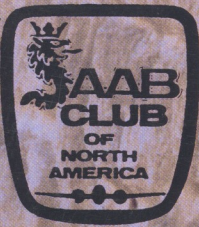


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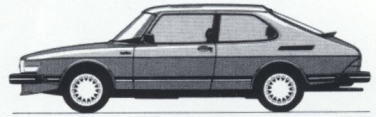


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(Published April 1998)

Letters to NINES

Waterville Valley Critique

In response to Issue #236's Rear View, I would like to point out that although the bare facts of what you say are true, the interpretation of them can have an entirely different slant.

First I would like to point out that seven organizers representing conventions from '92 on were actively involved in planning and operating the New Hampshire event. Participation included a scouting trip, monthly one and half to two hour phone conferences and unnumberable individual hours of labor. Yes, Saab Cars USA provided much of the labor, planning and financial backing but this allowed us to have features at an incredible price.

Never before have we been made to feel such an integral part of the Saab family. Never before have we been shown previews of ad campaigns, business plans or upcoming models. Should the master tech competition be part of the activities? I think so, since qualified service techs are a vital part of making the Saab owning experience a pleasure. I would also like to point out that some of these same competitors were also winners of the Saab Jeopardy game on Sunday morning, proving that these are not just 9-5 Saab wrenchers, but Saab enthusiasts as well.

Perhaps some of the volunteers didn't fully understand all that they should, but this is a problem at every event of any sort that is staffed by volunteer help, many of whom are only involved for the day of the event itself. This is certainly not unique to Waterville Valley's event.

As a last point, I don't see where working for a car company must make someone a de facto racing expert, or for that matter a detailing nut. Each one of us that owns a Saab has a slightly different balance of things we know about, like and use our cars for. Certainly that same apply to those that build, sell and service them.

It is this variation of interests that makes meeting people at the conventions fun, supplying long term friends, no matter whether there are 200 people at a convention as in 1983, or 1300 or more at

in 1997. I certainly met new friends this year, as well as meeting up with many old ones. Camaraderie is where and what you make of it.

Ian Simpson
Oshkosh WI

I have just read your critical review of the Waterville Valley Owners Convention and I must strongly disagree with your assessment. The long weekend that my wife and I had there was one of the best times we have ever had. It sounds like you feel left out because it was not a "club event" (read: insiders only). The problem (if there is one) with Saab in the USA is that it was too much an insiders car. For any manufacturer to survive, it must attract new purchasers, especially for a car company that builds such sturdy cars as SAAB. (I don't intend on replacing mine until they are in the 200k mile range). Did you expect the Saab Owners Convention NOT to showcase Saabs? Is entertainment (fireworks) bad because it is not "serious"? I wholeheartedly encourage SAAB to continue to try to ensure the survival of the marque by encouraging sales through sponsorship of events like the Owners Convention.

Martin Mercorelli
via email

I wasn't in attendance at this year's Saab convention in Waterville Valley; nevertheless, your comments in your "Rear View" article in issue #236 of NINES seemed out of place. I wonder how anyone from Saab USA could feel anything other than "damned if I do, damned if I don't." You acknowledge that Saab "dumped a lot of their 1997 marketing budget into the meet..." and then proceed to criticize the manner of their participation. I can think of few other car makers which support their owners in this way, and to criticize Saab because some of their employees are not familiar with SCCA rules as are you seems unfair and unrealistic.

Your concerns with Saab's management now being dominated by marketing and business types may or may not be valid, just as that argument applies to any industry in any market. But concluding a dire future for the marquis because

Joel Manby or other Saab employees don't share your murky vision for the company and its promotion seems inappropriate, and not of your usual professionalism.

Michael Nowling
via email

Editor's Reply: See Rear View in this issue for my comments.

A Happy Christmas

Just a quick note to tell you how much I have enjoyed Christmas! Why tell you, you ask? Because my first issue of NINES arrived just before, and my packet just after! NINES is much more than I expected, this is one fantastic publication.

I have been an avid SAAB fan since 1977 when my friend's uncle came to visit in his 99. I was further blown away when I went to visit a girlfriend in Providence, RI, looked out the window of her dorm room and stood witness to the unloading of a ship full of SAABs waiting to go to dealers! I bought my first SAAB by chance in 1990. It was an '85 SPG with a bad motor; turned out to be a cracked piston (in three places). I put a new motor in the car with a lot of trips to the dealer, and a Haynes manual. What fun, gave me a shocking first look at SAAB ownership. Well I still have the 85 and I bought an 89 SPG this last spring. I would like to find a Sonett eventually, and I think your magazine has helped strengthen that desire. I have read the first two issues cover to cover and back again, and can't wait till the next issue!

Keep up the great work.

Tom Lansing
Rochester, NY

Dear Doktor Nio

In regards to NINES #236, Steven J. Anderson's '80 Turbo clutch master problem. My first question to him would be: Has the hood ever been replaced? If so, or if it is unknown, one should check to see if it has the driver side louvers. Then check to see if the block off plate is installed. Body shops are notorious for leaving this plate out, and ALL cars that have it missing have hydraulic problems. If you find a missing plate, it is best to flush the complete system with alcohol and blow out the pipes thoroughly. This usually stops the rust cold, and softens the seals.

In regards to Ed Fahrenkrug's '78



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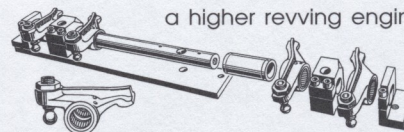
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99, I'd have a look at the rivets holding the fuse block together. If they are loose or pink in color, they are NO GOOD. 99 Turbos are especially problematic, and there are no exact original fuse blocks available.

John L. Johnston
via email

In the Saab Klinik column in #236, Ralph Beck asks "Did Saab make any changes to the brake system between 1994 and 1996 to account for this huge improvement?" Your response was that the brake components did not change.

While the calipers and rotors may be the same, the anti-lock braking system was changed, from ATE to Bosch. The 1996 Bosch ABS is a dual-circuit, four-channel system with EBD (Electronic Brake force Distribution), which "has improved the performance of the 900 brakes by around ten percent" (according to the Saab Automobile AB Press Kit for 1996 models). The earlier ATE electronic ABS was a three-channel system.

Dr. Joel Kauffman
Philadelphia PA

More Tech Please

I am renewing my subscription to NINES, but I must state it's a disappointment in comparison to the "excellent" NINES of the late '80s and early '90s. The issues of late have been of little information pertaining to technical articles. (Often filled with racing articles which are entertaining at times, but somewhat a nuisance especially where four pages of dedication exist.)

I wonder if a steady flow of incoming materials are received; if not, let the members know. I just completed a project (16-valve turbo, 5-speed in a '78 99 GLE including doors, power windows, sunroof, interior, electrical) and would be more than willing to send in pictures and info, etc. I must say many of my friends feel the same way about NINES, and are disappointed after reading another issue. (A shiny cover wasn't really necessary and more than likely raised the cost.)

What we would like to see is technical articles, and ways to maintain these excellent cars, particularly the 99s and

classic 900s (real Saabs). I would appreciate your feedback. Better yet, print this in NINES to receive the opinions of others.

Gary Jerome
Brooklyn NY

NINES #236 was short on tech articles due to coverage of the once-in-a-lifetime 50th Anniversary celebrations in Sweden and New Hampshire.

As always, NINES depends on contributions from Saab Club members. There are a few good articles scheduled for the next issue, but we can always use more. I would like to know about your 16V transplant, and I'm sure plenty of others would, too.

To the rest of you: If you have done a major or minor renovation on a Saab, and you think other Saab owners would benefit from what you've learned, share it. Write it down -- longhand, typewriter, word processor... it doesn't matter. Photos and part numbers are very helpful but not necessary. Your fellow Saab fans will thank you.

TW

Notes in the Margin by Stephen Goldberger

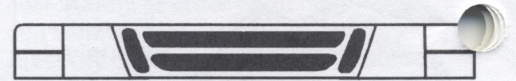


Figure 1: The Usual Suspects

What's in the Can?

Two subjects are guaranteed to generate at least five heated opinions for every four Saab enthusiasts: lubrication of the manual transmission and lubrication of the engine. Setting aside (for the time being) the transmission and also the engine oil itself, we have left the humble oil filter.

For years we had been instructed by Saab that the Fine



Figure 2: The Business Ends

Craftsmanship of Filterwerke MANN, enhanced by the blue paint and Swedish language instructions which transform MANN filters into "Genuine Saab", would provide the key to long and happy motoring. Similarly we have been advised to "pay Allied Signal (Fram) now or pay your mechanic later", a mantra that even the steely eyed writers of Consumers Union repeated when they "tested" filters some years ago. Every boxed filter on the shelf proclaims its contents to be, at worst, "above average". If one assumes that "bigger is better", then why the "new, conveniently sized" Saab filter which is universally acknowledged as being manufactured under the auspices of the General in the United Kingdom?

Despite the risk of adding even more confusion to the issue, I have mixed a box of refugee filters from the Editor's basement with refugees from my own. I even bought a couple, to assemble a representative sample of oil filters which fit some or all of the 4-cylinder Saab engine models. The experiment does not pretend to cover all the filter brands which are available, nor is there any attempt to evaluate the single most important component of the filter: the filtering medium itself. What is intended is to uncover a general picture of the quality of construction of several widely available brands, the total area of filtering material in each of the filters, the relationship between can size and amount of filtering material within given brands, and an assessment of the drainback valves. For convenience, when referring to filter sizes, the "Fram" model designation will be used. The traditional Saab filter size is thus a "PH-16", and the new size is a "PH-3416".

The filters chosen for analysis are MANN labeled filters in both the PH-16 size and PH-3416 size; AC Delco filters in the PH-3416 size and the PH-43 size, which is identical to the PH-16 except in length, being a quarter-inch longer; Deutsch, the "house brand" sold by "Autozone", a national chain of parts stores, in the PH-3416, PH-16, and PH-8A (identical to the PH-16 except being about an inch longer, and a lonesome Purolator "Premium Plus" in the PH-43 size.

Figure 1 shows the candidates, and Figure 2 shows the bases. Of interest is whether different sized filters share the same internal construction, which the base design might hint to. The small MANN filter base appears to be a shrunken version of the larger one. Externally the Delco filters are as different as their country of origin, with only the paint color being shared. The smallest Deutsch has a different baseplate style than the larger ones. Figures 3 through 6 show the internal construction, and the filter areas are shown in Table 1.

It is obvious that the MANN filters (Figure 3) are the most lavishly constructed of the lot. The drainback valve is a coil-spring loaded metal conical disk with a thin sheet of rubber acting as a gasket between the metal valve and the baseplate. The filtering medium is carefully and evenly set between finely finished endplates, and is packed in tightly. The overpressure valve is a coil spring loaded, rubber gasketed mechanism built into the far end filter housing. The lavish engineering and construction do not leave a lot of room for the filtering medium,

but MANN manages to cram it in somehow. In the PH-16 size, the total area is ample, second only to the bazooka-sized Deutsch. Even the small 3416 size filter has a reasonable amount. So what's not to like? I do not like the idea of setting the overpressure relief into the back end of the filter. This arrangement allows for the possibility of debris, captured by the filter, to be flushed along with bypass flow if the filter becomes clogged, or if cold oil generates enough of a pressure drop through the filtering medium to open the valve.

The AC filters (Figure 4) are even more different internally than externally. The PH-43 sized filter has flat metal endplates and the medium is irregularly spaced and a little sparse. The drainback valve, of the most common design, is a moderately thick rubber molding with a rounded lip to serve as the sealing surface. The internal components load the rubber against the baseplate. The bypass valve, like all the USA made filters, is mounted in the baseplate. By comparison, the smaller, 3416 sized AC filter is evenly and tightly packed with filtering medium. Alone of all the filters examined, the medium presses into the outer can, the unusual groove in the outer surface serving as a retainer. The rubber drainback valve does double duty as the lower endplate, and like the MANN filter, the bypass valve is in the "wrong" end. Although the total area of filtering medium is actually a bit less than that in the MANN, it does appear to be thicker.

The Deutsch (Autozone) filter construction (Figure 5) is somewhat like the MANN's, except that the drainback valve is the more common rubber molding and the bypass is the American style: in the baseplate. Although the base plate of the small filter differs from the other two, the internal construction is the same. The filtering medium is less packed than the MANN or small Delco, which hurts the 3416 sized filter. The Deutsch is the best constructed of the American made filters which I inspected.

Fram (Figure 6) is probably the most heavily advertised independent US maker, and by my inspection, it is the worst. The filter end plates are cardboard, the filtering medium is irregularly placed and loosely packed, and a piece of string used to hold the PH-16 filter (not shown) together does not inspire. That the larger PH-43 didn't have the string only adds to the question. The only admirable feature, from an engineers view, is the clever arrangement of the drain-back and bypass filter mechanisms which allow a single thin rubber sheet to serve as the sealing gasket for both.

The Purolator "Premium Plus" (Figure 6) is a lot like the Fram, right down to the string, but the filter's end plates appear to be of a higher quality cardboard, and there is almost double the area of filtering medium. The Purolator packs in almost as much filtering medium as the MANN PH-16 sized unit.

So that's what's in the cans. If there is room for a great big filter, which the B-motor 99/900 and 2.3L 9000 have, the PH-8A sized Deutsch model D539 gives the largest filtering area of the lot and increases the oil-sump volume a bit. The MANN W920/26 has nearly as much filtering area, and more area than any other PH-16 or PH-43 sized filter. Both of these units are well made. Only the curious placement of the bypass valve mechanism prevents the larger MANN from being awarded the "hands down favorite filter award." In the small sized filters, the AC and the MANN are essentially equal. Despite the

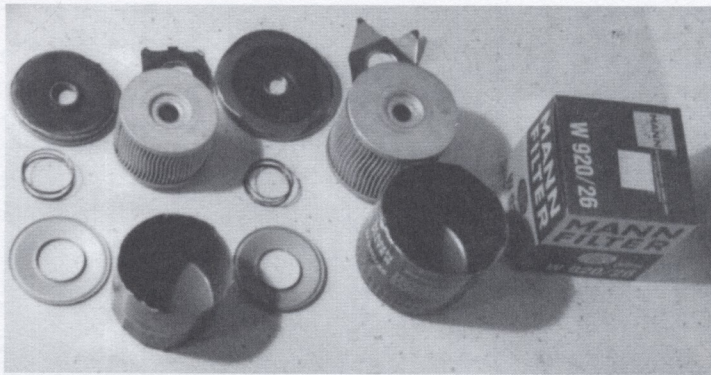


Figure 3: MANN Filters. Dark spot in center of end plate is bypass valve. Note metal torus, pressed by spring against base plate, to form anti-drain valve.



Figure 4: AC filters. In small filter, element fits against filter case. Black rubber lower end plate serves as anti-drain valve, pressed against baseplate by internal components. In large filter, "flying saucer" houses bypass valve mechanism - a spring loaded rubber diaphragm. Anti-drain valve is similar to small filter.

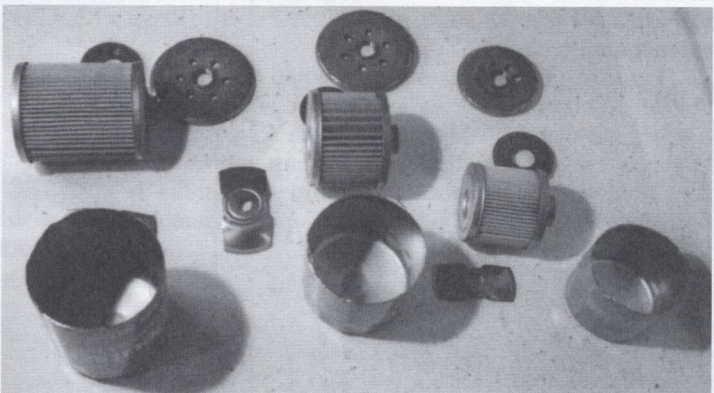


Figure 5: Deutsch (AutoZone) filters in three sizes. Bypass valve is built into lower end plate, anti-drain valve is the molded rubber, lip-seal, variety used in most USA filters.

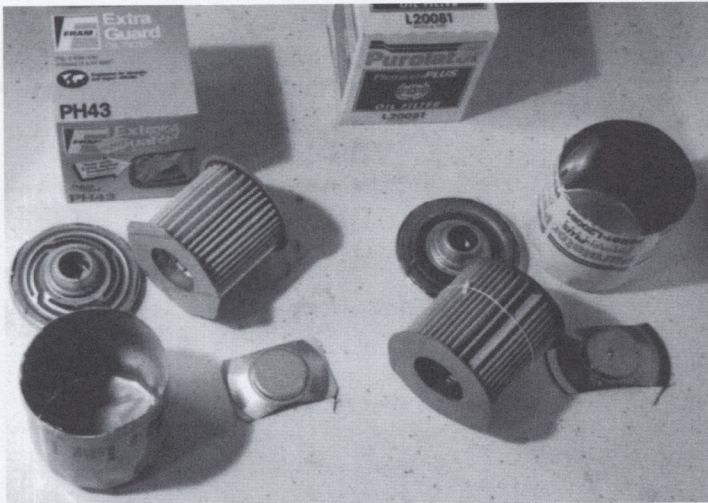


Figure 6: Fram and Purolator filters. Very similar design featuring cardboard filter endplates, with bypass valve fitted onto the base. Purolator contains substantially more filtering medium, and a piece of string.

lavish design and workmanship, I don't think the MANN will perform any differently from the workmanlike AC. The AC is on the shelf in a zillion K-, Wal-, and other- Marts and on sale every other week. The small Deutsch filter just doesn't have enough filter in it to be recommended, and after looking inside the Fram, I wouldn't recommend it for a lawnmower. The Purolator's only bragging point is being better than the absolute-worst, and the USA made Delco is uninspiring.

Absent from the discussion are "Boutique" brands: the high-priced, mail order "Performance" filter and the "Amsoil" full-flow-with-auxiliary-micron-level-bypass dual set. Both promise to filter much smaller particle sizes than the standard filters, and the "Performance" brand also promises fine workmanship.

In the box with the filters, the Editor loaned me his supply of "Filter Cup" oil change gizmos for evaluation. These units are designed to slip over a "cup-style" filter wrench and catch the drippings. They have a short 3/8 square drive extender molded into the base to assist with the filter removal: engaging the cup-style wrench while allowing the user to drive with a 3/8 ratchet and extender.

I was singularly unsuccessful when attempting to use the device. My larger filter wrench is made of plastic, and is thus too large to fit inside the larger "Filter Cup." The smaller one is die-cast metal and fits inside the cup, but Oldsmobile doesn't have enough clearance around its filter for the cup. The filter location in the infamous Citation is so remote that the large cup makes it too difficult to use.

Faulty Filters?

How fool-proof are these things? A January 7th posting on TSN (No.11504) by Peter Bischof and a near catastrophe in our shop got me to thinking about these critters.

Peter relates in his posting that he had his oil and filter changed at a Firestone Tire Store. After leaving the store the oil pressure warning light came on when going around curves after two to three miles. After 15 minutes drive, the oil pressure warning light came on and the engine seized. The car was towed in, oil level checked, and the oil warning light system checked out all right. The oil pump was disassembled to check the drive key. All was found to be okay. A by-pass oil pressure gauge was mounted and when the engine was run showed oil pressure before the filter but the oil pressure light was still on — no oil pressure to the engine. A different brand of oil filter was installed. When the engine was started the oil warning light went out and the engine had oil pressure, only problem was that the engine needed \$2800 of work to repair it.

The store that changed the oil and filter and the oil filter manufacturer claim that the filter which Peter sent to them as evidence passed all the flow tests.

