



# Nines

#239  
The Saab Club Magazine




## **NINES**

**The SAAB Club Magazine**  
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Saginaw Minnesota 55779

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Fax: 218/ 729-0827

CompuServe E-mail: SaabClub  
Internet E-mail: tim@saabclub.com  
Web site: http://www.saabclub.com

**NINES Editor & Publisher:**  
*Tim Winker*

**Editorial Ass't / Membership**  
*Chris Durkin*

**Contributing editors & photographers**  
*Chuck Andrews, Seth Benglesdorf, Rick  
Corwine, Stephen Goldberger, Bob  
Sinclair, Bruce Turk, Larry Williams*

**Advertising Sales**  
*Mark Downing, 423-481-3112*

**New Editor & Publisher**  
*Stephen Goldberger*  
2389 Chestnut Hill St. NW  
N. Canton, OH 44720  
330/ 497-0346

NINES is published bimonthly (or thereabouts) as a service of the SAAB Club of North America. The SAAB Club is not affiliated with Saab Cars USA, Inc. or Saab Automobile AB.

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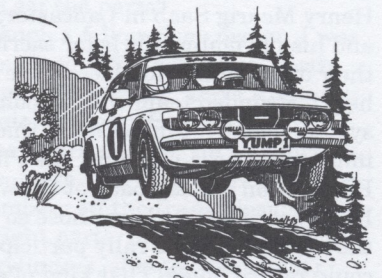
(published April 1999)

### Cover: *Life imitates art.*

In 1983, Jack Ashcraft provided the SAAB Club of North America with this drawing of a Saab 99 in rally trim "yumping" a crest. It was used on a very popular T-shirt.

At the 1998 Lake Superior PRO Rally in Michigan, NINES publisher Tim Winker managed to get his 99 similarly airborne on the Brockway Mountain stage.

Photo © 1998 by Jerry Winker



## Letters to NINES

### Convention memories

Well, it's now October. The two SPG trans jobs that awaited me at my shop since before the convention are done, all the pictures my wife and I took are in albums, all the charge card bills from August are paid, the '84 Turbo turned 178,000 mi. on the way back (AND the original BW37 performed flawlessly, I might add), and the Skip Barber certificate from Roebing Road is framed and in the library. So, I figured it was time to share a few thoughts about the '98 Saab Owners Convention with the other Saab Club members. This was my first convention, but it certainly won't be my last.

As for my first day, I found the drivers school at Roebing Road to be a blast! Terry Earwood and the other Barber instructors were not only entertaining, but helpful in reawakening my competitive urges. Having not run a Solo I or Solo II in twenty or so years, I found heel-and-toeing to still be second nature, and I was pleased that the only person in our "green tag" group faster than me in the autocross segment was none other than our fearless editor, Tim Winker.

Speaking of Tim, he and Diane did a good job with the rally. From frantic pre-running and a few other hints, I believe that the organizational part of the rally was kind of dumped in their laps. I do believe that almost everyone had a good time (except for possibly the black 5-door I saw pulled over by the local police north of Beaufort!) and soldiered on, even if they had never run one before. It was neat to see all the local landmarks, like Old Sheldon Church (as long as you didn't look at it too long and miss the next left!) and the grassy square in Beaufort where they played the touch football game in the movie *The Big Chill*.

Also, concerning the rally, kudos should go to Dave (Service Manager at Henry Mearig Saab in Lancaster, PA) and his navigator, Chris for sacrificing their own chances to place in the rally to help a stranded team with a cooling system malady. I understand that after impromptu hose-patching, the Pikes Peak car on display back at Crowne Plaza sacrificed its lower hose so that the aforementioned rally participants could return home. That kind of sums up

the whole convention experience—it is all Saab enthusiasts having a good time together, whether it be Peter Backstrom showing off the ex-John Buffum rally 99 and buying a set of soccerball wheels to take back to the museum, or Eric Carlsson taking a tour of the parking lot in a Saab 92, or John Moss auctioning off miscellaneous goodies on the last morning of the activities, or the owner of a 1980 Turbo polishing his grille with a toothbrush before the concours, or making new friends at your table at the banquet, or watching "Saab Jeopardy." It's something all Saab freaks should experience.

