed up the difference. Tech inspection at New Hampshire was staffed by at least of couple of Saab employees who had no clue about automotive competition. I showed up with BFG R1 race tires on my 99 ITB race car. They are street legal and DOT approved, but made of softer rubber compounds and have less tread grooves than standard street tires. The inspectors weren't going to let the car onto the track because the tires "didn't have enough tread" (their tech sheet said "No cord showing through the tread"). I pointed out that these tires were perfectly acceptable for SCCA racing, and even had legal tread (5/32") for use on the road. I also mentioned that the real serious racers shave another 3/32" off the tires for less tread flex. They weren't about to budge; they needed approval from someone else. Fortunately Skip Barber instructor Steve DeBrecht happened by about then and they asked his opinion.

"They're perfect!" was his reply. "In fact we usually shave them to about half that tread depth for racing."

Continued on page 44

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