Just a few days prior to Peter's posting, we had changed oil and filter on one of our own 9000's. The engine was run for 10-15 minutes after the oil change while other components were being checked. Because some other things were found to be in need of attention, the car was parked outside for the weekend. On Monday morning it was driven into the shop

Brand and Model Number	"Fram PH" size	Filter Area (sq. in.)
AC PF-47	PH-43	189
AC PF-53	PH-3416	158
Deutsch D539	PH-8A	310
Deutsch D400	PH-16	192
Deutsch D366	PH-3416	105
Fram PH-16	PH-16	128
Fram PH-43	PH-43	139
MANN W920/26	PH-16	263
MANN W712/38	PH-3416	162
Purolator L20081	PH-43	243

Table 1: Measured Surface Area of Filtering Medium.

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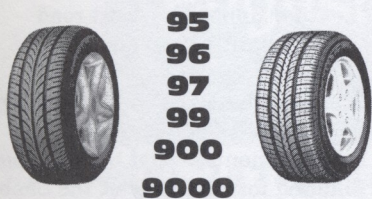
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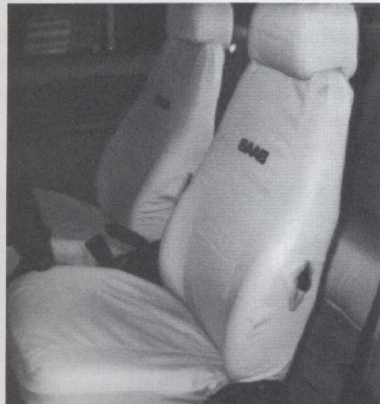
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again and left running in a stall to warm up. To this point there had been no oil light warning of impending problems. The car had idled for 15-20 minutes when one of the technicians in the next stall noticed the valve lifters had started to click. He looked in the window and found the oil pressure warning light was on. He shut the engine off immediately and checked the oil level...FULL! We had a technician then check the oil pressure with a gauge installed. NONE! We took the oil pump apart, no problem was found there either. We started the engine again but still had no oil pressure. One of our technicians had heard of defective oil filters. We changed the filter and started the engine again. The oil pressure warning light went out immediately and the engine quieted down rapidly. Obviously, we now had oil pressure. I had the defective critter in my hand and a chance to prove that there are defective filters out there. It was a MANN filter of which we have sold hundreds. I carefully cut the filter apart and examined it for grindings, strings, paper, or other defects like valve stuck or springs broken. The filter had oil in it and a thorough examination could find no defects. Then I cut a used, known good filter apart for comparison. They were identical. There was nothing wrong with the filter itself.

So what is the problem? I believe there has to be an air lock of some sort that stops the oil flow. I don't have a clue how to prevent it or identify it except with an oil pressure warning light. Can Peter sue someone? Probably. But, I don't believe the filters are defective. The bottom line is this: Do not drive or run the car when the warning light is on. PERIOD!

Chuck Andrews
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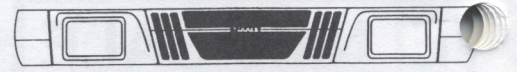
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Discourses & Digressions by Bob Sinclair



Bob Sinclair was the president and CEO of Saab-Scania of America from 1979 to 1991. He was known for increasing Saab sales in the 1980s and for his flamboyant style. Though he has retired, he remains quite busy... and opinionated.

Convertible Etiology

Edited by Paul Galanti, from messages posted to Turbo! The Saab Digest.

The owners of a 1985 900S two-door asked Bob if this somewhat rare model / body style was the forerunner or prototype of the Classic 900 convertible whose development he championed. They had no doubt as to his "role in the convertible's etiology, but wondered if it was true that the two-door was the forerunner / prototype?"

Bob responded:

This is a question that no doubt is of interest to a number of subscribers.

First of all ... "etiology." I'm pleased when people use \$5 words not in the common vernacular.

So here's the story:

1) I arrived on the scene soon after the 900 family made its appearance - May of 1979.

2) I quickly concluded that, for the first time, Saab had a car that could go head-to-head with tough competition... as opposed to an "enthusiast" car that appealed to a fairly limited audience. It was my decision to move the line upscale as quickly and gracefully as possible, adding content so we could compete with BMW, Volvo, the top-of-the-line Japa-

nese, etc. (Remember, this was 1979. Air conditioning was an extra at Saab; so were radios, and a fairly long list of what generally came as standard in higher priced cars that appealed to the growing "Yuppie" market.)

3) The strategy started to work, and gradually picked up steam. Then one day I got a phone call from the president of the Saab automobile division, asking me to be at the Design Center in Trollhattan; and to bring a couple of my sales and marketing guys with me. He wouldn't tell me the subject of the meeting.

4) When we arrived in Sweden, we found that our counterparts from a number of European markets were also there; and that they had no idea why.

5) The next morning we met, got a long speech about how Saab needed a low-priced model to replace the 90 (formerly 99) that was being phased out. We were shown the two-door 900, which is basically the rear portion of the four-door grafted onto the three-door body. It had extremely low-level equipment, and I told them the U. S. didn't want any; it was directly opposite to where I was trying to take Saab in this country.

6) A few weeks later I got a phone call from V-P of Sales, telling me they had just discovered they wouldn't be able to meet our volume requirement for the next couple of years; that unfortunately

they were about 1,000 units per year short of what we were projecting... BUT... if we could accept 1,000 two-doors per year we could make it. He needed our answer in two days.

I asked if we were obliged to accept them with minimal specs, as we had been shown. "No, you can have any specs you want..."

"Turbo engine?" ...

"Yep"...

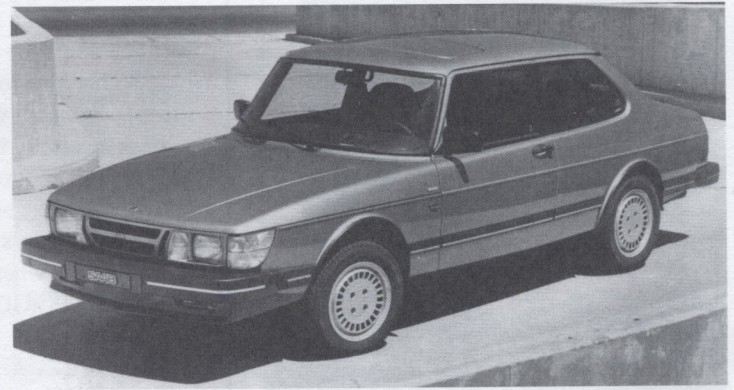
"Leather upholstery, cast road wheels, air conditioning, metallic paint?" ...

"Yep, anything you want if you agree to take at least 1,000 per year."

I should mention that the two-door was planned for assembly at the Saab-Valmet factory at Uusikaupunki, Finland (now Valmet Automotive Oy), not on the Trollhattan line... so they really did have a production problem, having anticipated producing these cars for the U.S. market without letting us in on their plans.

I phoned back two days later, gave him the specs...which were basically identical to the then-specs of the 900 Turbo hatchback...and as a final item said, "...and oh yes, I want them with hydro-electric convertible tops."

When I first saw the two-door at Trollhattan, I immediately realized that this body configuration, unlike the three-door with its rising lines toward the rear,



Introduced as a 1986 model, the 900 convertible grew out of the 900 2-door sedan (1986 900S shown at right). The Saab convertible was unveiled as a concept car at the 1983 Geneva Auto Show.

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would "work" as a convertible ... but I didn't see any way to pull it off. The request that we accept the (low-line) two-door against our wishes opened the door.

As you might expect, all hell broke loose. He quickly ended the conversation. Five minutes later the president of the company, Sten Wennlo, was on the phone: "Meester Sinclair, what in hell are you doing NOW?" (We were, and remain, good friends; it was he who had initiated the move to hire me away from Volvo as head of the U. S. company ... and when he called me "Meester Sinclair," I knew he was wearing his purple face, and was really, let's say for publication, "put out.")

7) We discussed it. In exchange for our agreeing to accept the "normal" two-door sedans (with higher specs than they had planned), he agreed to let me develop a convertible prototype here in the U. S. I made a deal with ASC Corporation in Michigan. They launched a crash program. Saab showed the car as a "design study" that October at the Frankfurt Automobile Show in Germany. It was a smash hit, and immediately became an official development program at Saab

Automobile AB. The rest is history.

The original plans called for 1,500 convertibles a year for three years, all Turbos. I think they wound up building 55,000 or so, and now there is a new model in production. I think you can say the project was a success.

And yes, you do own a rather limited production automobile. Enjoy it, and take good care of it.

A few weeks later someone noted that the motoring section of the Saturday, April 12, 1997, Times (UK), contained the following statement:

"The first production SAAB convertible, the 900 of 1984, started life as no more than an illustration from the 900 saloon brochure with the superstructure snipped off with the scissors of one of the firm's designers, Aribert Valenbreder: this clumsy concept was pinned to his studio wall for a year before a visitor, SAAB US Marketing Executive Robert J. Sinclair, spotted it and urged the company to pursue the idea...."

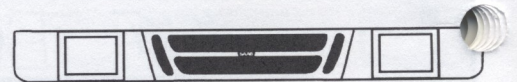
Bob responded:

Hmmm...

Wonder where *this* version of the story was hatched out. I think it's very likely I wasn't the only one to stare at the new 900 2-door configuration and see it as a convertible. I would be surprised if I had been. Bjorn Envall (then head of Saab's design department) and I had kicked around various ideas for low-development-cost but still exciting variants on the 900 theme ... but a convertible wouldn't work on the basic hatchback design. The rising line on the side of the car, and the falling line of the hatch, seriously fight each other if you envision it without the roof structure. And obviously we couldn't propose a convertible on the 4-door body. But the 2-door? To me it seemed a natural.

One thing's certain, though. I sure didn't see anything like that pinned to a studio wall at Trollhattan before coming up with the idea while (or "whilst", as Brits put it) sitting behind my desk at Saab-Scania of America, Inc., in Orange, Connecticut.

Professional Perspective by Chuck Andrews



Diminished Value Proven

Awhile back I wrote in NINES about Diminished Value (lower resale value of a car from collision damage after the repairs have been completed). I tried to explain how D.V. works and how important it could be to you if your car has been or is to be repaired. Please look back at NINES #233 for a complete explanation. WRECK CHECK is the primary company who is doing these inspections/appraisals, and at the time of the previous writing had not had a major court test.

A brief description of a Pennsylvania case is as follows: Nov. 6, 1997, David Kalmbach's 1993 Pontiac Grand Am was repaired at the direction of his insurance company (Nationwide Insurance Co.) They specified to the auto body shop what parts and how they could be used (Asian after-market parts were specified). The result was a repair that was not acceptable to Mr. Kalmbach. He took the car to a WRECK CHECK facility that appraised the car and provided a report which he presented to Nationwide. The insurance company rejected the claim forcing Mr. Kalmbach to file suit in Pittsburgh, PA.

The judge hearing the case had a D.V. report that said the pre-loss value of the Grand Am was \$9,386.04. The repair-related D.V. was \$0.00 based on defects attributable to the body shop. The insurance related D.V. was \$2,726.66 based on defects resulting from the estimate. Inherent D.V. was \$406.62 based on legal disclosure of the car's damage history. The total D.V. as per the WRECK CHECK appraisal was \$3,133.28. The judge after hearing all the testimony ruled in favor of David Kalmbach for \$2,995.89. Nationwide can appeal to the Pennsylvania Common Pleas Court, but if it loses in that court a legal precedent will be set opening the door for all D.V. claims. At this point, Nationwide has only lost the \$2,995.89 and substantial legal costs.

There are a number of circumstances I have not described relating to this case. If you'd like a good summary of the case, it can be found in ABRN NEWS the

January 1998 issue written by Charlie Barone. The important issue is this; your insurance company or the auto body shop may not have your best interest in mind. If you aren't satisfied with the repair or just want the peace of mind that your car was repaired well without loss of value, you do have options. Can you afford to have your car devalued? Could you afford hundreds or even thousands of dollars? Be Aware! Be Wise! Be responsible. Only you can prevent D.V.

Safety on the Information Super Highway

The last issue of NINES had two pages of Internet news. Many SAAB owners take advantage of this new source of information. There are, however, some precautions that you need to take so you don't crash and burn. The rules of the road apply to everyone.

The company at the beginning of this column, WRECK CHECK INC, whose software had been unchallenged in the D.V. arena is facing a \$1 million dollar law suit. According to the article Dec. ARBN news of one of WRECK CHECK's former franchise holders introduced a very similar software product under the name of ACCIDENT CHECK. WRECK CHECK has a copyright and registered trademark that they felt was violated. James Lynos, WRECK CHECK owner, got on the Internet and posted some remarks about a pirated version of his software. I'm sure there were other remarks as well. The posting was on a discussion group portion of AUTO BODY ON-LINE's net site. It was about 4 days before AUTO BODY ON-LINE read the inflammatory information and pulled off it their site. Once again the details of this case are not as important as the principal here.

I read the postings on The SAAB Network (TSN) every day. There have been times when some contributors have been way out of line. Some of the things said may be true but the writer is opening himself up to having to prove his statements in court. Scott Patterson

does a great job with the TSN site and shouldn't have to be thinking about these things. I mention TSN, which is a moderated list, but other, unmoderated lists have been worse. Here are some general rules of law you should consider. These were all listed in Angi Semlers' article about the WRECK CHECK case in ABRN.

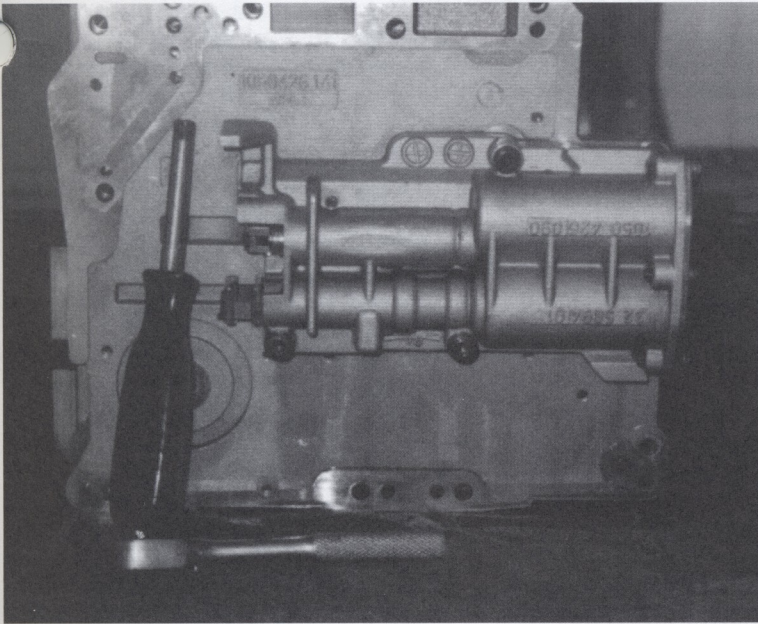
Defamation Defined: Defamation is divided into two categories-libel and slander. "Libel is any kind of (printed) statement that holds somebody up to ridicule or scorn, or more precisely in this particular instance, an accusation that harms somebody in their business or profession," says Timothy D. Smith, an attorney specializing in media law and a professor of journalism and mass communication at Kent State University in Kent, Ohio. Slander is the spoken version of defamation.

The Plaintiff's Burden: An individual seeking restitution for defamation must prove that a statement-viewed by a third party-adversely affected his or her reputation, says Robert Lind, professor of law at Southwestern University School of Law in Los Angeles. Defamatory remarks also must be false. True statements are protected, regardless of the damage they deliver. Opinions, such as name calling, exaggerations and personal epithets, also are allowed. But items that insinuate criminal activity usually aren't regarded as opinion, he says.

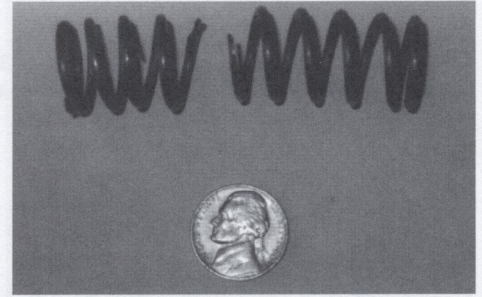
A plaintiff must show he or she was the subject of the declaration, and that the defendant made the claim. This can be difficult to establish where the Internet is concerned, especially when statements are made anonymously, Lind says. Proof also must exist that someone else did not use the defendant's name to access the Internet.

Public vs. Private: Defendants in defamation cases are judged by different sets of standards, depending on whether the individual suing is deemed a public or private figure.

Public figures, such as politicians and entertainers, must prove the defendant made the statement mali-



A broken accumulator spring in the valve body (pictured at left) can lead to hard shifting in a 9000 automatic transmission. Many shops would replace the entire transmission at a cost of several thousand dollars, but replacement of the broken spring can be done for considerably less.



ciously and knew it was false or recklessly disregarded whether it was true or false, Lind says. Business leaders who have involved themselves in public controversy can also be considered public figures.

When cases involve individuals who are not in the public eye, most states follow a negligence principle, Smith says, adding that a federal court will abide by the laws of the state in which it is located.

Damages: A plaintiff in a defamation case can collect damages for lost contracts, canceled contracts and any precise dollar amount lost as a result of the statement, Smith says. Juries will also award compensatory damages based on what panel members believe the plaintiff has suffered in terms of pain, humiliation and destroyed opportunities for future business. In order to collect punitive damages, a private-figure plaintiff has to prove the information was printed with malice or disregard for the truth-the same criteria a public official must meet.

So when you get on the Internet with a sad story about your car, you should be cautious about the facts and naming names. Wouldn't it be better to use the forum to promote positive things about SAABs. I've been fairly disgusted by the handful of owners who have been bad-mouthing the new 900's on TSN. When I looked at the small number of people from all parts of the world who are

making these postings I was appalled the amount of space that they commanded on TSN. Keep the positive testimonials coming. These are good cars! It will be months or even years before the WRECK CHECK case is settled one way or another. Don't let it happen to you!

Netformation

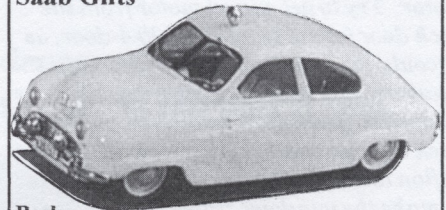
As a precautionary note let me say that many of you looking for advice on DIY repairs on TSN or other Saab lists could spend more money finding the cure than a professional would cost. You need to recognize that many problems need proper diagnosis, not just a basket full of new parts. Most shops will do a diagnosis (for a fee) so you could do the actual repair yourself. This method is not fool-proof but is usually cheaper than guessing with parts replacement.

A few months ago I read a posting about a 9000 automatic transmission with hard shifting problems. The person who posted the information had taken the car to a shop that thought that the transmission was terminal. A second opinion at another shop found a broken accumulator spring. At the time, we hadn't seen any of these broken springs. But within a couple of weeks we had a car whose symptoms matched the TSN description. We went straight to the valve body (see picture) and found that one of the accumulator springs was broken. We have since found a couple

more transmissions with broken springs and now stock new springs. They are about \$11 apiece-a far cry from the cost of a rebuilt transmission. Many of you could handle the repair yourself with some patience and a manual. Thanks to some generous soul we found the first one quickly and now recognize how vulnerable the springs are to breakage. That is a positive use of the Net.

Happy Surfing! Be Positive!

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I have a **86 900T** 2 door hatch that purrs along with 163K on it. The drivers side window is stuck in the down position though. It has been "freed up" a few times before.

Is it the motor and/or regulator? Are used ones worth it or do you just spend the \$ for the new stuff?

JimSedivy
via email

It could be one of several things: window switch, window motor, or regulator mechanism.

The switch can be easily checked by swapping with a known good switch. If the switch passes the test, then you have to start removing the door panel to get at the motor and regulator.