Well, I guess that you think that I have nothing negative to say, but there were a few things that could have been better. First, even though I made reservations May 7th, the resort was already full. A quick reference to the trusty AAA guidebook netted an ocean-front condo on Coligny Circle, about four minutes away, and it was less money. Secondly, the area for the group picture was too small. And lastly, it was too short. Oh, and I didn't get my Sonett III finished in time to drive down, but there's plenty of debugging time before Colorado!

Oh, and Tim- I promised I would send you an article on Sonett restoration/alternative parts etc., and I am working on it. Soon the whole world will know how Martha Stewart helped my Saab!

Don Fatzinger  
Fatzinger Automotive  
Robesonia, PA

### Where's the Service?

Unfortunately, I've written Saab off as a non-customer oriented company which is, in my opinion, unconcerned about the safety of people who drive their cars. My 1990 Saab 900S had severe ABS braking problems, to the point that my dealer had an accident with the car because it could not stop in traffic. The car had less than 60,000 miles on it. Also, the car was a mechanical disaster in many other ways, too, e.g. transmission, heater/AC system, cold starts, etc. Instead of Saab being interested in attempting to research what I believed to be dangerous, life-threatening problems with my car, their

unacceptable response was to offer me a mere \$2,000 towards the purchase of a new Saab. Finally, the dealer gave me my money back.

I don't even miss my Saab. The only road I found ("find your own road"—ha) was the road to the dealer for repairs, or perhaps a better way to put it was attempts to repair it. If anyone wants to discuss the problems I had, please feel free to call me at 410-647-8824.

Vernon J. Pickering  
Severna Park, MD

Following much thought, consternation, even—shockingly—apathy, please find enclosed my check in the amount of \$30.00 regards my subscription renewal.

And it isn't you, nor your publication which I have enjoyed for many, many years that is responsible, but the brand. I sense, with dread, the excitement, the unique product and marketplace that was Saab, is all but disappeared.

What with the dealer numbers being reduced (many of course originals with original philosophy, service and old fashioned customer service expiring with them) and blueprints for eventual polar opposite "cookie cutter" reconfigured Saab stores mirroring the hands-on corporate Saturn ideology, I simply choose to examine new avenues.

Termination notices and buy backs are being accepted as well as rejected with litigious overtones and Saab in many cases, has proven no budget to complete the task. Poor or no direction once again plaguing a murky future. Demographics, customer history and marketplace be damned.

Certainly the evolution of the GM Europe involvement has been a double edged sword. I am pleased ultimately, that Saab has the continued opportunity to switch on the lights each day, and with the clout of that company, has in fact been allowed to resuscitate, perhaps even compete.

Obviously however, the old days, old ways which I espouse much admiration—and between myself and my family responsible for over three dozen Saab purchases, collections and restorations—guaranteed a corpse in our lifetime.

Management instability, contrasting philosophical direction, delayed new models, no clear marketing point of view (let's see, cartoon-like "Your Own Road" with implicit Saab quirky attitude and eye-grabbing graphics or most recent,

"how to..." informational 9-3 point of sale pieces impotently attempting to explain—almost apologize—for ignition placement to the masses. It reminds me of a press release from the Clinton White House: objectionable, condescending spin. Developing new clients and keeping old ones, has clearly been a difficult chore for Saab Scania.

Hell, you need those masses to survive. Why not just eliminate the quirks, cut costs and potential objections to anything but vanilla, and move it out. With the metamorphosis they look like everything else on the road anyway. Saab, the "world car."

Of course, I have driven the 9-3 and look forward to the 9-5, and as any Saaber, have been impressed. As well, it is my sincere hope that these two can float the company into the future but I have my hesitation.

Perhaps, Tim, we ancient Saab enthusiasts who so very much reveled in our singular niche would never really feel comfortable with a mass produced tin can nor would have become involved to the extent had it been. A torch has been passed I suppose, and as it passes by I remain enriched but content in the new found darkness.

Free wheel engaged, I am going out for a terrific drive.

Tom Barnett

## Planned obsolescence

I thought I would write in response to the Jack Vines and Chuck Andrews comments about Saab engineering knowing a defect exists in a particular part that causes our vehicle to fail, and the art of manufacturing an automobile.

My father started working in the automotive industry in 1917, at the age of 19, as a body finisher in the Cadillac plant on Scotten Avenue in Detroit, a tough, exhausting job. In the 17 years it took him to get his design engineering training from night school, practice his new art in the white collar trade at G.M., he had had about all the garbage a person could acquire to shatter any illusions about the industry. As Lee Iacocca said many times, and it bears repeating, "car guys are in business to make money." How they make money depends upon you and me buying the hype the marketing guys spew forth, convincing us to buy, buy, buy. Parts wear out. Great! We buy replacements at a much higher profit than the OEM. cost

for the part as a new vehicle.

I followed my Dad into the automotive industry as an employee of a supplier company. I had the pleasure of working with many good, conscientious, hard working caring people over my 40 year career. I developed the same pessimistic attitude my Dad had. I wanted perfection, I still do. I am willing to pay a premium price for a purchase if it can be demonstrated that a superior product exists. How is this demonstrated? We buy into the mystique of the SAAB being one of those better made Swedish products. Chuck Andrews is saying that the engines are better but they have weaknesses, then goes on to explaining about the timing chain and the crank pulley problems. Jack Vines spoke about the clutch cylinder and his experiences with this stable of Saabs over the years. Any of us who have followed the development of the cars over the years know the problems could be fixed. There ain't no profit however, in perfection. The new CEO of Mercedes Benz, who came from the German aerospace industry, put their low profit in an interesting way: Their cars are over engineered. That is quite a mouthful, which tells me that M. B. will do exactly what G.M. did in the '30s to enhance profit: make 'em wear out sooner. Not during the warranty period, I'll wager.

As a territory salesman, I put a lot of miles on my business cars in a week. In fact, most weekends were spent working on my car so it would be ready for the coming week, much to the consternation of my wife and children. In 1963, I bought a capacitive discharge ignition system for an Olds 88 I had that required plugs and points every weekend. The CDI was supposed to allow me to drive 50,000 miles on one set of plugs. The kit cost me \$29.95, and about two hours to put it together. Did it work? Oh boy, did it ever. After driving the Olds for a month without replacing the plugs and points I showed a friend, who was going through the GM Institute, this inexpensive yet phenomenal, electronic gadget that would do all these marvelous things, particularly, give me back my weekends. He took me into the spark plug manufacturing line, where they made 400 million of those little jewels a year, at a cost of about .035 cents each. I'll never forget his words: "we would commit economic suicide if we would put

a CDI on our gas engines." Only with the advent of the Federally mandated emissions control systems did the consumer benefit from these new developments. Disc brakes: another subject. I knew the man whose company made disc brakes for aircraft applications, who in 1964 fitted his Olds 88 with a set, got to GM with the intent in selling the concept and package; demonstrated the amazing stopping ability of his car, but failed to sell the product. The reason I was given was they had all that money tied up in the tooling and manufacturing of the drums and would not find it feasible to change brake systems at this time.

Statistically, the average new car buyer of a car in Sweden can expect their vehicle to last 16 years. In the U.S. it is much less, yet we will spend the purchase price of the car in service and repairs.

Our first SAAB was a 1980 GLE, 5 door, automatic. My wife bought it with her own wages as a working housewife. After 212,000 miles and \$21,000 in repairs, it was still running strong but was a rusting mess I retired, and bought her a new 900S, automatic. It is 100 times more reliable than her 1980, yet I don't particularly like the ride, too harsh. The cost of perfection it seems, always has a down side.

If I had one wish it would be to have the pleasure of doing business with Chuck Andrews SAAB. Just a little too far to commute for car service. Ah, well...

Kenneth Nash

Howell MI

## Great Service!

I'd like to relate an incident of exceptional service, in the perspective of being one of the Saab Club's longest continuous members.

At the beginning of Memorial Day weekend, Friday, the clutch died on my '93 9000 CSE Turbo. I was in a remote area of New Hampshire, and fortunate to find an excellent local garage. But where to get the parts?

Through a fellow Saab owner, I was put in touch with Saab Nashua North and the parts manager: Dave Andrews (293 Daniel Webster Highway, Merrimack, NH 03054). He was incredibly responsive. He made sure I got the right numbers off the transmission. He got the right parts, including slave and master cylinders, shipped overnight,

arriving on Saturday. The car was able to be fixed in time to go home as planned. He also gave me VIP treatment because I said that I was a member of the Saab Club, even though his dealership has no affiliation with the Saab Club! It does not get better than this in the world of Saabs.