The door panel is pretty easy to remove, just a few screws and plastic fasteners. A factory shop manual is quite handy from that point (published by Robert Bentley, about \$50, a must for every 900 owner) for removing the window and regulator. After the number of miles and years, I would suspect the electric motor. Try to get a used motor from the back door (same side) of a 900 4-door, as it would have had much less use. Lube the regulator with JB-80 or other rust-inhibiting protectant before you put it all back together. Also spray some sort of dry Teflon lubricant on the window channels to make the windows travel up and down easier.

I have a **1987 Saab 900 Turbo**, 5 speed, Automatic Climate Control, with 131,000 miles, which I purchased just over 10 years ago. I would like to keep it a few more years. The car looks new and runs well, but I do occasionally smell coolant when I get back inside the car after it has been driven and then parked momentarily.

The problem is fogging of the windows which seems to have started this winter. This is particularly unusual since I have always liked the ACC system and its ability to automatically adjust everything without inputs from me (including keeping all windows defogged). I have cleaned the windows, tried "Rain-X Anti-Fog" which did help. Then I "super cleaned" the windshield which worked the best, but still did not

eliminate the problem. So far, I have apparently only addressed the symptoms.

Jim Jetton
Greenville SC

Sounds like a leaking heater core or connector o-rings. Something in the engine coolant adheres to the inside of the glass causing it to fog.

Changing the heater core in a 9000 is a complicated job. I would not advise it for the backyard mechanic. By the time you finish, you would regret not paying someone else to do the work.

How many Saab technicians does it take to change an instrument light bulb on a 9000? A couple of hundred bucks for this job seems like a serious design flaw. Does anyone have a work-around? And just how long would it take and how much trouble would one get into doing it oneself?

Keith Miller
Boston MA

Check with a different Saab repair shop. The technician who handles our customers' interiors can be in and out of a 9000 dash in 30 minutes on a good day.

My **'92 9000** base non-turbo has developed an intermittent miss at idle, and probably at speed as well, though power doesn't seem to be affected much. A couple of times a minute the engine will stumble while idling for just an instant. I pulled the plugs for a quick look (Autolite platinum w/40,000 miles on them) and they were fine. However, I noticed a drop of oil from the DI cassette on top of two of them. The other two were dry. The car has 93,000 miles on it; am I about to experience the dreaded DI meltdown? If so, can I do anything proactively to prevent further damage to the DI cassette?

Will Saab stand behind the DI even though the car is now beyond the 80,000 powertrain warranty, since the DI seems to be a weak link and is very expensive? Thanks for any advice.

Earl Arbuckle
Mahwah, NJ

The best advice I can give you is to stick with the recommended NGK Resister Plugs. The NGKs work consistently with

Saab's DI while other spark plugs don't always function properly. Check out remanufactured units if your DI cassette fails.

I have a **94 900S V6** which, despite the engine being non-traditional, has served up many miles of fun and pleasurable driving. Night driving is sometimes a chore especially under adverse conditions. I have considered upgrading to a higher wattage light bulb, either 55/100 clear or 80/100 Blue Ionized. I emailed the vendor Competition Limited (www.htnews.com/comptltd) and they recommended I also purchase a wiring harness to upgrade the system. This adds another \$62-\$70 to the package. The bulbs are \$12 and \$21 respectively.

Have you any experience or know of anyone that has done this and if it is really worth the potential \$110 expense? Is it necessary to upgrade the harness? I spoke to an authorized dealer and their comment was "we don't recommend it if the bulbs exceed OEM specs".

Larry Mann
via email

We also don't recommend brighter lights as they may blind other drivers. But if you want or need more light, bear in mind the extra wattage generates more heat in the wires and especially the connectors. I have used 55/100 H4 halogen bulbs in my 900 and have had to replace the plastic headlamp electrical sockets several times due to melting. You can pick up the sockets for about \$5.00 and wire them in several times compared to the cost of the "wiring harness upgrade." On the other hand, the harness upgrade should give you more peace of mind and less trouble over the long run.

Skip the "blue" bulbs. They're nothing more than regular Halogen bulbs dipped in blue dye, and may get you stopped by the local constabulary in some jurisdictions. They were designed to give the "look" of the much more efficient and expensive lighting systems on BMW and Porsche, without the expense. It's just mumbo-jumbo.

It is my understanding that the New Gen 900 uses HB2 bulbs with a wattage of 60/67, but they are basically H4 bulbs.

I have a **1990 900 Turbo**, 5 speed, 130K; 75K are mine. The car runs great, but I have a few problems.

1) The gas gauge consistently reads low. It did not always do this. When

the orange gas light comes on constantly, I'll fill the tank, and have 6 gallons left in tank. My previous 1984 Turbo also did this, but not as bad. Fuel sender problem?

- 2) Every once in while I'll get a noise from the turbo boost gauge, I presume, with moderate to high boost. Most commonly heard in cold weather. The sound is analogous to air being release from a well inflated balloon slowly. Any ideas?
- 3) I'm getting some suspension clunking in the front end, with some intermittent squeaking with normal driving. Should I replace all of the bushings, particularly the A-frame bushings? Sway bar bushings? How about a Saab sport suspension?
- 4) Why do I have to keep rubbing out the red paint of this vintage? The paint on my 1984 was far better than my 1990.

John Daw
Longmont, CO

- 1) Your problem may be the fuel sending unit, but also check the nut that holds the fuel gauge to the printed circuit on the back of the instrument housing.
- 2) Noise from the turbo gauge could be a

faulty boost over-pressure switch, also known as a Smith valve.

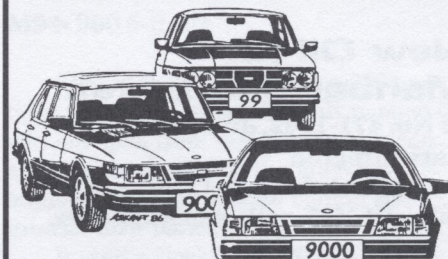
- 3) *There are plenty of sources for suspension clunking: ball joints, shock absorber mounts, A-frame bushings, etc. It certainly wouldn't hurt to at least have them inspected, especially the ball joints.*

The Saab Sport suspension consists of the SPG springs and Sport shocks. The Sport shocks seem to be quite harsh for everyday use.

- 4) *Red paint is always a problem. Red pigments tend to fade faster than any other color. The best remedy is rubbing compound to remove the deteriorated paint (such as 3M #06049 Light Duty Rubbing Compound), followed by a premium wax. Always use a car wash soap for washing the car as dishwashing or laundry detergents will remove the wax, and you have to start all over again.*

While I have no suggestion as to using a carnauba or a silicone wax, I do know that use of silicone waxes creates problems if the car ever needs to be repainted.

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Parts & Service Information

New Oil for Manual Gearboxes

SI No. 471-1742, June 1997

Cars affected

All Saab 900 3-/5-d M94- and Cabriolet M95- with manual gearbox.

Background

A new gearbox oil has been introduced due to design changes and reduced face area, which puts higher demands on an oil's temperature resistance.

The new oil has several advantages, such as:

- * It increases bearing service-life
- * It counteracts surface damage to gear flanks
- * Gear-shifting is perceived as smoother, especially in cold weather
- * It can be used to advantage in older gearboxes.

The oil has been introduced in production from chassis no. V2033279- (3-/5-d) and V7008692 (Cabriolet without turbo) respectively, and V7008812- (Cabriolet with turbo), but it

can be used to advantage when reconditioning or repairing gearboxes. In such cases, it is important to read the instructions under the heading "Procedure."

The filler plug on gearboxes from the factory that contain the new oil are marked with the text: "USE ONLY SAAB OIL NO 8748733"

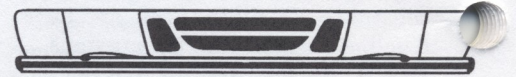
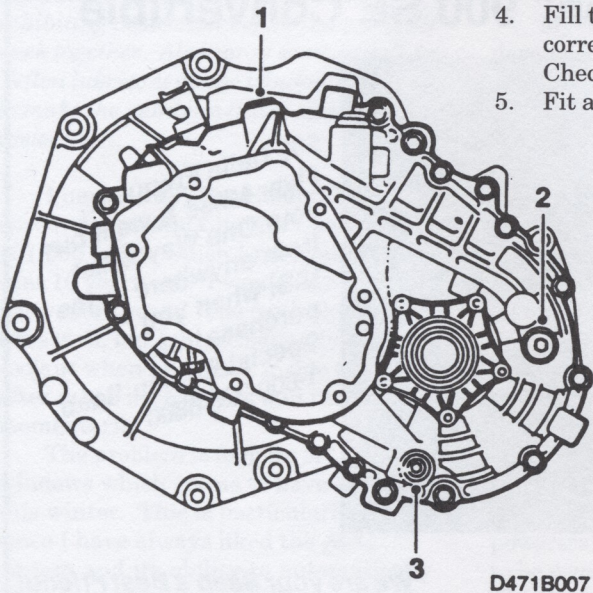
IMPORTANT: The new oil must not be mixed with other types of oil but there is no problem changing this oil in an old gearbox as long as the instructions found under the heading "Procedure" are followed.

Parts required:

- 87 48 733 (CA: 30567840) Gearbox oil
- 47 76 266 (CA: 30568130) Filler plug

Procedure:

1. Drain the oil from the gearbox by unscrewing the drain plug (3).
2. Fill with 1.0 litre (1.05 quarts) of the new oil (plug 1) and run the car so that the oil flows thoroughly through the system.
3. Drain the gearbox (plug 3).
4. Fill the gearbox with new oil to the correct level (1.8 litres; 1.9 quarts). Check with the level plug (2).
5. Fit a new filler plug (1).



6. There are two labels on the neck of the oil carton that must be affixed to separate places as a reminder of the type of oil in the gearbox.
7. Clean the area around the radiator crossmember by the left-hand headlamp, remove the label with the warning triangle and affix it to the radiator crossmember.
8. Remove the small label and affix it over the existing text on gearbox oil in the owner's manual under the section "Technical data."

Warranty conditions

If damage to a gearbox replaced under warranty is found to have been caused by oil NOT approved by Saab, the entire claim will be subject to charge back. If the customer is in an emergency situation, another oil with the same specifications (fully synthetic Dextron III ATF) as gearbox oil 87-48-733 may be used, on condition that it is changed as soon as possible and that no damage has been caused.

(Additional information: The new gearbox oil is a synthetic lubricant, blended to Saab specifications. It is available only through Saab dealers' parts departments.)



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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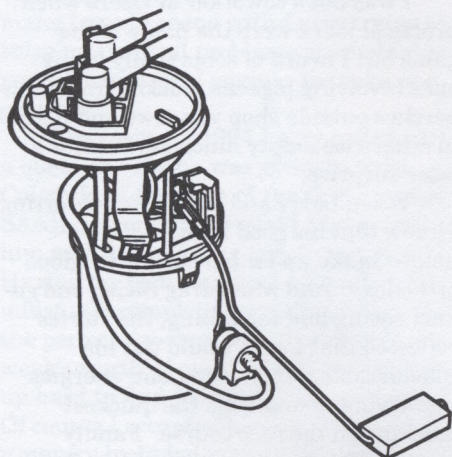
Customer Satisfaction Campaign 443:

Replacement of Fuel Pump

MI No. 234-1731, July 1997

Cars affected

1997 Saab 900 Turbo models within the following VIN Serial No. Ranges:
V2000333-V2005994 (3-/5-dr.)
V7000087-v7000944 (Convertible)



D234B001

Background

The fuel pump should be carbide coated. However, on some pumps that have been delivered, this coating is missing. As a result, the life of the pump is shortened, especially under adverse conditions, such as caused by poor-quality fuel, excessively hard driving and high temperatures.

The remedy is to fit a new pump.

Materials

88 22 017 Fuel pump and 'O' ring
(CA: 30551750).

Whistling Noise at the Windshield

900 and 9000 models

A complaint of a whistling noise coming from the center, upper portion of the windshield on either a 900 or 9000, can be corrected by fastening double-sided tape between the upper part of the windshield trim and the roof panel as outlined below. PSI 01/95-0539 was

published to address 9000 models only. An updated bulletin will be issued to reflect correct information for both 900 and 9000 models.

This complaint is usually generated at higher speeds and is more likely to occur during hot weather. If the windshield has been replaced on a car and it has been incorrectly mounted, this could also contribute to the complaint.

Parts required:

Double-sided tape: 74 97 357
(5 pieces required per car-10 pieces supplied. Qty sufficient for 2 cars)
Teroson cleaner FL (1 liter): 30 15 815
or equivalent degreasing product

If this procedure is done in conjunction with a windshield change, the tape should be divided (see point 3) but should be used as it is on the card.

Lift the trim from the upper part of the windshield.

Clean the edge of the roof panel and the surface of the trim where it makes contact with the panel, using Teroson cleaner FL or equivalent degreasing product.

Divide the tape while it is still attached to the car.

Center the first tape in the middle and then place two pieces of tape close together on either side of the center one.

Refit the trim.

New Battery Cover on 900

1998 900 models are now equipped with a black, fabric battery cover. The cover has been fitted to reduce the amount of engine compartment heat that reaches the battery. If the battery is removed for any reason, the cover should be re-fitted as this is a protection against battery water loss.

If the original equipment battery is ever replaced with the Saab maintenance-free Interstate 6034 battery, the black fabric battery cover cannot be re-fitted. The battery cover is a world-wide design of the DIN type and will not fit the domestic battery we are currently supplying.

Saab is aware of the situation and is taking steps to get a battery cover that fits a type 34 replacement battery.

Hard to Operate Outside Rear Door Handle

M94- 900 5-door

Should the rear door(s) on M94 or later 900 5-door seem difficult to open or will not open from the outside, you can add a "locking nut" to the latch rod adjuster which is located behind the interior door panel.

Install a "lock" nut, P/N 73 99 488 (9000 fender molding nut) to the latch rod adjuster. Then apply green Loctite to the "lock" nut.

Pedal Raising Kit

SI No. 524-1788, November 1997

Cars concerned

Saab 9000

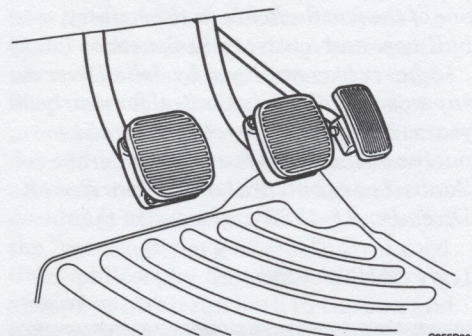
Background

It has been found in certain cases that short drivers cannot obtain a comfortable driving position or distance from the airbag module.

Therefore, a pedal raising kit has been developed.

The kit should be fitted as described in the installation instructions which are included with the kit.

This pedal raising kit does not prevent tall persons from obtaining a comfortable driving position.



C855B001

Materials

50 56 692 (CA: 30556711) Pedal raising kit, Automatic transmission.
50 56 700 (CA: 30557171) Pedal raising kit, Manual gearbox.

All kits contain pedal raising components, screws, nuts, and templates for drilling holes for all pedals. All kits also contain installation instructions.



Larry Williams 1935 - 1998

Saab fans around the U.S. lost a true Saab hero on March 22nd with the passing of Larry "Stroker" Williams. Stroker has been a frequent contributor to several Saab club newsletters, including a regular column in NINES called "Ring-a-Ding", covering his favorite subject, the two-stroke Saabs. Larry and his wife Katha were regulars at Saab meets of any sort, usually driving their 1962 White-over-Red 96 known as "Sadie." He also owned several other old Saabs including one of the few Saab 92s in the country, a bull-nose and a two-stroke Sonett.

Larry was employed by John Deere as supervisor in Quality Control for nearly 30 years. He was able to retire at age 51 to pursue his passion of saving two-stroke Saabs. Larry and Katha were married on December 31, 1960, and went on their

honeymoon in a 1960 Corvette. They had one son, Frank, now 34, a school teacher like his mother.

Larry and Katha had taken a Spring Break driving trip to Zion National Park, Las Vegas, and Phoenix, and had returned on a Saturday evening. He died in his sleep that night.

There is no doubt that Larry was one of the truly unique characters of Saabdom. According to his brother, Pete, "Larry didn't restore cars, he saved them." Katha said, "He wasn't a student, but a learner; one that really uses his resources to make things work."

Eric Johnson, who had become a good friend of Larry's over the past few years as they shared information on the two-stroke Saabs, gave the following eulogy at the funeral. It is reprinted here as I could not have described Stroker's spirit nearly as well.

Tim Winker

When Katha asked me to help with two things for Larry's funeral I said "Yes" before she told me what they were. The first seemed easy- just get Sadie, the 1962 red and white SAAB, on the road today as something special in memory of Larry. This job was made even easier when Pete fired up Sadie on Monday, then drove her up the hill from the storage shed to the concrete driveway.

Katha's second request is what brings me before you today to talk about my memories of Larry. This second request is not so easy. The problem is that I have been having too much fun helping Larry mess with old SAABs so I

haven't taken the best notes. So this will be mostly from memory, yet I hope fairly accurate.

I was not in the service with Larry so only heard the story of how his commanding officer's Jeep was damaged in rough seas when other equipment came loose. It was "repaired" by replacing it with another commanding officer's a Jeep and burying the damaged one on a sandy beach in Hawaii to hide the evidence.

I was not a coworker at Deere when practical jokes were the name of the game but I heard of some really funny ones involving pigeons plucked from their perches outside shop windows and placed in otherwise empty lunch buckets for a later surprise.

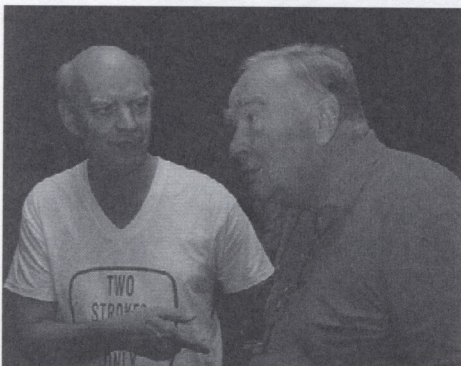
When Larry and Katha were courting I know that his good humored ways helped make up for his lack of religious orthodoxy. And when drag racing and go-kart racing had top billing, the stories reflected that Larry would put his considerable imagination and energies into trying to make his the quickest machine on the race course. Family stories of trips west with Judd or drag racing with Pete were told with humor and enthusiasm. For Larry found joy in messing with machines and being around interesting people. If racing was part of the action, so much the better.

What brought me and Larry together was our interest in old SAAB cars. Although my first SAAB car was a 1969, it doesn't count because it was too new to be a two-stroke although it did have freewheeling. Larry, however, got it right the first time by buying a used '62 SAAB. Two features about the car were distinctive. The red and white paint job is unique the world over and when he opened the door to give it a test drive a large dog named Sadie pushed him aside and climbed in to sit in the center of the back seat. Larry did buy his first SAAB that day, but Jack Breiner and Katha's sister Cheryl named the car "Sadie." Over the next 20 years Larry, Katha and Sadie have become regulars at the many SAAB gatherings across the country. I have pictures of them in Galena, New Glarus, Atlanta, Sturbridge, Oconomowoc and many other places. At each of these events one could find Larry holding forth in a parking lot surrounded by old friends and new acquaintances as he described some new fix for old SAABs.

Ten years ago I called Larry with a request. I had just bought my first two-

Larry and Erik Carlsson

Rick Corwine photo



stroke SAAB, also a 1962, and asked if I could visit some Saturday morning to learn the mechanical tricks for working on a car with such an unusual engine. I arrived early on the appointed day. Before I knew it the morning was gone and Katha had prepared lunch for us. The afternoon seemed to go by too fast as well while getting tips on setting timing, adjusting float levels and reading spark plugs. What had been offered as a couple of hours became an entire day, one of many I would spend with Larry trying to solve mechanical problems or combining parts from several engines to make one good one.