John W. Davidge III  
New York, NY

## Get Over It!

I recently became a member of the Saab Club and I was inspired to write this letter in response to the other members of the club who continue to express their fears with regard to the joint ownership of General Motors and Saab.

To say that I am a Saab fanatic would be considered by my friends to be a mild definition. My father purchased his first Saab (a 1959 93) used, in 1960. (Unconfirmed reports lead me to believe that I was conceived in my father's 2nd Saab, a 1962 96.) Since our first Saab, my father owned 14 Saabs including 1 93, 4 96's, 5 99's, and 4 900's, and I have owned 10 Saabs including: 1 95, 2 96's, 1 97, 2 99's, and 4 900's, with my 10th Saab being a 1998 900 S.

Having owned almost every model that Saab has manufactured, excluding the 9000, I have a true understanding of the "character" that Saabs offer the automobile enthusiast. Three years ago, after General Motors had purchased 50 percent of Saab, I was driving a 1988 900T convertible with 130,000 miles. I was truly skeptical about the effect that General Motors would have on the many components that make Saabs the wonderful cars that they are. Nothing would have been worse than to see this great mark turn into a glorified Chevy Lumina. With some hesitation, and a convertible that was beginning to cost a small fortune to maintain, I purchased my first new Saab, a 1995 900 S. Overall I found the new Saab to be excellent. The shift linkage was greatly improved, although the clutch was really stiff, the fit and finish was first rate and other than a transmission defect that was covered by warranty, the car only required scheduled maintenance and oil changes. Some noticeable differences were the seats had a different feel and the new engine lost the distinctive tone that was recognizable from blocks away.

After putting 50,000 miles on my '95

in the first year, and a need for 5 doors, I purchased a 1996 900 S. The subtle improvements were very noticeable. The seats were slightly improved, the clutch was not as stiff, and the Michelin Tires were superior to the Pirelli P4's on my '95 900. I have since put 63,000 miles on this car in just 15 months with only scheduled maintenance required and a recall item that was replaced during a regular visit. I have also been fortunate not to have any problems with the windshield wipers or the CD player. This is the first Saab I have owned that I believe will last for over 200,000 miles without costing the price of a new one to maintain.

My point is this, as much as I have enjoyed the character of previous Saabs and I hope to acquire a collection of old Saabs, they are simply that, collectable. If Saab had not joined with GM, and continued building cars that were considered quirky by the masses, Saab would be out of business. The general public was not looking for an automobile that needed a quart of oil with each tank of gas, a key that would break when the ignition switch rotted out on the floor, a vinyl dashboard that split and peeled, or a headliner that was good for about 75,000 miles. The new Saab, although lacking some of the "character" that makes the old ones so enjoyable, is a fantastic car for everyday use and is (arguably) the safest automobile on the road today. Also, keep in mind that it was the joint venture between Lancia, Alfa Romeo, and Saab which resulted in the 9000 model that has the ignition switch on the console! Now that is messing with tradition! At least GM recognized the "key" elements that a Saab buyer is looking for in the 9-5 that will be replacing the 9000 and maybe I'll consider buying one.

I do believe there is a need for Saab to manufacture a model that reflects more of the nostalgic characteristics that are enjoyed by die hard Saab enthusiasts. Although the car would arrive in limited production, I am sure that Saab purists would rally to purchase an updated version of a 96 or 97 model. Volkswagen is attempting this concept with the Beetle, but even this example under close examination will be far removed from the character of the original. Still, the 900 (9-3) and 9-5 must remain and continue to be improved to keep the Saab mark financially

sound.

For fifty years Saab has been hanging on by a thread to survive and it is because of the loyalty of its owners and the money of GM that the company remains today. Our dedication must continue by purchasing the new Saabs that are offered and informing Saab about what we like and dislike. Remember, the squeaky wheel gets the grease.

It is important for Saab enthusiasts to preserve the old Saabs that have been enjoyed by so many to remind us of the heritage of this great automobile. And if you want to bring back a true characteristic of Saabs, then there needs to be a national campaign to teach Saab owners to wave "hello" to each other while driving down the highways as they did in years past.