The spring of 1994 Larry called with a question. Katha was going to be in Colorado at the time of the first vintage SAAB convention. Would I like to join him and Sadie for the trip to Vermont? Having my own two-stroke SAAB in the midst of a complete rebuilding made this the perfect opportunity -- I could ask a week's worth of questions as well as pick up hard to find parts at the swap meet. Of course I accepted his invitation. Our itinerary included many of the small SAAB garages starting at our meeting site at the Meyer Garage to such places as Perrysville, Indiana, Marietta and Lititz, Pennsylvania and Jamestown, New York. In each place we were welcomed as old friends and treated as special guests with rides in collector cars and access to the remaining supplies of two-stroke parts.

Several noteworthy things happened on this trip that provide insight into how Larry is viewed by his fellow SAAB enthusiasts. Prior to the trip Sadie, responding on her own to the pull of gravity, had run in to the garage door. Her brightly polished hood was seriously damaged. Rather than rush off at the last minute to find a paint shop Larry just adapted what was at hand. The hood from his black car was switched and for that trip Sadie was red and white and black. Characteristically Larry came up with a story other than the garage door crash to account for the odd paint pattern. He explained that the black hood was made of carbon fiber so as to be invisible to police radar. Not having to worry about speed traps made high speed two-stroking more relaxing on long trips. Folks who knew Larry thought this was a sensible explanation because it took what might have been considered a disaster and made fun of it.

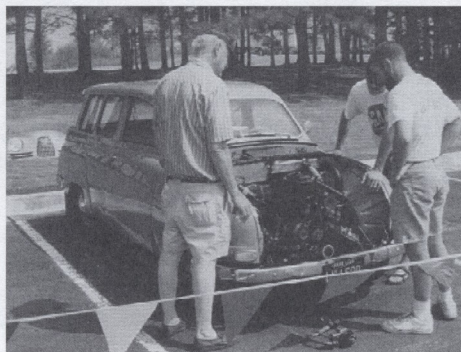


Who but Stroker Williams would have the audacity to drive a rare SAAB 92 at an autocross!?!

On the last day of the vintage convention in Vermont there was an auction of parts so rare that setting a price would be impossible. The auctioneer was John Moss, head of technical training for Saab Cars USA. When bidding started on the last factory rebuilt two-stroke engine in existence, Larry opened the bidding. Within a minute the search for other bids was ended when John announced, "Sold to the man who deserves to have this engine." Nobody else had bid because we all tacitly agreed that Larry, having put together so many old engines himself, should get this last prize from the factory.

As many of you know, Larry always traveled with insurance in the form of a spare engine in the trunk. With the purchase of the factory rebuilt engine he was in possession of two spare engines that needed to get back to Iowa. Talk ranged from putting the engine in place of my seat and having me take a bus home, to having Tom Donney carry it in his motor home. In the end both spare engines went in the trunk, the unique box for the engine went in the back seat with

Atlanta '95 -- Larry describes one of his "fixes", in this case a late style water pump added to an early engine.



our gear fitted in whatever spaces were left. Sadie shrugged off this extra load while charging up and freewheeling down the rolling hills of central New York. All with 38 horsepower.

The only tedious part of this 3100 mile road trip occurred whenever we would spot a large Peterbuilt like the one owned by Katha's brother, Judd. Each time a similar rig went by Larry would explain that it was just like Judd's except for the missing hawk painted distinctively on the back. He would then tell of an adventure from his travels with Judd. He would often add that he and Katha figured that eventually in their all their travels they would cross his path. Somewhere in the middle of Michigan a Peterbuilt slowly caught and passed us. Predictably Larry started talking about life on the road with Judd. As this particular Kenworth cleared Sadie's front bumper we caught sight of a hawk looking down on us from the cargo doors. That's when Larry grabbed the CB and filled the next hour with animated conversation while I kept pedal to the metal trying to keep our triple-engined, nine-cylinder SAAB within radio range of Judd's truck.

As I talked by phone with many of Larry's friends over the past two days certain memories came around again and again. His friendliness, his sense of humor, his love of solving some seemingly impossible problem. John Moss may have said it best when he recalled how he would notice Sadie at the national conventions sporting some quite unconventional repairs, ones that might keep other folks home wishing for the proper part. John, recalling the early days when SAABs were driven to work all week and raced on the weekends, decided it was Larry who best embodied the "run what you got" and "have a good time" philosophy that made SAAB owning so much fun back in the 50's and early 60's. Somehow Larry recreated that attitude.

Larry was also a man of opposites. Once the owner of a V-8 Corvette, his later interest was with 25 to 60 horsepower SAABs. Once a smoker and drinker, he gave up both by the time I met him. His impatience with know-it-all types attending conventions was countered by infinite patience while working to loosen up a frozen two-stroke engine. The oldest of these engines took 6 weeks to turn from junkyard material

to a sweet running engine later used to power his SAAB 92 on trips to Meyer, IA and Princeton, MN. His dislike of writing dates at least as far back as working for Deere and probably to his school days. Katha describes him fretting for several days before his monthly reports were due. More recently, this has changed dramatically to the point where I have come to expect technical and human interest pieces or letters written by Larry in publications ranging from SAAB SPORT and NINES to Automotive News and european car. He also had become an excellent correspondent to the point that I have had to start a second notebook to hold all his letters.

He also had an ability to talk with and listen to kids. Five year old Alex Laman had so much fun talking with Larry on one visit that she was inspired to draw a chalk picture on the driveway showing Larry and the SAAB 95 he was driving.

It was on that same visit to the Lamans in Michigan that clearly showed

Larry as a man of action. We arrived late afternoon with the hope of getting an old and long neglected two-stroke running. Checking fuel supply, spark plugs, distributor and timing, we were interrupted by a call to dinner. After a wonderful meal and while waiting for the dessert Larry excused himself and went out to the garage. A noise in the garage moments later got us all away from the table to the door to the attached garage. Amidst the roar of an unmuffled two-stroke and the smoke it was generating stood a gleeful Larry looking like the crazed inventor in the movie Back to the Future. The cherry pie tasted better knowing the old SAAB was running on at least two of its three cylinders.

My last visit with Larry was in early January on the return leg of a trip extending as far east as Ocracoke on the Outer Banks. Margit and I arrived in Waterloo to see the house and tree wonderfully decorated with Frank's ornaments. Frank told some of the history of the older ones while Larry

delighted in showing us their mechanical features. It was a fitting end to our Christmas travels and a good memory to have now that Larry is gone.

I shall conclude my ramblings with reference to an unusual word describing Larry. I first found it in a book called Working Knowledge published by University of Chicago Press in 1987. Larry used the term in his letters and seemed to delight in its use as if it was a password to some secret club. The word is *bricolage*.

"Bricolage means odds and ends, the bits left over. A bricoleur is one who is a jack-of-all-trades, an improviser. Although the repertoire of materials in the shop may be limited, the mind that puts them to use is expansive and exploring."

*written by Eric Johnson
for the funeral of his friend Larry
Williams
3/25/98*

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Gary Stotler's award winning '78 99 Turbo at the 1992 Saab Owners National Convention in Columbus, Ohio.

1998 - The Year of the Turbo

20 years of turbocharged Saabs will be the theme at the 16th Annual Saab Owners Convention, to be held in Hilton Head, South Carolina, August 19th through 23rd. Saab's revolutionary move to turbocharge its sedans beginning in 1978 led to a wave of turbo-powered cars by other manufacturers in the early 1980s. While most of the others dropped the technology, Saab has continued to refine and improve turbocharging, to the point where all Saabs sold are now turbocharged.

The Carolinas Saab Registry will be the host club, with assistance from Saab Cars USA. The site for the annual meet is the Crowne Plaza Resort on Hilton Head Island. Details and registration materials are available by calling 1-800-GET-SAAB (1-800-438-7222).

The event kicks off a couple of days early for the performance minded, with the Saab High Performance Driving School on Wednesday, August 19 at Roebing Road Raceway near Savannah, Georgia. (Roebing Road is about 60 miles from Hilton Head Island.) Skip Barber Racing School's instructors will once again provide professional instruction in car control to give Saab drivers an edge on the public roads, as well as improving lap times for the competition minded. All instruction is given in Saab

9-3s. There is an added fee of \$275 for each participant, and space is limited.

Activities at Roebing Road continue on Thursday with Lapping sessions on the 2-mile track, and an Autocross in the parking lot. Lapping sessions will be an additional \$75, while entry in the autocross competition will be \$25.

Many of the events that have been popular at previous conventions are a part of the schedule, including a Welcome Barbecue on Friday, a Concours and a Road Rally, seminars on technical matters and Saab history, a Swap Meet, and test drives of the latest offerings from Saab. New this year is a Photo Contest.

Make sure you register early this year as the registration prices increase by \$10 per person (adult or child) on April 30th. Registration closes on June 30th. There will be no walk-in registration this year, either, so make sure you send your fees early.

Adult Registration before 4/30/98:	\$100
Adult Registration after 4/30/98	\$110
Child Registration before 4/30/98	\$65
Child Registration after 4/30/98	\$75
Driving school (full day)	\$275 per person
Lapping:	\$75 per person
Auto-X	\$25 per person
Hotel:	\$139

British Int'l Meet this Summer

British Saab Clubs continue to organize events for this summer's "Heart of England" International Meeting of Saab Clubs. The gathering of the Saab clan runs from Friday, July 31st through Sunday, August 2nd. Site of the Meet is the Motor Heritage Centre in Gaydon, Warwickshire. The following tentative schedule has been announced.

Friday: Registration opens at 10 am, though the only organized Meet event is the Cheese and Wine reception at 8:00 pm. In the meantime, participants are urged to explore historical sites in the area such as Kenilworth Castle, Banbury, Leamington Spa, and Stratford-On-Avon.

Saturday: Let the games begin! Traditional field sports and games for the adults, including "welly wanging", egg-and-spoon races, tug of war, etc. Driving tests are planned by the Saab Midlands Auto Club, and a Classic Run will give Saabists a chance to see bits of England the tourists usually miss.

A Celebration Dinner is scheduled for Saturday evening, followed by a traditional barn dance.

Sunday: A Saab Beauty Contest will give everyone a chance to look over the shiny and not-so-shiny Saabs. In the afternoon, there is a coach tour to Warwick Castle, followed by a traditional Sunday afternoon tea, and awarding of prizes. It is expected that festivities will carry on informally well into the night.

An "Autojumble" (what we know as a Swap Meet) is on the schedule for both days, as is the opportunity to tour the Heritage Motor Museum and its collection of Rover Group vehicles.

For motorsports enthusiasts planning on a longer stay in "Jolly Olde", the Coy's Historic Festival (a major "classic" motoring event) is scheduled for the previous weekend, July 24-25, at Silverstone Grand Prix circuit, a scant 30 miles from Gaydon.

For a package of information on the 1998 "Heart of England Rally", contact Iain Hodcroft, by either letter, fax or phone (don't forget the time difference!).

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The Saab Network
<http://www.saabnet.com/tsn.html>
Scott Paterson (rspv@saabnet.com)

Turbo the Saab Digest

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

VSAAB (for Vintage Saabs)

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

Clubs Calendar

Central Penn SAAB Club

June 14 - Drive to Longwood Gardens.
July 26 - Picnic at French Creek State Park & Hopewell Village.
Sept or Oct - Vintage races at Summit Point Raceway.

Saab Club National Capital Area

May ?? - Visit to the Saab Parts facility in Allentown, PA.
Oct. 25 - Autocross. Northern Virginia Community College.
Frank Stodolsky: 301-253-5392.

New England Sonett Club

Green Mountain Saab Club
July 12 - The "When There Is Not A Convention In The Northeast" Saab Picnic. At the Lorenz residence,

Oneonta, NY. For details and directions, call Ed Lorenz, 607-432-6276. Email: camedriley@aol.com.

Heart of America Saab Meet

Sept 18-20 - Austin, MN.

The Saab Club of Iowa is planning a regional mini-convention for September, 1998, to be called the **Heart of America Saab Meet**. Activities will take place at Meyer Garage in Iowa, with hotel and banquet accommodations in Austin, Minnesota, about 20 miles away. Organizers are seeking input from potential attendees as to what events and sessions should be included.

Mail your suggestions to:

Heart of America Saab Meet,
Meyer Garage, 2687 480th St,
McIntire IA 50455, or email to info@meyersaab.com.

Vintage Saab Racing Group

VSRG is trying to round up enough Quantum Formula S vintage race cars to have their own race at the 1998 Pittsburgh Vintage Grand Prix in July. According to Tom Cox, logistics manager for VSRG, "A minimum of ten two-strokes should be enough to reduce the mosquito population and offend the eardrums of spectators, corner workers and other participants at the Schenley Park course."

Cox says the entry fee for the event is expected to be around \$130, with a \$50 non-refundable deposit required. Sanctioning, rules and licensing are under the auspices of the Vintage Sports Car Club of America. For further details, call Tom Cox at 410-465-6691.

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Saab Says It's 1999

9-5 and 9-3 in the showrooms this Spring

Saab made several announcements at the 1998 North American International Auto Show. The U.S. introduction of the 9-5 (nine-five) was expected, as was the world intro of the 9-3 (nine-three). An unexpected addition was the announcement of a turbo diesel engine for certain European markets.

The Saab display at the NAIAS looked a bit like an aircraft hangar with a line of silver 9-5s on the left and a line of black 9-3s on the right. The usual cutaway chassis showed Saab safety features, much like other manufacturers booths, but Saab went one better with a unique display, a pair of 9-5s that had been used in crash testing.



9-5: The New Saab

Every time a new Saab appears, the first question of the truly devout is: Is it really a Saab?

I'm happy to tell you that the 9-5 is really a Saab.

"But it has lots of GM/Opel pieces," say the doubters. Well, many of the platform parts began life in General Motors Russelsheim design center intended for the Opel Vectra, but they have been altered by Saab engineers to fit their preferences for the 9-5. Stampings are done in Trollhattan as is all assembly of the 9-5.

One of the first things I noticed on the early release photos of the 9-5 was that it looked quite European, with a lean toward the wedge shape of certain Alfa Romeo sedans. But it was the C-pillar, the rear section of the roofline, that really caught my eye. It looked like the 99 sedan!

This was confirmed recently by Saab's chief designer on the 9-5, Einar Hareide. The roofline was intended to resemble the 99 as a traditional Saab design. During early discussions on the 9-5, Saab engineers and designers defined the brand essence as: 1) Scandinavian, 2) Modern, and 3) Aircraft Inspired. Unlike the 9000, which came from the drawings of Giorgetto Giugiaro's Ital Design, the 9-5 was designed in

house.

Hareide has a broader background than many designers as his training is in Industrial Design, much like the designer of the first Saabs, Sixten Sason. His resume includes designing televisions for Philips, and some appliance design for a Norwegian firm, as well as a couple of years with Mercedes-Benz.

Under the guidance of Hareide, the 9-5 developed plenty of Saab styling cues such as the rounded compound windshield, the ergonomically designed seats and interior function, and the parallel grille.

In keeping with Saab tradition, the 9-5 also features several innovations. Anyone who has read about the new large Saab knows about the Saab Active Head Restraints, the fans in the seats to help keep driver and passenger comfortable, and the asymmetrical turbocharged V6. Several other Saab inventions continue on the 9-5, including heated seats, headlight wipers, fans in the rear doors to keep side windows clear of condensation, and the cornering and reversing lights located in the front turn signal cluster. Saab engineers have also added or improved devices from other sources, such as a split sunvisor which protects against sunlight glare from both the front and side at the same time, triple twin-jet windshield washers, foldable rear head restraints, and a space-saving dash mounted cup holder.

For years, European engineers ignored cup holders. After all, they imply a distraction from the serious business of driving. But, driven by market demand, the engineers at Saab have come up with



a truly unique variation of the theme. The unit is nearly invisible in the dash, appearing as just a narrow vertical slot. Tap on the part marked PUSH, and the holder glides open, capable of holding a medium sized cup or can. Tap on the bottom and the holder glides back into its hiding place. If anything, Saab engineers made it too operator friendly, as many people who have had an opportunity to drive the 9-5 have tried to fold the holder back into place manually, when it is actually all done with springs. Three more cupholders are positioned in the center and rear armrests.

Need places to store things? The 9-5 has many. In addition to the usual pockets in the front door panels and seatbacks, there are pockets under the leading edge of the front seats, bins in the front and rear center arm rests, and elastic net pockets on the lower part of each B-pillar to store a compact umbrella or a folded magazine.

Another simple addition is the cooled "glove" compartment. By routing an A/C duct into the dash storage compartment, the temperature in the box is kept at 45F degrees. Great for keeping beverages and lunch cool while on the road.

Ever have the passenger complain that they were cold, but you as driver didn't want to turn up the heat because you might get drowsy? A new two-zone heater system takes care of that age-old problem. Separate controls allow the driver and passengers to set their own comfort levels.

One complaint that some reviewers had about the 9000 was that it didn't have a "tilt" steering wheel. I, on the other hand, have preferred the telescoping wheel for more comfortable arm/shoulder angles. Saab now keeps everyone happy with a steering wheel that telescopes *and* tilts.

The steering wheel is new too, with thumb operated buttons for radio volume and seek controls, as well as a source button to toggle between the radio, in-dash CD player and the cassette player. Yes, all three are incorporated into one in-dash audio system. And what a system! The basic system has a 150 watt amplifier and seven speakers. The top-of-the-range SE gets a Harman/Kardon, 200-watt, nine speaker installation with two oval sub-woofers in the rear parcel shelf. As with previous Saabs, the 9-5 is pre-wired for a trunk-mounted six-



disc CD changer, and a mobile telephone preparation kit that mutes the audio system when the phone is in use.

For better visibility on sunny days and twisty roads, there are double sunvisors, one behind the other. The outer one can be rotated to protect the side window, while the second is flipped down in the forward position.

How about a passenger side mirror that automatically tilts in and down when the automatic transmission is put into Reverse? This gives the driver a good view of the rear tire for ease of parallel parking or backing into a parking spot.

The 9-5 carries one of the most effective anti-theft systems ever designed as standard equipment. The Swedish Consumer Agency conducted a test of 30 cars recently. Some were broken into in a matter of seconds, others kept the intruder busy for over a minute, but the 9-5 was the only car that withstood break-in for the full two minute time limit.

On the ever-expanding list of safety items, the all new chassis offers plenty of additional occupant protection against side impacts, but Saab also adds seat-mounted air bags to protect arms and shoulders.

All well and good, you may say, but how does it ride? Great! is my answer. The chassis is stiffer than the 9000 it replaces, and the car goes where you point it. This is the first Saab to have fully independent suspension, including

at the rear wheels. It is a bit softer than previous Saabs, but that is probably fitting for a car in this class.

I had the opportunity to pilot all three drivetrain variants: 2.3L with 5-speed manual, 2.3L with 4-speed automatic, and 3.0L-V6 with automatic. All engines have the light pressure turbo which gives comfortable torque at low speeds. It's not like the kick-in-the-pants feel of the full-turbo Saabs, but is plenty smooth for accelerating into traffic or for passing. While some may bemoan the lack of a manual gearbox with the V6, I found the automatic to be quite comfortable with either engine, the wide torque range of the engine making the transmission shifts almost invisible.

Pricing on the 9-5 will start at under \$30,000, but just barely.

9-3: The Saab formerly known as the 900

Why did they bother to change the name? It looks the same. Ahhh, but there is so much different. Saab says over 1,000 changes have been incorporated into the 1999 model of their "smaller" car.