Chris Carvell  
Carlisle PA

## Saab Family



Thought you might enjoy this picture of a holiday family reunion. I took the snapshot of my wife, three sons, and daughter-in-law with their respective Saabs—a 1968 Saab 96, a 1983 Saab 900 Turbo, two 1985 Saab 900Ss, and a 1990 Saab 900 Turbo. (Also enjoying the get-together are our two dogs.)

"It's always good weather when a Saab family gets together."

Don Watson  
Bernville PA

## Oh What Fun It Is...

I am amazed at the sheer driveability of my 1979 Saab 900 GLE with 4 speed manual shift. I always wanted a "vintage Saab" for merely aesthetic reasons, citing bumpers, grill treatment and trim pieces, that created a far more attractive package than their newer brethren. What I didn't know, but suspected, was what a delight these earlier 900s are to drive, specifically the B-type engine linked to a manual tranny.

Every time I crank up my GLE, I delight at the B engine's easy revving

characteristics. The gear spacing on the four speed is superb. With no regrets do I remember my five speed turbo cars that required almost an instant shift out of first because that gear was so darn short and the dead zone in fifth gear that required a downshift into fourth to get any usable torque in order to execute a pass. Call it turbo lag blues, but after owning my GLE I have learned to deeply enjoy driving all over again. No longer do I have to wait for on again-off again turbo boost thrills, that only earned me stacks of speeding tickets. Now, I can luxuriate in a smooth and lovely torque band in every gear, whenever I want it. If you don't believe my non-turbo B motor five door is fast, come on by and I'll gladly give you a ride. Remember I shift only at what I believe to be red line, for where I wish there was a badly needed tach, the GLE gives me a giant quartz clock! I delight in hankering down on the gas between shifts to keep the revs up. The exciting part of this whole picture is the car's unyielding willingness to be driven aggressively. At no time do I sense the engine is really working all that hard to deliver all of this fun.

My cars with 16 valves, intercooler, and tons of modified stuff never gave me the sheer joy this car can, and even though they moved like raped apes, they always sounded like they were wheezin' and whinin' a death rattle, resenting every second that they were on the floor dancing. Make no mistake, I don't think my B car is faster than turbos and if I see you pull up in your SPG and for some reason you want to race, I'll go with you, knowing full well that I'll be staring at your taillights in seconds, but I will be grinnin' ear to ear, knowing what my car can do and how well it does it, with what it can do without.

David Cracchiolo  
Grosse Pointe Farms MI

### It was... Kismet!

I thought someone there might find this true story interesting. It puts a BIG smile on my face every time I tell it!

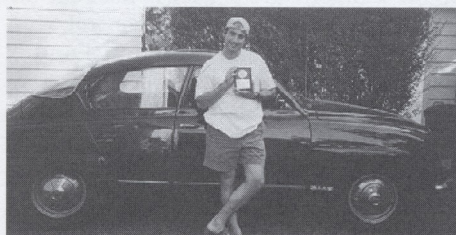
When I was 13, I was riding my Schwinn around the New Rochelle City Harbor parking lot when I spotted my first SAAB. It was an early 1970s model 96 in Tyroler Green. I fell in love with it and decided that Saabs were for me.

When I learned to drive, I saved up some money and bought a 1975 99 EMS in Rose Quartz, which I sold when I went off to college. After I graduated, I put everything I had into a 1990 900S in Edwardian Grey.

Driving around one day in Westport, Connecticut with a friend, I spotted another old 96, again in Tyroler Green, but this one looked abandoned: the tires were flat, there were leaves all over it and mud in the lenses. I left a note under the wiper blade stating my willingness to buy it if it were for sale. I never heard back, and forgot all about it.

A year later, I was having my 900S serviced at the now defunct Pray Saab in Greenwich and asked my service man if he knew of anyone selling an old 96. He said, "As a matter of fact, I am! It's funny... last year, someone put a note on the windshield wanting to buy it, but it rained and the phone number got smeared." My God, it was his house in Westport I happened to drive by the year before!

When he noticed from my invoice that I was from New Rochelle he said, "Oh, New Rochelle... I used to have my boat down there at the City Harbor, but that was a long time ago." I almost passed out. His Saab was the same one I saw when I was 13!!!