Let's start with the most visible. There are very few differences externally: New grille with a wing-shaped center to match the 9-5, new color-keyed bumpers front and rear, the tailgate has been changed a bit with the number plate moved up between the taillights, the rear decor panel discontinued, the lower part



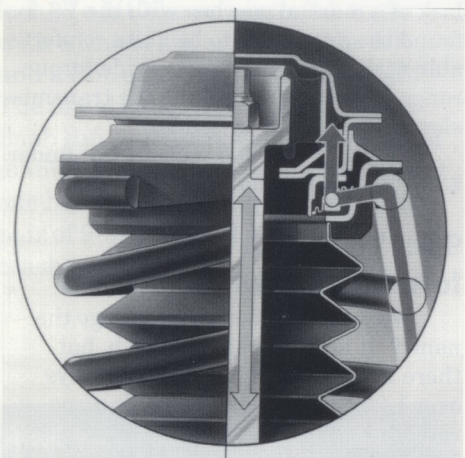
Side airbags and Saab Active Head Restraints are standard on 9-3 and 9-5.



With the rear seat up, the trunk of the 9-5 swallows 15.9 cu. ft. of luggage.

of the tailgate now follows the curve of the top edge, and the high-mounted brake light moved to the top of the rear window and incorporating LEDs for better visibility. The hatch now has an exterior handle for easier access.

Under the hood is the reliable 185-hp, 2.0-liter, turbocharged four cylinder engine that Saab fans have grown to love. It is the only engine available, having proven to be most popular with Saab buyers. Transmission choices remain the same as for the 900 - 5-speed manual, including the hydraulically operated clutch introduced last year, or the 4-speed automatic with three operating modes -- Sport, Economy and Winter. And there is now a footrest on the left side, something that's been missing since the 99s.



Suspension modifications promise better steering precision and ride comfort. The top mount of the MacPherson strut now provides longer spring travel, the strut has been strengthened, and the steering gear ratio has been modified from 18:1 to 16:1.

Several improvements have been made to the climate system, including a new ventilation fan, improved air distributor, new A/C compressor, and a new manual control panel. As a result, air distribution throughout the car, and particularly to the back seat area, is much quicker. A new electronic anti-theft system prevents the car from starting unless the proper key is used.

For those who believe the audio cassette is a thing of the past, you can specify the in-dash CD player; for those who carry a bundles of tapes on long trips, order it with the in-dash cassette player. The optional six-disc CD-changer can be added to either one.

Many of the features of the 9-5 have made it into the 9-3 as well. The front seats are equipped with side airbags and Saab Active Head Restraints. Controls for the audio system are now located in the steering wheel. The "Night Panel" in both models has been improved.

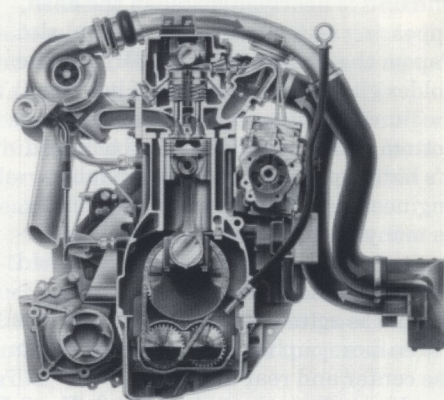
The 9-3 convertible gets a new top actuating system, operated hydraulically instead of electrically as on the latest 900s. The height of the rear window has been increased, and additional sound insulation has been added to the top.

The 9-3 is expected in dealer showrooms in early May.

OnStar Mobile Service

General Motors' OnStar service will be available on the 9-3 and 9-5 beginning this Fall. The 24-hour a day, in-vehicle communications system brings added safety and security to Saab ownership.

OnStar uses cellular telephone and Global Positioning System (GPS) satellites for such features as: Roadside assistance, automatic notification of airbag deployment, stolen vehicle tracking, and routing information.



Saab 2.2 TiD

As long as gasoline prices remain low, the diesel engine is not a popular choice for cars sold in the U.S. In certain other markets, however, notably France and Belgium, taxes give big benefits to the diesel engine and fuel. In order to increase sales in those markets, Saab has developed a four-cylinder, turbocharged, direct-injection 2.2 liter diesel engine with four valves per cylinder and twin balance shafts for the 9-3 model. The basic engine comes from GM Europe, but has been highly modified by Saab engineers to meet Saab's standards. With the assistance of four valves per cylinder and turbocharging, the diesel cranks out 115 bhp at 4,300 rpm, and a peak torque of 260 Nm (192 ft. lbs.) beginning at only 1,900 rpm. Acceleration to 100 km/h (62 mph) takes only 10.9 seconds, and top speed is about 200 km/h (125 mph).

Unless the fuel situation changes drastically, don't look for any diesel powered 9-3s in the U.S.

Your Experiences Wanted

Bear in mind that I don't get to spend a lot of my time in comparable cars. My standard of comparison is my 190,000 mile 1985 900 Turbo that is doing its impression of the Eveready Bunny, so it may be easier to impress me. Others who do have that opportunity to compare, however, have been quite complimentary in their evaluations. If you've had a chance to drive the 9-5 or 9-3, write to NINES for inclusion in a "Readers Review" in the next issue.

Tim Winker

Saab News

Best Annual U.S. Sales Since 1989

Saab Cars USA, Inc. announced a 1997 sales total of 28,453 cars, the highest sales volume since 1989. Saab recorded its fourth consecutive annual sales increase in the U.S. in 1997, and posted a small increase over 1996 sales. Since 1993, Saab sales have jumped by 52 percent.

The Saab 900 5-door S and SE became the fastest-moving models during 1997, with 12,458 retailed - 43.8 percent of total Saab sales. The popular 900 Convertible models were also particularly strong sellers, accounting for 26.6 percent of total Saab sales, up an impressive 11.7 percent over 1996. Overall, Saab 900 sales in 1997 increased by 2.3 percent over 1996, accounting for 23,048 cars sold.

The venerable 9000 series totaled 5,405 sales.

Top American Dealer in New Jersey

Saab Cars USA, Inc. announced that J.M.K. Saab Inc. in Springfield, New Jersey, was the top-selling Saab dealership in the United States during 1997.

According to John Orth, vice president, sales and marketing for Saab Cars USA, Inc., the New Jersey dealership sold the most Saabs in America in 1997, retailing 716 new Saab 900s and 9000s. J.M.K. Saab was previously No. 1 in sales in 1996 with 504 cars sold.

Other 1997 Saab sales leaders included Saab of Westport, CT, with 554 Saabs sold, followed by Mike Shaw Saab, Denver, Colorado, with 432 cars delivered.

In the United States, 213 dealers sell and service Saab 900 and 9000 automobiles. In addition, there are 25 authorized Saab service centers.

Saab Joins Low Emission Vehicle Program

Saab Cars USA, Inc. has joined a comprehensive new "clean car" initiative, the National Low Emission Vehicle (NLEV) Program. NLEV is a voluntary agreement between auto manufacturers, EPA and most of the Northeastern states to provide cars nationally beginning in 1999 that are up to 70 percent cleaner than today's Federal emission standards. All Saabs sold in the U.S. and Canada beginning with the 1999 model year will be NLEV cars.

Saab was among the automakers recognized for its participation in NLEV at a recent public announcement in Washington, DC by Vice President Al Gore and EPA Administrator Carol Browner. For the last 20 years, almost all Saabs sold in the U.S. have been "50-state" cars that meet both the Federal and California emission standards.

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Briefly

The Saab 96 is one of six cars featured on stamps issued recently by the Swedish Post Office. The particular "Saab Sport" is the car driven by Erik Carlsson to victory at the 1963 Monte Carlo Rallye. Other cars on stamps include a Citroën Traction Avant, Jaguar E-type, Porsche 356, Volvo 544 Wagon, and a 1955 Chevrolet Bel-Air.

Production of the Saab 9000 will end this May in order to meet the demand for the 9-5. Saab had planned to continue building the 9000 for the European market for several years, but orders for the 9-5 have exceeded projections. Saab is also hiring an additional 1000 production line workers in Sweden.

A couple of important Saabs have changed ownership recently in the name of preserving Saab heritage. Saab Cars USA has purchased an award-winning, restored 1960 GT 750 from Bruce Welch of Vermont (see cover of NINES #215, Aug 92). Welch will turn his time toward restoring an earlier model 93.

The Saab Car Museum in Sweden has agreed to purchase a former factory Saab 99EMS rally car with a rare 16-valve head from rally ace John Buffum, also of Vermont. (See NINES #230 for a story on the 16V 99.)

More on both cars in the next NINES.

Saab Cars USA has decided not to sponsor the 900 PRO Rally car for 1998. Driver Sam Bryan's job will be taking him to Europe and he will be unable to participate in most of the events. Bryan and co-driver Rob Walden won the SCCA Group 5 championship in the 900 in 1997.

Convertible Magazine has named the Saab 900 "Safest Convertible" as part of their Top Ten list. The list, actually 13 cars in different categories, was made up by publisher Tony Leopard, who said of the Saab: "Safety cage construction, luxurious leather heated seats, a weird ignition switch - you know you're in a Saab! Put the top down, slide in a CD and cruise in the safety of your own cocoon."

Frederick D. Stickel has been appointed Vice President Finance at Saab Automobile AB. He joins Saab from GM North American Operations where he was Finance Director, Portfolio Management. Stickel succeeds John P. Arle, who has been appointed Executive Director of Planning for Delphi Automotive Systems.

An expansion is underway at the Saab Design Centre in Trollhättan. The \$1 million project comprises a new demonstration hall, a new entrance and lobby, and a new, larger enclosed courtyard for outdoor demonstrations.

Frequent NINES contributor and Saab owner Satch Carlson, has been named editor of the *Roundel*, official publication of the BMW CCA. Carlson gained fame as a columnist for *AutoWeek*, but more recently has been the vintage rally correspondent for *Victory Lane* magazine, as well as for the *Roundel* and NINES. Carlson has a couple of Saab 96s and Sonetts (PRO Rally versions dubbed the "Haw of Steel" and the "Piggue of Plastique"), and a 1985 900 Turbo known as "The Blackbird", in addition to a BMW 325ix.

Memorable Swedish Souvenir

For a limited time, Saab is once again offering free round-trip airfare for two to Sweden with the purchase of any 1999 model Saab through the company's European Delivery Program. In addition to free airfare, and savings off the manufacturer's suggested retail price (MSRP), the Saab customer and a travel companion will also enjoy a sample of Swedish hospitality in Trollhättan, Saab's birthplace and home of Saab Automobile AB world headquarters. This offer is valid with all European Delivery orders placed through a local U.S. Saab retailer by May 31, 1998. Cars must be picked up at Saab's European Delivery Center in Trollhättan, Sweden, by Nov. 30, 1998.

Saab considers new direction for commercial aircraft

Saab Aircraft is considering whether to discontinue manufacturing of its two regional aircraft, the Saab 340 and the Saab 2000. Saab says that the market situation has deteriorated and the losses are considerable. If current negotiations for new orders are successful, Saab expects to continue manufacturing aircraft until the end of this century. A decision about the long-term direction is expected shortly.

Saab's two regional aircraft are turbo-props. The 35-passenger Saab 340 entered service in 1984, and 430 aircraft have been sold. The 50-passenger Saab 2000 came into use 10 years later. Fifty of the planes are in service.



Technical Talk

Direct Ignition Cassette Failures

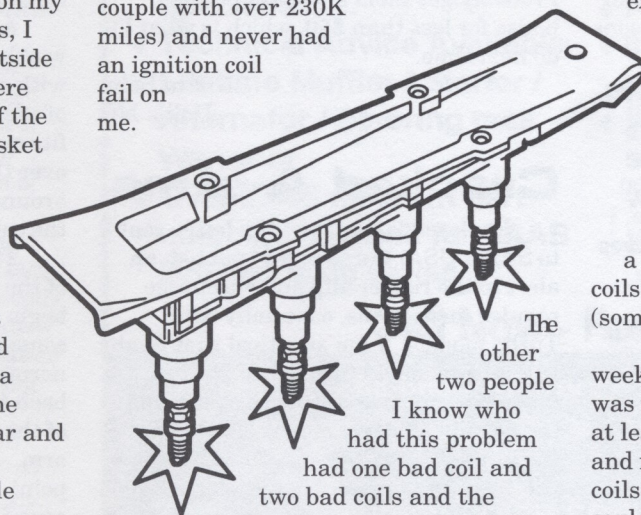
The Direct Ignition modules in SAAB 9000's seem to be a failure point. I now know three people personally who have had a problem with DI failures and have noted a few others in past Nines issues. All three failures I know about were 2.3L 9000's with around 130K miles. When changing spark plugs on my wife's 1991 9000 2.3L at 125K miles, I noticed that the area around the outside of plug #1 was very oily and that there was oil puddled around the base of the plug. It appeared the cam cover gasket was leaking, so I figured it was engine oil and I would need to get a new gasket soon and install it with some good sealant.

At about 130K miles, the engine started to run uneven and it got worse over a 3 mile distance and then died and my wife coasted into a gas station and got a ride home. The next morning we drove out to the car and it started right up and ran fine. I followed her home and after a couple miles, the engine started running uneven again and eventually died again. It reminded me of an bad solder joint on a printed circuit card losing continuity as it got hot and expanded. Anyway, we eventually got it to the SAAB dealer who diagnosed it as a bad DI unit (\$338 for the DI unit and \$77 for a revised cable harness plus labor).

Since then, I have delved into this more and it turns out the oil I saw around the plug was actually one of the ignition coils leaking its dielectric cooling fluid. If you remove the black seals from around one of the coils, you can actually see the fluid inside the plastic container. Compare a good coil to a bad one and you will see most of the fluid is gone in a bad one. Apparently, the fluid leaks out and

the coil starts to overheat and short out. The SAAB dealer will only sell you a complete new DI unit, rather than just one coil, which is probably because if one has gone bad the other three coils can't be far behind.

I know that ignition coils go bad and even in the old days with distributors and points a bad coil would cause the engine to die. However, I have owned two Fords and six SAABS (a couple with over 230K miles) and never had an ignition coil fail on me.



The other two people I know who had this problem had one bad coil and two bad coils and the latter happened about 130K miles. I'm beginning to think the life of the 9000 DI unit is only about 130K miles which is disturbing to me. Surely they can build these units to last much longer than that! By the way, the DI units/coils used on 9000's before 1993 are different than those used with the Trionic computer introduced in 1993 model year 9000's. Has anyone else experienced this problem and at what mileage? Does anyone know if SAAB is addressing this issue and is working to increase the life span? Direct Ignition is a great advancement over distributors and points, but not if it fails around 130K miles.

Richard Bohn
Hollis NH

We started having problems about a month ago. Wife came home complaining that the car wasn't running right. I drove it and found it misfiring. I suspected the Ignition Cassette, since I'd heard from two dealers and articles in Nines that they fail often. I removed the cassette and immediately noticed cracks in the side of the black plastic insulator boot at surrounding 3 of the coils. I figured the spark was "leaking" out these cracks (it was a VERY humid night). So I filled these cracks with RTV and regapped the plugs as an additional measure. After the RTV cured, I drove the car and the misfire was gone.

I decided to post a note on the Saab Network to see if anyone could give me an indication how long I could expect the Ignition Cassette to continue to work. No one could say for sure but that failure was common and that the cause was that the individual coils would lose an insulating oil and that this could be seen by looking at the coils, which are translucent. I also learned, from a note from Steve Goldberger that the coils are individually replaceable (something I was unaware of).

Well, I again drove the car last week and found it was misfiring again. It was time for a new cassette, no doubt, or at least new coils. I removed the cassette and removed the insulator boot. The coils in my cassette had discolored, so I couldn't see into them to tell if they needed fluid. I took the cassette to the dealer to try to compare my coils to new ones, but comparison was hard since mine were so discolored (you could easily see the fluid in the new coils). Since he only had 3 new coils, I decided to bite the bullet and buy a whole new cassette (and new connecting cable, as they are sold separately with the new style cassette).

Anyway, what I learned from all this. The cassette is a common failure point, with the most common failure seeming to be the loss of insulating fluid out of the coils. Mine failed at 105,000 miles. Saab changed the design somewhat after a couple years (not sure when). The new style replaces the old and the list price is \$335 for cassette and \$91 for the cable

Technical articles written by subscribers may recommend procedures or parts not approved by Saab Cars USA, Inc. The SAAB Club and NINES cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

(you need both). If you have the old style, the individual coils are replaceable. List price on them is \$65, so replacing all four comes to \$300, not too much less than the whole cassette (not counting the cable). Whether it's wise to just replace the coils, I can't say... depends on the failure rate of other components in the cassette. The individual coils are NOT replaceable in the new design cassette! Hopefully the new design will last longer!

I suppose, if you consider what tune-ups would cost today every 10,000 miles (like they were supposedly performed back in the days of points and condensers... and I, for one, think of those as the "good ole days"), the cost of replacing the cassette at 105,000 miles isn't all that expensive. But it's certainly irritating!!!

Steve Parsons

9000 Serpentine Belt

In NINES #229, I wrote an article dealing with the replacement of the serpentine belt on my wife's 1991 9000 2.3L 5-speed (page 38). In that article, I mentioned having to use washers to keep the tensioner tight against the engine block so 1/3 of the belt wouldn't get ripped off by the tensioner bracket. This washer fix lasted about 5K miles and then the edge of the belt started abrading again, so I took things apart again only this time I removed the entire tensioner pivot pin bracket. While carrying the bracket to the workbench, the pivot pin fell onto the floor with the bracket still in my hand!

What had happened over the years was the constant rocking of the tensioner assembly on the pivot pin had caused the pivot pin to walk its way out of the bracket in the direction of the right front tire. Less than 1/4 inch of the pin was still held in the bracket! Upon inspecting the new pivot pin bracket I got from the local SAAB dealer, I noticed that rather than just the pin being swaged to the bracket, the back side of the bracket had a recessed radius and the pin seemed to have a small snap ring secured near the end so that the pin could no longer migrate out of the bracket. Obviously, SAAB had found this to be a problem and modified the bracket. So if you are starting to see your serpentine belt rubbing against your tensioner bracket, check that pivot pin as soon as you can.

One other observation is that I

think it is a good preventative measure to replace both serpentine belt idler pulleys every 100K miles. About 120K miles, I replaced my wife's 9000 tensioner idler pulley as it was sounding pretty gritty, but didn't bother with the stationary idler pulley as it seemed to be OK. About 10K miles later, she lost the stationary idler pulley along the highway. Luckily, she was not far from home and was able to get the car home before boiling the antifreeze and warping the cylinder head. Changing them both at 100K is good peace of mind because when you lose a pulley, the alternator, water pump, power steering and A/C all stop and things go downhill quickly from there if you attempt to keep driving. Dealer price for both pulleys is around \$90. Probably get them at a local bearing house for less than \$50, which is what I'll do next time.

Richard Bohn
Hollis NH

Cracked A-arms

Enclosed is a copy of the letter sent to SAAB USA. I urge you to publish an alert to the readership and encourage regular inspections, especially with Turbo models. I am skeptical that Saab will be anxious to initiate an alert to make periodic inspections, so yours may be the only effective means of relaying the word.

John Lippis

I'm writing to alert you of a serious metal fatigue / failure problem with the Lower Control Arms (Wishbones) on older 900's and possibly 99's.

I have been servicing Saabs for 30 years, being an independent repairman for the last 25.

In the past 6 years I have witnessed approximately six failures of Lower Wishbones on 900's, most of them Turbos. The rear strut of the A-arm breaks away from the Pivot Shaft (near the bushing bracket), and all control and steering of the wheel is lost. Usually, the axle is torn out of the stub axle with damage to both, and the tire/wheel assembly is lodged forward in the wheel well. Luckily, for the cases I have seen, the car's speed was low when the failure occurred, but with no steering the Saab simply stopped where it broke. If the speed was higher, however, the momentum from the vehicle could easily result

in a serious collision.