So, the 1972 SAAB 96 V4 in Tyroler Green I bought from my service man is the exact same car I saw that fateful day in the City Harbor parking lot. If that isn't a Meant To Be story, I don't know what is.

Incidentally, my beautiful shiny SAAB took Third Place in its category in the Manaroneck Kiwanis Car Show. It was beat out only by a Rolls Royce and a VW Beetle. Not bad company, for just a little SAAB!

Robert LaPorta  
Larchmont, NY

### Saab fan in Germany

First I have to apologize for stealing your time. I hope you are ready to bring up a little time for my letter and I hope you know English.

I found your address in the Saab European Service Guide. I'm a Saab owner since many years, I used to drive the Saab 99, now I own a Saab 900 Turbo 16. My favorite cars are the 99 Turbo and the 900 convertible until 1993.

As I heard, the 99 Turbo has been delivered for a time to some countries with the 16 valve engine, however not to Germany. Do you know if it is possible to buy a used 99 Turbo with that engine in your country? Actually, are there still used Saab 99 for sale in your country?

I'm also looking for a used Saab 900 convertible. In Germany the supply of that car is rather poor, especially cause I prefer a rare equipment.

May you give me information about the used car supply of that cars in your country, your town or at your Saab dealer? Are you able to give me an address, where they can help me? Is there an advertiser that I could take in from Germany?

Thank you for reading my letter and I thank you for your efforts.

Best regards,

Ralf Schreiber  
Reutlingen, Germany

*Sorry, Ralf, the 99 Turbo came only with the 8-valve "B" engine. There are still a few 99Ts around, but most have gone to Valhalla. Though the 99 model celebrates its 30<sup>th</sup> anniversary this year, it seems to have the collectibility of an Audi 100LS or Chevy Vega. (This makes it all the more interesting and affordable to those of us who know what a wonderful sports sedan the 99 truly is.)*

*900 Convertibles seem to be plentiful, however. They are also quite popular among U.S. buyers and don't remain on used car lots for very long.*

## Notes in the Margin by Stephen Goldberger



### Shades of Grey

A Saab Marketer once described Saab's color palate as a "Bergman movie." In fact, other than Arrest-me-Red and Metallic Red, this had been pretty much true, with the colors ranging from dull to dark. Even "Cirrus White" greys when parked next to a typical "white" car.

It seems that the Factory had tired of hearing this refrain, and, believing it to be unfounded, sent a delegated representative from the "color and trim design committee" to Atlanta to hush this nonsense. Standing in front of the lot of Company cars, he was said to ask why the bunch of them had been repainted in such awful tones! The explanation was that atmospheric conditions (such as sun angle, typical cloud cover, and humidity) in Sweden are sufficiently different from much of the USA that paint's appearance is quite different.

I can believe that: en route to a family gathering in Michigan, I observed a metallic grey Chrysler which literally sparkled in the sunlight. I see cars that color at home, and they always look somber. Note the presence of "Cosmic Blue" and "Sand Gold" in the latest cars, shades of a brightness not seen on Saabs since the '70s.

### Oops!

Sometimes errors are so obvious, no one sees them. Saab's traditional approach to radiator fans and engine cooling works pretty well on the 99 and 900 models. Thermostats of more-or-less conventional design open the radiator to circulation at the prescribed temperature, and as the water coolant exceeds the thermostat opening temperature by a prescribed amount, a thermostatic switch engages the electric radiator fan for added cooling. With a choice of 82C and 89C thermostats, the standard temperature switch setting of 92C would seem to be a reasonable choice. Some details, such as relays set to trigger the A/C fan along with the main cooling fan, are useful improvements.

It's the early (pre '93, I believe) 9000 where the system works poorly, with the

cars being known for running all summer in the "top third" of the temperature gauge. Such behavior should not be unexpected, though. The 99 and 900 have their temperature switch located either in the hose from the thermostat housing to the radiator or on the hot side of the radiator, but the 9000 sensor is placed at the coldest point on the radiator. It is just adjacent to the hose leading back to the water pump. So, the cooling fan doesn't engage until the cold water leading into the engine is 10C hotter than the thermostat setting! At least, it cuts way down on thermostat cycling.