We take care of our customers comprehensively, therefore we have been looking for clues to the failures for a long time, and how to spot the problem before it fails. I now believe I understand where the fatigue begins and how to spot it visually before the failure occurs. Recently I have spotted two fractures nearly 1" long on two different 900's, and signs of fatigue on another. All three were Turbo models.

For a small shop that only works on two or three Saabs per day, this could be of great concern if extrapolated nationwide. All of these fractures have been found in exactly the same place on the rear arm of the lower wishbone, where the arm is welded to the pivot shaft collar.

As you are aware, the arms of the wishbone are shaped like channel steel, with a 'U' shaped cross-section. The arm of the wishbone has a large hole which fits over a steel collar which in turn fits over the pivot shaft. The arm is welded around all or part of the circumference of the collar.

This bead of weld digs into the steel of the arm, which is only 1/8" thick to begin with, apparently weakening it to some degree at this critical point where normal flexing ceases; arm flex having been terminated where the heavier steel of the shaft and collar is welded to the arm. Stress is thereby localized at this point. Years of this flexing and stress, especially from hard acceleration or braking, I believe, causes a fracture to begin at this point along the edge of the welding, on the side of the collar nearest the outside of the car.

While this fracture is difficult to see next to the weld's uneven surface and where undercoating is usually applied, the fracture can be seen on the inside of the arm, opposite of the surface where the arm is welded to the collar. It looks like a scratch in the rust, following the general direction of the curve of the welded bead on the opposite side, but more straight and at right angle to the arm. Heating the arm to a cherry red reveals the fracture dramatically, where the heat fails to transfer through the fracture. I am convinced these fractures grow over a long period of time expanding to the corners of the 'U' shaped channel steel arm. Finally, under heavy braking, acceleration or cornering etc., the corners rip away from the collar, usually further

back from the weld in a secondary fatigue area where the arm narrowly spans the collar.

If memory serves, in every case of failure that I have witnessed, it has been the rear arm of the lower wishbone that has failed. If this is indeed so, it may coincide with the fact Turbo models seem most affected, in that hard acceleration brought on the fatigue. Given what I have observed, I believe the fatigue fracture grows for a long time before breakage, and therefore an inspection interval during other regular maintenance, after the initial inspection, would be adequate to insure safety, and coincide with routine maintenance. At signs of fatigue, the arm could be replaced.

Years ago I read about lower A-Arm failures on 900's and 99's in certain countries where the crown of the road overstressed the wishbone over a long period of time. I believe that old age is also part of the equation causing the same problem in these cases. There is an amazing amount of flexing and stressing involved in the arms, either accelerating or braking, despite the fact that they are triangular and intrinsically rigid. Though the rubber bushings allow for movement, one can easily understand that years of this suspension stressing and flexing could result in fatigue.

The latest model I have observed with the stress fracture was an '89 900 Turbo, but I have only begun to inspect effectively as just recently understanding what is going on and knowing what to look for. The other Saabs with either the fatigue fracture or those towed in after complete A-arm failure were between 1979 and 1985 thus far.

I urge you to publish an alert to your dealers initiating or recommending regular inspections of the lower wishbone's rear arm, where I have described, especially with Turbo models.

I would appreciate hearing from you about this matter. I also feel compelled to report my findings to the National Traffic Safety Hotline and NINES, though considering all the lives Saab has saved over the years through state of the art safety technology, I hate to be the bearer of bad news. The issue is too important, however. I am convinced lives may be at stake.

John Lippis, Owner
Swedish Motorcar Service
Spokane WA

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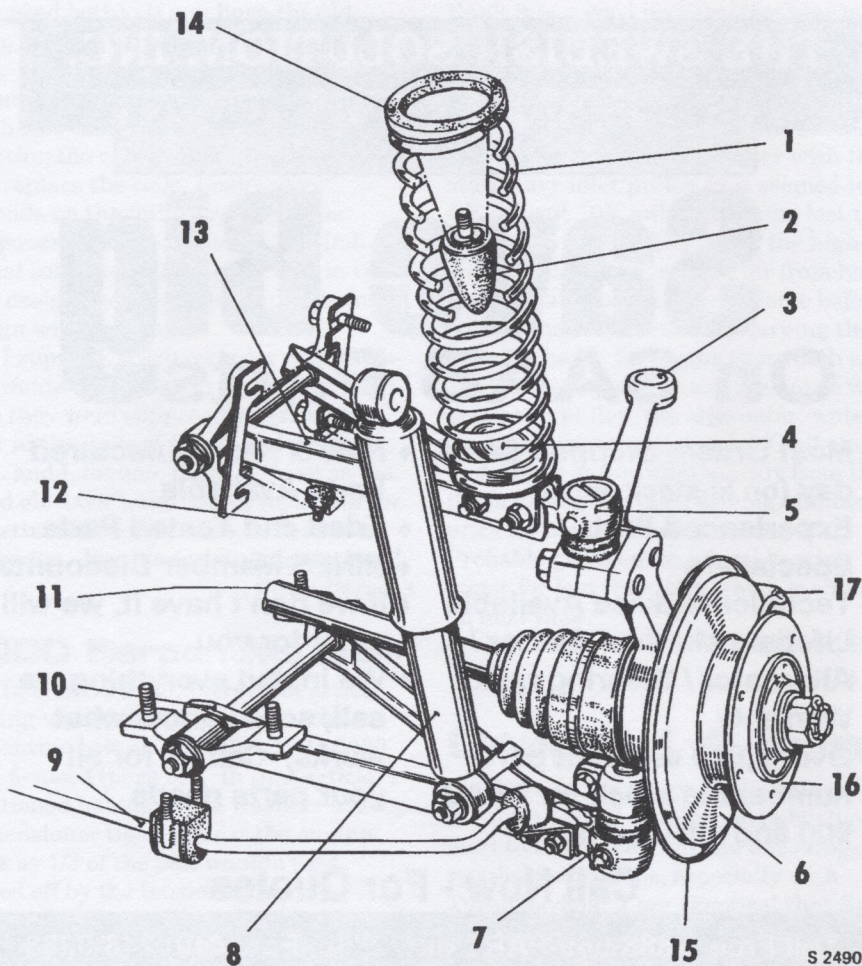
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Front Suspension, Left side

- | | |
|---------------------|-----------------------|
| 1. Coil spring | 10. Lower control arm |
| 2. Rubber bumper | 11. Inner drive shaft |
| 3. Steering arm | 12. Rubber bumper |
| 4. Spring support | 13. Upper control arm |
| 5. Upper ball joint | 14. Rubber spacer |
| 6. Brake disc | 15. Protective shield |
| 7. Lower ball joint | 16. Hub |
| 8. Shock absorber | 17. Brake housing |
| 9. Stabilizer bar | |

Sonett Front End Rebuilding

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

If you're driving or restoring a Sonett, or other vintage Saab, that has all of its original front end components you should consider a complete front end rebuild. Time takes its toll on ball joints, tie rod ends and control arm bushings. By replacing these parts you will restore the car's front end performance to the way it was when it left the factory. Another good reason for rebuilding your front end is that all of the parts are still

available from Saab...amazing.

Please note that the Sonett shares the same front end components with all 1955 through 1973 93s, 95s, and 96s. So if you own one of these cars you can order the same parts and use the following instructions too.

Front end rebuilding is not for the first time mechanic. The job requires a complete set of tools and a fair share of mechanical ability. Don't be surprised if

the job takes more than one day since parts seized by rust seem to be the norm. With one exception, the special tools described in Saab service manuals are not needed to rebuild the occasional front end. The one tool that is needed is a coil spring compressor. The spring compressor is used to take the pressure off the front end components to facilitate removal. Attempting to remove the ball joints, for instance, without the use of a spring compressor, can result in serious injury. Under no circumstances should any of the following procedures be attempted without the use of a high quality spring compressor.

Most coil spring compressors require more room to operate than is available under a Sonett's bonnet, making bonnet removal necessary. Likewise, the fenders on a 93, 95, or 96 might have to be removed.

The following parts can be ordered directly from Saab:

- | | |
|---------------------------------|----------|
| 4 pieces rubber bumper | #7071145 |
| 4 pcs lower control arm bushing | #7163603 |
| 4 pcs upper control arm bushing | #7184443 |
| 4 pieces ball joint | #7372170 |
| 2 pieces tie rod end | #7372162 |

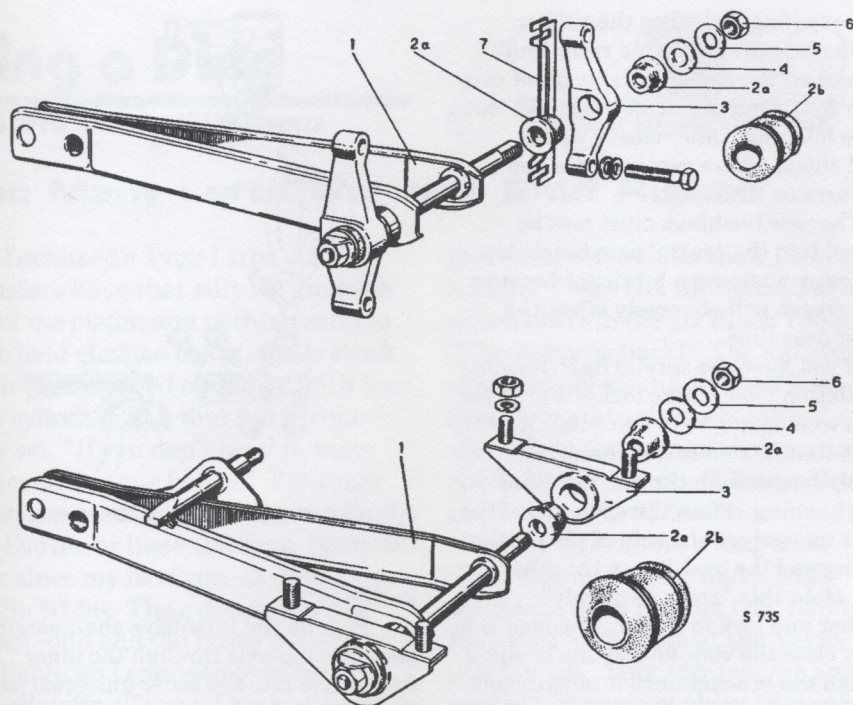
Total cost for parts, around \$370 retail

Part Notes: The new replacement control arm bushings are of the one-piece variety. They are the correct replacement for the earlier two-piece type. The new replacement ball joints do not have grease fittings as found on early cars. Consequently, they can be used as uppers, lowers, rights or lefts. New replacement tie rod ends also no longer come with grease fittings so they can now be used on the right or left side. Additionally they come with nylon insert lock nuts replacing the old castle nut and cotter pin.

Remove the bonnet or fenders and safely block up the front end. Remove the wheels and shock absorbers.

Tie Rod End Removal

Back off the nut that locks the tie rod end to the steering gear. Remove the cotter pin and castle nut. If you have a ball joint breaker tool insert it between the ball joint and steering arm, hit with a hammer to release. If a ball joint breaker is not available, two large slotted screwdrivers can be used. Wedge the screw drivers on either side of the



Upper and Lower Control Arms

- 1. Control arm
- 2a. Rubber bushing, split
- 2b. Rubber bushing, whole
- 3. Bracket

- 4. Washer
- 5. Lock washer
- 6. Nut.
- 7. Shim

ball joint, under the steering arm. Hit the handles with a hammer. A few good smacks on the steering arm while the tie rod end is under pressure will often break it free.

Spin the tie rod end off the steering gear; record the number of revolutions it takes to remove.

Inside the engine compartment, loosen the clamp that secures the big end of the inner drive shaft rubber boot.

Unbolt the disk brake housing and tie off out of the way. Do not allow the brake housing to hang from the brake hose. For cars equipped with drum brakes, pull the brake drum, remove the four bolts that hold the back plate to the steering knuckle. Pull off back plate and tie off out of the way.

Install the coil spring compressor and fully compress the spring. Remove one bolt that secures the spring support to the upper control arm. Insert a drift pin where the bolt was removed. The pin will prevent the spring support from binding on the remaining bolt during removal. After the second bolt is removed pull out the pin. Tap the spring support with a hammer, sliding it along with the coil spring to the end of the

upper control arm. Remove the spring support and coil spring.

Support the bottom of the hub assembly with a block or jack. This will prevent the assembly from dropping on your toes during the next step. Remove the two bolts that fasten the lower ball joint to the lower control arm. The ball joints are now free to slide out of the control arms along with the hub assembly and inner drive shaft. Note: Sonett's inner drive shafts contain two roller bearings. The bearings are located inside the inner axle rubber boots.

Great care must be taken to secure these bearings before attempting to pull the axles through the inner fenders. Early cars equipped with "rubber donut" inner drivers are much easier to remove. When pulled, the splined end of the axle will simply drop out of the donut assembly.

With the hub/drive shaft assembly laying on the floor, remove the two bolts that secure the upper ball joint to the steering arm. Remove the old ball joint and steering arm. Remove the bolt that secures the lower ball joint to the hub assembly; remove the old ball joint.

Upper Control Arm Removal

Remove the four bolts that attach the upper control arm to the inner fender.

Pull the control arm out through the inner fender while carefully gathering the shims that lay underneath. Tape the shims together and label them so they can be reinstalled in the same place.

Lower Control Arm Removal

Remove the four nuts that secure the lower control arm to the floor pan. They are located inside the engine compartment. Pull the control arm down from the pan and slide it off the stabilizer bar if so equipped.

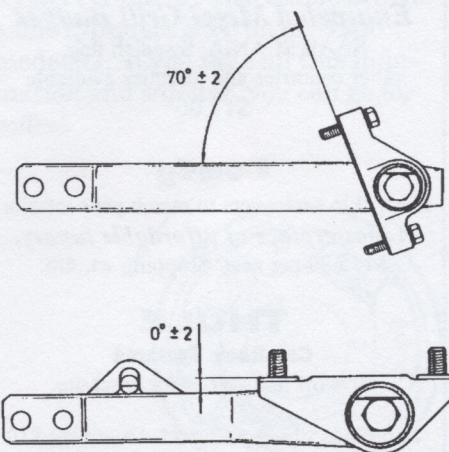
Rubber bumper replacement

Cut out the old bumpers with a razor knife.

Spray the new bumpers with a mixture of soap and water. Pull the bottom of the bumper with a pair of pliers while simultaneously hitting the top with a hammer. The bumpers will pop into place.

Bushing Replacement

Lock a control arm in a vise, bend over the tabs on the lock washers and remove the nuts. Remove the brackets by twisting while pulling. If the brackets are stuck (did I say if?) slice off the end of the bushing with a razor knife. This will allow the bracket to slide off over the bushing. Slide the old bushing off the control arm shaft. Note: the bushings metal inner sleeve often becomes stuck to the control arm shaft. If this happens



Angle between the Upper and Lower Control Arms, respectively, and their bearing brackets.

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(did I say it again?) slice the rubber bushing lengthwise with a razor knife and peel off the rubber. Using great care not to damage the control arm shaft, cut off the bushings inner sleeve with a metal chisel. After removal, file down any burrs on the shaft.

The new bushings must now be pressed into the control arm brackets. Use soapy water as a lubricant because oil or grease will adversely affect the rubber over time.

If you have the special Saab bushing installation tools you're lucky. For those of you who do not, read on. Select a socket that has an inside diameter slightly larger than the outside diameter of the bushing. Place the open end of the socket up against one side of the bracket opening and the bushing on the other side. Hold this "press assembly" together and lock in a vise. The idea is to slowly close the vise, forcing the bushing through the bracket until it mushrooms out slightly inside the socket. By the time you press in the eighth bushing you will be an expert at this.

Reassembly

Smear a little "Never Seize" or grease on the control arm shafts before sliding on the brackets. This will prevent the new bushings from rusting to the shafts. Replace the washers, lockwashers, and nuts. Note the correct angle between the control arms and brackets before tightening the nuts (see drawing).

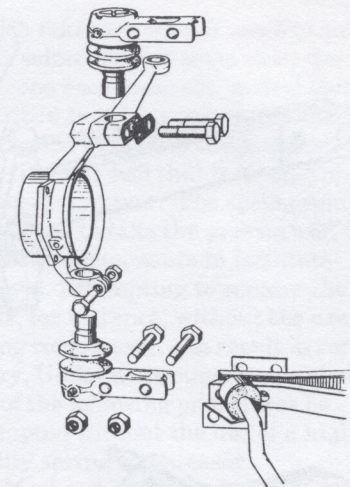
Slide the lower control arm over the stabilizer bar (if equipped) and secure to the floor pan with four lockwashers and nuts. Pass the upper control arm through the inner fender, replace shims and secure with four lockwashers and bolts.

Tap a new ball joint inside the upper control arm. Slide the spring support over the upper control arm while swinging the compressed spring into place.

Note: The coil spring has a top and bottom; the end that is ground flat is the top and the open coil end is the bottom. Align the holes in the spring support with the holes in the ball joint using a drift pin. Make sure the bottom end of the coil spring seats in the notch on the spring support.

Secure the spring support with two bolts.

Tap in and secure the lower ball joint inside the lower control arm using



Attachment of steering knuckle and ball joint

two bolts.

Pick up the hub/drive shaft assembly and pass the axle through the inner fender and into the inner universal joint. Place the hub assembly over the top of the lower ball joint, replace the bolt. Slide the steering arm over the upper ball joint. Using a drift pin, align the hub assembly with the steering arm and bolt in place. Don't forget the locking shim that goes under the bolt heads. If aligning the holes is a problem, place a jack under the end of the lower control arm to take some weight off the hub assembly. This will allow you to reposition the hub assembly more easily. Remove the spring compressor.

Spin the new tie rod ends onto the steering gear the correct number of revolutions (remember you counted?). Secure the tie rod end to the steering arm with a locknut. Tighten the steering gear nut to the tie rod end.

Reattach the disc brake housing to the hub assembly. On cars equipped with drum brakes, reattach back plate and brake drum.

Secure clamps on the inner axle boots. Install shock absorbers, wheels, bonnet or fenders.

Have the front end aligned as soon as possible to prevent uneven tire wear and poor handling. Don't be surprised if your steering wheel is not straight.

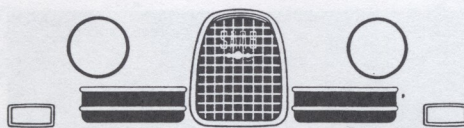
This should correct itself after front end alignment.

Although there are several ways to rebuild a front end, I believe you will find my way safer and easier than most.

Comments or questions? Call me, (914) 778-2469, 6 to 9 pm EST.

Ring a Ding

by Larry "Stroker" Williams



Too Many Lefts and Not Enuf Rights

Lockheed's Type I front brake cylinders have that silly tin guide on top of the piston and nothing solid to grab hold of when the piston is stuck. I don't know how I ended up with four new cylinders like that but Stroker's Law sez, "If you don't need it, more will come to your house!" For some strange reason, I kept them anyway.

I've never liked the Type I brakes ever since my first run-in with them on the '61 96. The cylinders were frozen solid and the hoses were not available, so I changed over to the self-adjusting Type III brakes, backing plates and all. I did use '62 96 Type II front lines, hoses, and the 4-way brass connector for the master cylinder. The latter will put the brake switch over on the master and eliminate the plumbing mess behind the left front wheel well.

Maybe the strange reason I kept the cylinders started at the 1985 Saab Owners Convention. That year Sandy Fotter drove onto the greens of Wilson College with a Black 93F, and I immediately got the itch for a 93. Of course, Stroker's Law also sez, "If you want it, we're all out." I didn't have room in the barn for another Stroker anyway, so the itch has stayed in remission.

This year at Waterville Valley

there were more 93s than I could handle! I was OK till Bruce Turk asked me to drive his Black 1958. "The Itch was back!" The outward effects of my condition must have been obvious to others because I started to receive mail with pictures of 93s from southern Indiana; then I got a video of a 93 in Ohio.

Ken Hanrahan, a long time Convention attendee and a Saab mechanic from Parma, OH, had told me about a 93 while at the Vegas meet in '89. This summer we again traded information about that same 93 as he was getting it ready for the owner's upcoming garage sale.

All at once things happened! A friend returned my tow bar, Social Security said I was to have a raise, and I got this sudden need for a road trip!

I decided I would just go to Ohio for a look; after all, I've never seen a low mileage (14K) 1957 93, black with red interior. The overall condition of the car was not conducive to making it into a show winner, at least not with my capabilities. But this car was perfect for what I do best; "Rescue, Repair, and Run it." So I bought it.

Ken and I removed the bumper overriders, and we bolted on my tow

bar through the same bumper holes. I was flat towing with the 99 and was soon running west on the Ohio Pike.

I tend to daydream when I'm on a boring road —. The Saab 93 has the proper aero shape, and I could install the engine out of my Sonett II. — Now that the jet cars are done screwing around at Black Rock Desert, I'll just stay on I-80 to Nevada. — I could make the inaugural run of the **FIRST ANNUAL TWO STROKE POWERED SPEED TRIALS.**

HA! No more of that dreaming; back to the Type I brakes.

Ken had already done the left side brakes so when I got home I pulled the drum on the right front and found that both cylinders were frozen solid. (Sound familiar?) I dug out my stash of new cylinders with the tin guide rails for the shoe adjusters. There were only two rights, one was in the early style (56-58) but the other one was a late style (59-61 with studs). I found one more right side, but it was a 62 with the milled slot for the adjuster. That feature will work out OK, but the cap screw holes were too close together! It took about five minutes with a small rat tail file on the backing plate mounting holes to match them up with the threaded holes in the 62 cylinder.

Oh! One more thing, the 59-61 Type I cylinders (with studs) are the same cylinders used on my 1950 model 92. If you take all this information and a dollar, you can go for coffee!

Saab braking systems

Type I (-mid 1961)

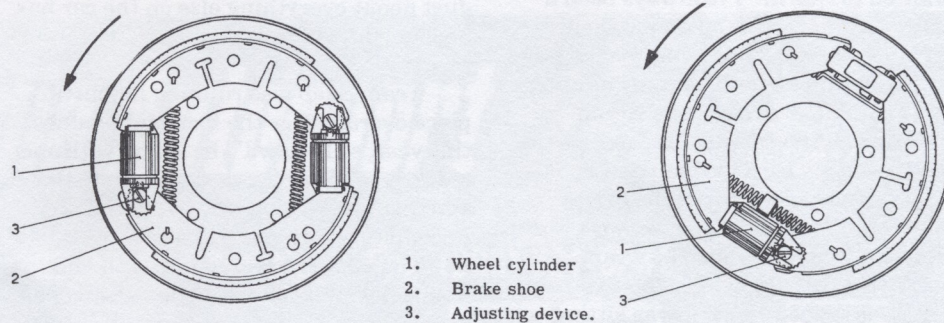
Saab 95 thru chassis No. 3130
Saab 96 & GT thru ch. No. 134999

Type II (mid 1961-1963)

Saab 95 chassis No. 3131-10800
Saab 96 & GT ch. No. 135000-201400

Type III (1964-)

Saab 95 from chassis No. 10801
Saab 96 & GT from ch. No. 201401



Saab Type I braking system - front (left) and rear (right).



Randy Jokela photo

Team Saab leaves the starting line of a stage at the Lake Superior PRO Rally.

A Ride in the Saab PRO Rally car? Sure!

By James Lake

From The Daily Mining Gazette
Houghton, Michigan

Reprinted with permission

I understand it's been a tradition for a Gazette writer to take a ride in a rally car when the Lake Superior PRO Rally comes to town. This year it was my turn, and I wasn't about to let the opportunity pass.

At about 5 pm Friday the rally teams and spectators gathered at a small off-road course set up near the Houghton County Airport. As a member of the press I moved up on the list of prospective riders. While I felt bad that I got this sort of special treatment, I didn't turn it down.

Right away I knew exactly which car I wanted to ride in. I've always been a sucker for Saabs; I suppose it's their quirkiness I like. That's why I considered myself very lucky that I would be riding with Team Saab driver Sam Bryan.

After all the cars took a few practice laps, it was my turn to ride. As I opened the passenger-side door of the bright yellow Saab 900, I got another look at the safety equipment I'd soon be wrapped in.

With a little help I got the five-point harness strapped tight. I was sitting pretty low in the bucket seat: navigator Rob Walden is quite a bit taller than I

am. I put on Rob's full-face helmet and tightened the chin strap.

After plugging my helmet into the radio system Sam asked, "How's that?" Even though the car had no muffler, I could hear him loud and clear. Kind of a jet-pilot feeling.

I had a few minutes to ask Sam some questions before it was our turn to go; I did have a job to do, after all.

Sam told me he has been driving for 12 years, so that made me feel a little better about riding with him. He isn't one of those drivers who leaves all the dirty work to others, though.

Sam and Rob pretty much built this car two years ago. Saab USA gave them the 1995 Saab 900 and they took it from there. The engine is normally found in a Saab 9000, and is pretty much stock. Just about everything else on the car has been modified for this unique style of racing.

Team Saab was running in fourth place overall after the first eight rallies this year, so I knew I'd be riding with one of the best. Still, as we rolled up to the starting line—just a scratch in the dirt—I began to worry just a little.

The starter lowered his hand and Sam popped the clutch. The front wheels spun a little, then got hold of the road. We weren't going very fast yet, but by the time we made the first turn, the

speed made me smile.

About the first thing I noticed was the condition of the road, which was barely wider than a single lane of highway and made of loose dirt and gravel. It's a road you wouldn't normally drive on faster than 20 mph.

I looked over at the gauges immediately in front of Sam to find a speedometer but I couldn't find one. (It was right in front of my seat.) I guessed we were going about 60 mph.

Sam worked the gears of the aftermarket six-speed and we did power slides around slight curves and hairpin turns. I couldn't help but wonder if I'd be badly hurt if we rolled, but I never had to find out. I could only marvel at how Sam slid the car through the course like a down-hill skier.

Like all good things, my ride in the Saab was over quickly, but I had no idea how much time had passed. As we stopped, another man was waiting to take his ride and seemed impatient to get in the shotgun seat (I couldn't blame him).

Since Sam would be busy giving rides for a while, I walked over to the Team Saab supply truck and met Rob. Beyond my own personal questions about Saabs—I used to have one and by the time our conversation was over I wanted another—I asked Rob about the ride I just took.

I had the impression Sam had been driving as fast as he could, but Rob set me straight.

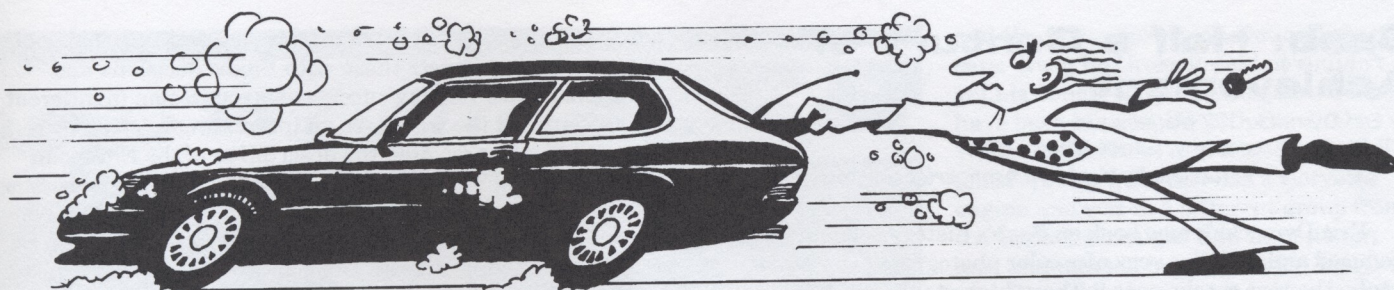
"We have to take it a little bit easy," Rob said, referring I'm sure to both the car and the passenger.

Then, since I hadn't seen a speedometer, I asked whether Sam would know how fast we had been going. Rob shook his head.

"Sam has no idea," he said. "He doesn't look at the speedometer; I just want him looking at the road."

Instead, Rob guessed we were going between 85 to 90 mph. I'd only been in a car going that fast twice before—once when I was very young and very stupid, and once in another PRO Rally car owned by Dollar Bay's Ted Grzelak.

I walked off with a smile on my face, a poster autographed by Rob and Sam and great desire to find a Saab for sale—any Saab. While my little Nissan Sentra is a far cry from the PRO Rally cars, you can bet I worked those gears and gave her all she had on the way home.



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Saab: Half a Century of Achievement

by Eric Dymock, 192 pages

G.T. Foulis & Company, Great Britain, 1997

Review by Carl Erickson, erickson@csis.gvsu.edu

Eric Dymock's new book on Saab's history is beautifully produced and includes very nice color photographs. Unfortunately, the text rarely rises to these high standards. The narrative is disorganized, spelling and grammatical mistakes are too common, and the book has a rushed, unedited feel to it, particularly toward the end. Historical sources from the automotive trade press seem to be limited to the British motoring press. Several vintage Saab sales brochures are reproduced so well that they are easily readable, but oddly for a book written in English, the brochures are from the French or Dutch markets, something that will frustrate most of the book's readers.

More than just Saab cars

The book's most interesting and well-written portions concern the industrial context into which Saab was born, and the early activities of the company, both in cars and planes. Dymock draws frequent comparisons with other European car

marques, explains the varying strategies they pursued, and compares and contrasts these with Saab's decisions and evolution. Saab's varying success and reputation in different markets around the world are an interesting lesson in car culture. I also appreciated the description of the European rally scene and Saab's early successful rally ventures. Stories from Erik Carlsson are fun to read, and Dymock must have interviewed him extensively for this book. The details on Saab's support for rallying, drivers pay, particularly grueling rallies, and Carlsson's perspective on the Saabs he drove make great reading.

Shortcomings

A lack of organization and redundant writing make the book feel like a collection of standalone chapters, rather than an integrated whole. Odd sentence structure, grammatical mistakes, and typos that a spelling checker would catch are distracting. The chapter entitled "Modern Times" is illustrative. It comes after two chapters on Saab's woes in the late 1980s and the development of the new generation in the 1990s. It is the 16th chapter of a 17 chapter book. It begins with the structure of the company in the 1980s, moves to a discussion of Sweden and its economy in the 1970s and then the 1990s, jumps to Italy and marketing successes there in the 1970s, then concludes with a lengthy (5 of the 9 pages in the chapter) description of the history of the Finnish automotive industry starting in 19th century and Saab's presence in Finland.

While most of the pictures in the book are attractive and interesting photos, and the reproduction quality is very high, their placement in the text often seems to be randomly selected, with no discernible correlation with the text. As one of many examples, the chapter on the 9000 has a sketch of a Saab 18 bomber and credits this airplane as the source of the twin propeller logo. Interesting, no doubt true, but why does this show up in the middle of the discussion on the 9000's development? Or why do we find a nearly full page picture of the taillight of a 96 in the "Modern times" chapter? I'd also like to know what someone thought a picture of a pile of Saab marketing literature added to the book.

One of the most interesting chapters could have been "The battle for Saab", describing the companies search for a partner and the eventual buyout by General Motors. This is recent enough history that Dymock is the first to write about it in a book. Unfortunately this chapter too is hurt by the jumpy narrative and uneven editing. For example, a paragraph pertaining to layoffs made by David Herman in 1990 first shows up in the middle of the description of a near partnership with Lancia in 1989. Later in the chapter we see it again, this time in the proper place. Did anyone proofread this book?

Other shortcomings and careless errors I found included an entire chapter on the new generation 900 with not a single mention of the early quality problems, specifications in the appendix on the new 9-5 model which include chassis information redundantly under the heading "Engine", and a misspelling of the Swedish word lagom as "lagon", significant since it's the only Swedish in the book, and describes Saabs very well.

The book ends with this not so profound conclusion: "One way or another after 50 years, Saab had to find its way towards becoming a world-wide, world-class brand."

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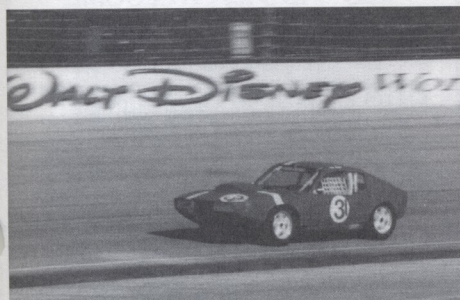
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VSRG does WDWS

During December, rumors were circulating about some kind of vintage event to be held at Walt Disney World Speedway in January, 1998, and sponsored by the Kruse International Auction firm. Randy Cook made a few calls and found out that in connection with Walt Disney World Race Week '98, Kruse International was planning a Motorsports Memorabilia Show, a Vintage Car Show & Auction (antique and classic cars) and a Historical Racing Exhibition on Tuesday, January 20th. The previous weekend the NASCAR Craftsman Truck and USAC Silver Crown series had held their races. The following weekend was reserved for USF 2000 and Indy Racing League races.

The Walt Disney Speedway 1998 Spectator Guide described Kruse's Historical Racing Exhibition as: "... the inaugural running of Kruse's Historical Exhibition. Various race cars of the past will run on the Walt Disney World Speedway in ten lap segments. The group will be determined by the car type, age and engine displacement." In



retrospect, I believe Kruse's intent was to showcase vintage Indy cars, but told Randy all types of vintage race cars would be welcome upon payment of the \$25 entry fee. So Randy put the word out to the SCCA Central Florida Region vintage racers.

I had been in the hospital with pneumonia for a couple of days the first week of January, so I was ready for a brief sojourn to Florida. That is how on the designated Tuesday morning, I was towing the veteran Vintage SAAB Racing Group (VSRG) SAAB 93 behind Randy in his '59 Ferrari around Orlando to the Disney World Speedway. Upon arrival we joined the growing line of vintage racers in the parking lot. Registration was a little "Mickey Mouse" when we learned that the track workers were not expecting us. The enchanted Kingdom paddock was full of IRL cars and transporters so there was no room for our vintage rigs. A solution was quickly worked out that allowed groups of ten cars into the track to unload in pit lane, then take our tow rigs back out to the parking lot. Not as Goofy as it sounds.

By 11:00 am about 65 vintage sprint, midget, Indy, modified (stock cars), NASCAR Winston Cup, formula and sports cars were grouped in the hot pit lane waiting for a little controlled action; no passing the pace car allowed. The No Passing created some problems for cars like the Dean Van Lines Special Indy car, the '59 Richard Petty Plymouth,

and the faster sprint, midget and sports cars. Even Bo Grekrop said he couldn't get his Sonett III out of 3rd gear. Could it have been his new V4 with the dual Weber carburetors and crossflow manifolds? Randy's Ferrari has a Corvette engine and was in a different group from the 93, so he brought it in from its ten laps and jumped into the 93 for another ten. The Olds Aurora pace car was fast enough to let the 93 run almost flat out and Randy had a few good laps with Beau Gable in his Formula Vee Formcar. The Morgan three-wheelers were also able to run almost flat out. There was time enough for a second go around for all the groups (combining the small and large displacement sports cars) before the day ended. Former Indy 500 winner Rodger Ward was the Kruse host for the event (track and auction). We are going to suggest that next year they have him drive the pace car!

To expedite exiting the track we were able to load all our stuff into the cars and drive them around the track and out to the parking lot, where we loaded the 93 onto the tow dolly. So I can say I put in a lap of the Walt Disney World Speedway in a Ferrari! On the way out we briefly checked out the Kruse Memorabilia Show and Auction... it was really Mickey Mouse!



On Wednesday, I had my first look at Randy's '67 two-stroke convertible. A really nice car! Then Randy and I loaded our '58 Jabro sports racer on my trailer so I could take it to Ken Payne in South Carolina. Ken will work on installation of the SAAB 850 engine, Opel transmission, drive shaft and pedal assemblies. We hope to have it ready for the Pittsburgh Vintage Grand Prix in July.

I made the delivery on Thursday through I don't know how many inches of rain! The rain continued all the way back to Maryland. Kind of a mess after the nice weather in Florida.

*Tom Cox, VSRG Logistics Manager
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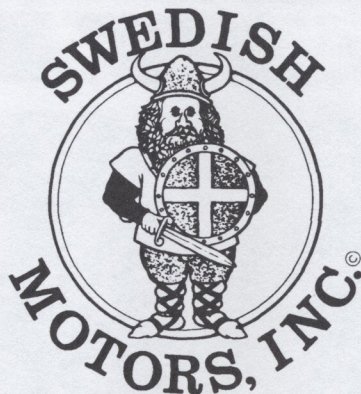
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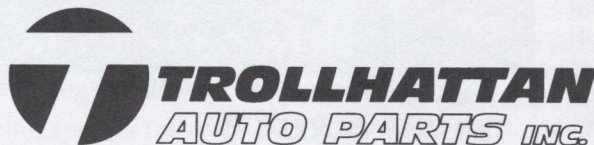
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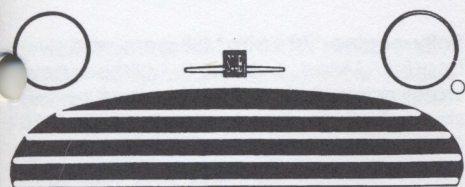
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Saab Swap

Sonett's For Sale

'74 Sonett, Orange, 20K miles! Has been in storage for 20 yrs. All hoses, water pump & hydraulics have been replaced. Absolute Original Condition, like new. \$6500. Bengt Johansson, 23501 Commerce Center Dr, Ste A, Laguna Hills CA 92653. 714-951-1525.

'74 Sonett III, too many toys, good condition, runs great, new transmission, 63,000 actual miles, \$2,500 OBO. Bill Ennis, 107 Starling Lane, Longwood, FL 32779. 407-682-1991.

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

'73 Sonett, Red, rbft engine. Many new parts incl. Michelin tires. Floor pan in great condition, runs great, current registration, ready to drive. \$2000. James Childress, PO Box 22003, Eagan MN 55122. 612-204-0938. Email: jcc3rd@aol.com.

'73 Sonett, new hood, good glass and body, needs minor elec. work. \$1000. Raffi George, Fresno, CA. 209-225-2004.

'72 Sonett, 68K mi, Blue, new exhaust, brakes, clutch, tires. Needs rockers, which go with the car. \$4500 OBO. Douglas Birgfeld, 184E Maine St, Searsport ME 04974. 207-548-2916. Email: birgfelds@agate.net.

'70 Sonett. Very little rust, rockers solid, nice interior, MSS exh, mags, runs great, need paint. \$2500. M Songer, 330 West Main St., West Jefferson, OH 43162. 614-879-6935.

2-Stroke & V4 Parts For Sale

'67 and '69 Sonett V4 body parts. 1.5 L eng/trans runs. 2 3-cyl (1 w/ trans) doesn't run. Many extra parts. Stephen Ferguson, 4004 S. Ridge Rd. E., Ashtabula, OH 44004. 440-998-5180. Email: seferg@suite224.net

New and used parts, 60-74. Body, mechanical, interior, rims, glass. Extensive collection. Will sell individual parts—nothing is too small. SSAE for new list. Roger S. Harris, 58 Rogers Ave., West Springfield, MA 01089. 413-739-1806.

V4 engine. Completely rebuilt for project, then shelved. Zero hours on engine. \$700. E.J. Swatek. 419-592-0470. Napoleon, OH 43545.

'74 Sonett, complete. Terminal rust on pan & most structural components, no title. Five soccerball rims, all glass, clutch frozen, damage on rear lower due to towing. \$200. Please don't make my wife crush this car! Ed Stokes, 929 Meigs St, Rochester NY 14621. 716-442-9393. Email: stokes@rochester.infi.net

NOS Front exh. pipes: (1) 8336232, '78T, \$50. (1) 9300773, '80T, \$50. (1) 1967-71, 99, 3 bolt flange, \$10. '96 & Sonett: Clean & inspected (used) CV joints, \$130 ea. Cleaned & painted V4 oil pans, \$75. Cleaned & painted valve covers, \$25. Timing gear covers, \$80. Engines & trans., plus crating & shpg: '78 w/ 4 spd, approx. 85K, \$350. '85 8-valve w/ 5 spd, approx. 20K, \$1000. '86 16-valve, approx. 110K, \$350. '83 5 spd, approx. 110K, \$300. (1) '83 T exh. manifold, \$100. Al Phillips c/o Motor Sport Service, 1400 E. 2nd St., Jamestown, NY 14701, 716-665-4200.

4 Sonett mags w/ bolts \$300. Sonett MSS exhaust \$100. '73 Sonett interior door panels, exc. cond.- \$75 pr. Hub caps \$10 each (2 early style). 4 trim rings \$40 set. M Songer, 614-879-6935.

Rear hatch window from Saab 95, \$100 + shpg. Ken Losin, 22715 Hatteras St., Woodland Hills, CA 91367. 818-346-4417.

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

93s, 95s & 96s For Sale

'68 96-V4 Deluxe, all original, owned 11 yrs. New tires & battery, rbft trans, have all records. Needs brake disk & possibly caliper. \$1400. Rob Martin, 15032 Randall Ln, Williamsport MD 21795. 301-582-4309.

'66 Monte Carlo 850, owned 25 yrs, parked in '89. Engine runs (40K), trans good, rusty, restorable or many find parts. \$260. David Hatfield, 81 Vine St, North East PA 16428. 814-725-3904.

99s For Sale

3 99 Turbos, moving—no time to restore. Must sell or trade. Anything considered. Also '86 9000T, many new parts. Trans leaks, rusty, passes inspection. \$1700 OBO or trade. Willard Seymour, 10 Lower Trinity, Pound Ridge, NY 10576. 914-764-0935.

'70 and '78 99s, '70 2 Dr. 4-sp, H. blue, bad eng. '78 rusty, good '74 mech inj. eng., 4-sp, Pirelli P-44 on Soccerball mags. \$300 each or part out. Tal Tanis, 21 Sunny Side Lane, Green Pond, NJ 07435. 973-697-4830.

'76 99 EMS, 2nd owner, California car located in Connecticut, 82,000 miles, body and interior in mint condition. Silver/tan, 4-sp., factory installed AC, alloys, new headliner, garaged, photo's available. James A. Monde, 85 Merwin Ave., Milford, CT 06460, 203-877-2330. E-mail Saab99ems@aol.com.

'74 99EMS, 100% complete, original paint, interior. Preserved for Saab enthusiast. Looks, runs great, new Michelins, many spare parts, dependable, rare find, \$1850. Richard Brunner, 1906 Peninsula Verde Dr, Rancho P.V. CA 90275. 310-831-8346.

'74 99 EMS, Silver, alloys, high miles, some spares. \$650. Anthony Taylor, 1850 NE 28th Ave., Pompano Beach, FL 33062. 954-784-7896 H., 954-761-3678 W.

Two old 99s for parts or restoration. '70 99 & '71 99E. Both stored under cover, no rust. 352-463-6602. Carl Myers, 14651 NE CR 339, Trenton, FL 32693.

900s For Sale

'96 SE Turbo 5-dr, black. Sharp car!! '95 SE Ragtop, Imola Red, 31K, V6, auto, 6 disc cd; '93 S 3-dr, Lemans Blue, 43 K, auto, moonroof; '91 turbo 3-dr, Iridium Blue, only 59K, auto; '91 Turbo ragtop, Platinum Grey and '89 Turbo ragtop, Cherry Red, MORE!! Visit our new web site at donneysaab.com or call for details. Tom Donney Motors, Ft. Dodge, IA, 800-626-SAAB.

'95 900S, 5 dr., 5 spd, 41K mi, Black w/ taupe cloth, moonroof, alloys, CD changer, extra wheels (8), carbon fibre dash, exc condition, \$17,900 OBO. Nick Viola, 293 N Beverly, Austintown, OH 44515. 330-360-3323.

'91 900 Turbo, 3dr, 75K mi, Grey w/Grey leather, auto, sunvisor, new tires. \$7499. John, 212-677-0100, fax 212-677-1548.

'87 900 4-dr, 5 spd., solid, reliable. Newer tires, muffler, and A/C. High miles but well maintained. Asking \$2300. Roger S. Harris, 58 Rogers Ave., West Springfield, MA 01089. 413-739-1806.

'87 900 Turbo Convertible, 100+K mi, Red & Black, Auto. Very good mechanical condition, could use some new paint, small amount of rust on RF fender. Wayne Gerdes, 18926 146th St NW, Elk River MN 55330. 612-441-5603.

'87 900 Turbo Coupe, always stored climate control garage. Black-tan leather, auto, 19K, 1 owner, Mint cond, \$19,500. Charles DiVincenzo, 1422 Pick Settlement Rd., Jamestown, NY, 716-664-9495.

'80 900 5-dr Turbo, 5sp, anthracite gray, 90K mi. excellent body, clean interior, new front end, brakes, shocks, starter, water pump. Good runner! Excellent candidate for 16V upgrade! \$2200. Mike Nolin, 196 West St., Uxbridge, MA 01569. 508-278-3493.

9000s For Sale

'88 9000S, 5sd, rose quartz, maroon leather, 130K, ABS, cassette, fogs, power: windows, mirrors, sunroof, heated leather seats, door locks; A/C dead. Just replaced: ball joints, cam shafts, valve lifters, timing chain w/ guides/ tensioner, engine mounts, oil & water pumps, AMM. 5K mi on new clutch & master cylinder, ACC blower, heater core, belts & hoses. \$4000. George Struk, 77-26 88th St. Glendale, NY 11385, 718-849-3808. E-mail: geostar@accesshub.net.

'87 9000T, 5-dr, auto, 140K, white. Sweeney rebuilt trans. Borla stainless exhaust. Gauges, sheepskins, rear louver. Excellent paint, perfect leather. Records, receipts, one owner. \$5900. John Betsill, 3034 Grist Mill Dr., Acworth, GA 30101. 770-793-0816. E-mail John.F.Betsill-Jr@lmco.com

TWO Aero's to choose from: '94 hard-to-find 5 spd, 51K, Black; '93 Black, 46K, auto, walnut dash. Visit our new web site at donneysaab.com or call for details. Tom Donney Motors, Ft. Dodge, IA, 800-626-SAAB.

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Save a hundred bucks! I just bought a 9000 and I'm selling the Group 6 APC Box from my '85 900 Turbo. Regular price is \$350. Yours for just \$250. John, 100 Westford Dr., Southport CT 06490. Fax/ phone 203-255-5388.

900 alloy wheels (4) #4004594 fits '88-'93. \$300. Shipped like new. Leave message. Hank 410-592-5437. (MD)

900 parts: Alloy wheels OEM F/'94 900T 205/50/16 Viking shield with 4 Blizzak \$500. OEM CD player w/ bracket \$350. '94+ 3-door roof rack \$75. Wade plastic headlight covers 1990-\$10. 3 W712/38 Mann oil filters, \$9 all. Nines & Soundings '75 to present \$50. Tom Baldauf, 118 Glenbrook Dr., Cranberry Twp., PA 16066. 724-452-5585. TBD@nauticom.net

9000 parts: Snow tires on steel wheels 195/65X15 w/ full hubcap 350. Hood protective strip '86-'92, \$10. Hood protective strip '93+, \$10. Rubber truck mat \$35. 2 winter floor mats \$25. OEM roof racks \$75. Nines & Soundings '75 to present \$50. 3 Mann oil filter W712/38 \$9 all. Tom Baldauf, 118 Glenbrook Dr., Cranberry Twp PA 16066. 724-452-5585. TBD@nauticom.net.

'87 9000T auto, parting, rear collision, runs, drives, leaky motor, shifting problems, complete automobile, gray on gray. Mark Downing, TN. 423-481-3112. E-mail: Kdowning@utk.edu

Chrome grill off '87 Saab 900. Excellent condition. Price includes shipping. \$90. Jim Senft, 14512 Cutstone Way, Silver Spring, MD 20905. 301-989-0522. E-mail: jpsenft@erols.com

4 Bilstein struts & shocks from '91 9000 Turbo, under 10K mi. \$225. Walter Bennett, 33 West St, Warwick NY 10990. 914-259-4754.

4 Goodyear snow tires mounted on steel rims with hub caps for '86-'97 900. \$275 + ship. Gary Templin, 616-684-6359.

900 Console-mounted gauge pkg., incl. Oil psi, Voltage, Temperature- \$50. Sport & rally 3-spoke steering wheel (pre-air bag) \$50. Rear head restraints, fit 99 hatchback or '79-'80 900, Bordeaux Red, \$15. 900 sedan rear headrest covers, maroon, \$10. Steven Rossi, Cortlandt Manor, NY. 914-736-5354.

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.

Rally engine '78 EMS, MSS cam and header. Milled, painted & polished, new water pump & timing chain assy runs strong & clean. Fine for street or rally. \$450 OBO. Jerry Sweet, 12 Carib Trail, Oakridge, NJ 07438. 973-697-2146.

'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.

Parts from '77 99 EMS: 4 OE alloy wheels, orig steering wheel, left/right door glass, cooling fan assy, many other pieces. Bob Sloan, Kansas City MO. 913-649-7830.

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

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.

Wanted - All Models

'91 Monte Carlo Yellow 900 Convertible. \$100 for leads resulting in purchase. Wife & gearhead seeking newer standout Saab. Ken Warnock, Essex MA. 978-768-7624. Email: esxsol@aol.com.

Looking for GT750 or GT850 restored or unrestored. Also parts like separate motor GT750 or GT850. Please write to me. Maybe you have pictures also to send. Goran Dahlen, Vasavagen 33A, 18276 Stockjund, Sweden. +46 8 851628 (H), +46 70 5329618 (Mobile).

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.

Model '95 or '96 in good or very good condition. 4-stroke, original color. Licensed and running, preferably on west coast or Pacific NW. Todd Hyder, 113 75th Street S.W., Everett, WA 98203-4955. 425-290-3959 (evenings, weekends). thyder@corp.atl.com

Saab Soundings. Will trade the following s (one for one) for any pre-73 Soundings that are not in my collection. 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 ET

Service manuals for '93 900 H'back. Also, bumper adaptations for same car. Steve Parsons, PO Box 848, Lake Forest, IL 60045, FAX 847-295-9065.

Wanted for 1958 93B: Rear window weatherstrip #7060635; R & L rear side weatherstrips #7047855 & 7047863; Four white plastic inner door handle trim #7064314; Complete pair, seat belt ass'y w/mounting hdwe, condition unimportant. Bruce Turk, 333 St. Andrews Rd., Walden, NY 12586. 914-778-2469 (6-9pm EDT).

Miscellaneous

Radar Detector—Escort Solo 5 cordless radar/laser detector, \$125. Beth Mason 203-655-7713

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1998 Vintage Saab Calendar: Limited edition, color, 11" x 17", featuring 12 vintage, concours Saabs of Waterville Valley. Relive those thrilling days of August. \$25 each, plus \$3 UPS shipping. Ed Lorenz, 149 Balford Park Drive, Oneonta, NY 13820.

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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.

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

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

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- #193 (6/90)
- #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; 236-mile 96 V4; 325,000-mile 95 V4; Stuck parking brake: 99/900.

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

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

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

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

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

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

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

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

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

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

#236 (12/97) - Saab 50th Jubilee Celebrations in Trollhattan, Sweden, and Waterville Valley, New Hampshire; Northern Lights Challenge (Vintage Saab Tour); R12 to R134a A/C conversion; Sonett Interior Restoration; 1998 Saabs.

Rear View - Continued from page 46.

that the inspectors I complained about were Saab Master Techs, who assist Saab dealership technicians by troubleshooting problems over the phone! (When I first heard that, my reaction was that Saab was in worse shape than I had thought.) I knew the people I dealt with initially were part of this elite group, and when I first presented my 99 racer for inspection, they pointed out that the exhaust hangers had broken. In addition, the car was riding on snow tires, not the racing tires that I intended to use on the track. There were two different inspectors when I brought the car back the following morning for a final inspection, and that was when the race tires became an issue. I was told later that it was a question of safety, since the tires had minimal tread. There should never have been a question. The tires were nearly new, Z-rated, DOT-approved, street legal BFGoodrich R1 racing tires. If anything, they would be safer on the track than the H- or V-rated tires on most of the cars that had already gone through tech because they were designed for such hard use. Others with tires similar to mine had already gone through tech without a problem. Did they also question the non-treaded racing tires on Jack Lawrence's Sonett? It never even occurred to me that their caution was a simple mistake. Obviously anyone can make mistakes.

A final question in last issue's editorial was whether Saab's more recent employees are aware of what makes a Saab appeal to potential Saab buyers. After attending the 9-5 media launch in Arizona, I am more confident that Saab USA does attempt to share with new employees some Saab heritage. There seems to be a realization that the Saab 900 (or 9-3) will probably not appeal to someone who is better suited to the appliance-like qualities of the Camry, Accord, Taurus or Lumina. On the other hand, someone searching for more than transportation can find it in the Saab 9-3 for about the same money.

Saab will have to sell more cars to reach profitability to keep General Motors happy. The 9-5 and 9-3 appear to be excellent products and should do well. Let's hope the buyers agree. The alternative is that GM will close the doors, or more likely, transfer production of Opels to Trollhattan. Opels may be good cars, but there is nothing like a Saab.

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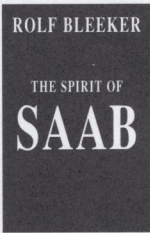
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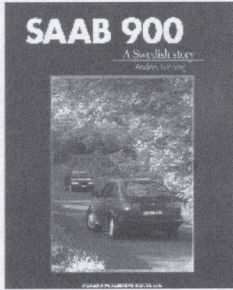
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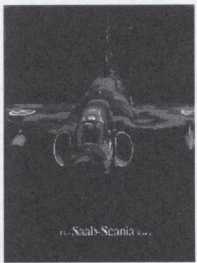
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SAAB



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#126 - **The Spirit of Saab** (1992) by Rolf Bleeker. The people who made Saabs a unique form of transportation were themselves unique characters. Bleeker interviewed many of them for a different historical perspective.
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#128 - **Saab 900: A Swedish Story** (1993) by Anders Tunberg. An in depth look at how Saab developed the second generation 900.
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Rear View by Tim Winker, Editor / Publisher

Happy 25th Birthday to Us!

March, 1973 is the date on Issue #1 of *Up Front*, the publication of the Chicago Saab Club. Dick Grossman edited the newsletter until a heart attack forced his retirement in 1980. When the Chicago club membership began to shrink in the mid '70s, Grossman took out ads in *Road & Track* and the club went national.

The recent sudden passing of "Stroker" Williams has left a void in the Saab world. There simply is no one like him; he was unique amongst the crowd of individuals that make up the Saab fans. There are a few two-stroke gurus who remain, but Stroker was unique in that much of his knowledge of Saabs was self-taught. His column for this issue gives some insight into his feeling on old Saabs; that they are meant to be made running and to be driven, not restored and hidden away in a museum like some other cars.

Stroker's column will continue for awhile in NINES as he had spent more time at the computer writing down what he knew best over the past several months. It wasn't all that long ago that he provided a hand-written tale on the back of a paper placemat and a "Memo" page torn from a telephone book.

As this issue went to the printer, I received word that Dick Catron -- Saab's first dealer west of the Mississippi River, and who established a distribution network to 20 Saab dealers throughout the west -- passed away on April 1. Dick also was active in motorsports, taking teams of 96s to races such as Sebring, setting records at the Bonneville Salt Flats (NINES #234), and building the first 99 to run the Baja off-road race.

Another death recently was that of Diane Schaefer, who helped with the redesign of NINES a couple of years ago, and who provided the artwork that adorns most of the columns. Diane passed away a few weeks after being diagnosed with cancer.

I've been away from the office quite a bit in the past few months: North American International Auto Show in

Detroit, the 9-5 Launch in Tucson, and helping to drive a pair of 9-3s to Prudhoe Bay, Alaska, for the 1998 Saab Alaska to Florida Challenge. In the last of these events, two 9-3s were driven day and night in an attempt to reach Key West in under 96 hours. Despite losing about five hours in Canada due to poor weather, the Saabs did make it in just over 96 hours, to beat the time of two Lincoln Navigators that did the same trip a couple of years ago in just under 100 hours. Look for the story in *Motor Trend* and *Popular Mechanics*.

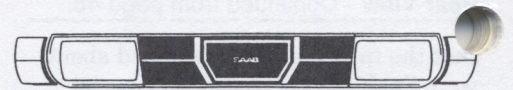
Details on the trip to Alaska will be in the next NINES, and on the Saab Club web site.

There were quite a few comments from readers on my most recent ravings in Rear View. It's only fair to offer my editorial replies:

The request for someone to do layouts elicited quite a few responses, from members and non-members, ranging from full-time businesses that do this sort of work for corporations to home-office workers like myself trying to eke out a living. Fortunately that gives me some choices and will take a little more time to evaluate than I had originally thought. I expect to turn over the layouts to someone more expert in that field by next issue.

Quite a few people were under the impression that I was about to pull the plug on NINES. Without the above response, I would have seriously considered that possibility. Membership has dropped by about 20 percent over the past few years, primarily fueled, I think, by the World Wide Web and almost instantaneous access to Saab information. A J.D. Power study from a year or so ago indicated that Saab owners were among the most active users of the Internet, so it only follows that they would be more inclined to seek Saab information there.

As the old saying goes: "If you can't beat 'em, join 'em," so thanks to the likes of Chris Rogers and John Steiner, NINES now has a WWW presence, and plenty of room to grow there as well. The site at www.saabclub.com is in its infancy, so check in occasionally for updates.



One of the problems with working on the Internet is how to make a living at it, unless you run an Internet Service Provider or write web pages for others. How can NINES adapt to the WWW without giving it all away? This is my only source of income after all. Much as it would be nice to sit at the keyboard all day and share the information from the printed page, banks don't understand why you can't make the house payment or cover credit card bills.

In the meantime, NINES has the opportunity to expand, with new columnists and more in depth articles. My hope is to do all that without an increase in the membership fee.

On to the 50th Jubilee celebration at Waterville Valley. My intent was merely to offer a critique in the last issue, and in re-reading what I wrote about the convention, my opinion still stands. What you'll notice about the responses in this issue's Letters is that they were from a) Saab owners who had never been to a National Convention, or b) those involved directly with the organization.

There were several other responses, all from people who had attended previous conventions, some from current and former employees of Saab, who agreed that the convention was, at the least, slanted toward a corporate event. Their letters are not included because of their continuing ties to Saab. However, one stated it quite well when he wrote:

"There is no point 'preaching to the choir'. On the one hand, it's not necessary; on the other hand, it is certain to piss off a significant number of people who in many cases, after all, have devoted their vacation time and a significant amount of money to attending with the expectation of a low key gathering of friends who share a common interest in Saabs of all varieties."

A better description came to me later: Former conventions were like attending a family reunion; last year's was more like a company picnic. Either can be fun, but in a very different way.

As to my experience with the tech people at Hew Hampshire International Speedway: Imagine my surprise to find

Continued on page 45

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