Starting around '93, the fan switch location was moved to the cylinder head, and the fan is controlled directly by engine temperature (just as on the Infamous Citation). The 9-5 and 9-3 do this one better by putting the fans under the control of the car computers. Both fans switch to one-quarter power when the A/C is switched on or when temperature exceeds a lower set point, and they switch to full power when the engine reaches a higher set point. The single engine temperature sensor is used for all functions: gauge control, fan control, turbo-boost management, and fuel and spark management.

It is fine that engine cooling is now under control, but what of the older 9000's? Tom Townsend and Ywan Mason, of Townsend Imports (<http://www.townsendimports.com>, 336-292-4170), and other independents, can supply temperature switches for the 9000 (or 900) that cut in at 82C. For 9000's with two-speed fans, the factory switch cuts in low speed at 90C and the high speed at 110C (better late than never, I guess). Townsend supplies a switch that cuts in low speed at 85C and high speed at 93C. Owners of 1991 9000 Turbos might also want to take a close look at their fan switch and associated wiring. More than one have been spotted with a single-action thermostatic switch connected only to the low-speed fan relay.

### Oops!

Until 1994, the 9000 manual

transmission was built without a drain. "Permanently lubricated, with 10W30 engine oil, with no changes necessary" was the specification. Then in 1994, the gearboxes came with drain plugs. In 1998, Saab introduced a "new synthetic oil transmission fluid" for "better shift qualities and longer gearbox life". Fine that owners of newer cars can upgrade easily, but what about the older cars?

At the Convention in Hilton Head, sentiment among Saab independent service providers was about evenly divided on the subject of drilling drain holes in the bottom of the case. There was no middle ground: either "We do it, and we recommend it" or "We'd never let our customers take the chance that some bozo would crank down on the drain plug until he cracked the case wide open." Townsend Imports is on the "We do it" side of the fence, and has provided my '91 9KT with a transmission drain.

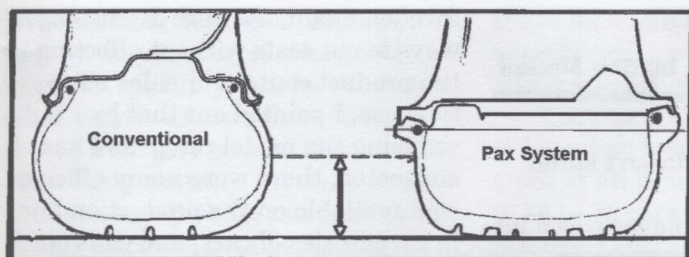
### Retiring?

Tires are round, black, and hold air. So long as this is the perception of the tire buyer, sellers will be trapped in a low-margin, commodity market. Technical innovation, adding perceived value greater than the added cost of production, is, therefore, the holy grail of the industry. The fruit of the industry's pursuit has been the tubeless tire, the radial tire, "performance" tires, and the "rain tire". Run-flat tires, or extended mobility tires as the industry calls them, are the current "great new product".

Michelin is developing a new concept tire which promises a true breakthrough performance, and for which "run flat" may provide just the lever needed to rush its implementation. Called the "Pax System", it is in essence a new technique for attaching the tire to the rim. Figures 1 through 3 show some details of the design.

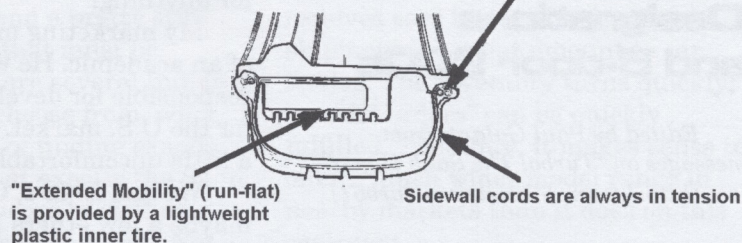
A conventional tire is held to the wheel rim by the outward force of the air inside the tire pressing it against the rim. In the Pax, the tire is mechanically locked to rim by the tension in the carcass cords, as illustrated in Figure 2. The tension causes the bead to "wedge" against the rim flange (which is inboard





**Figure 1:** Comparison between a conventional tire and wheel and a Pax System tire and wheel of equivalent diameter, cross section, and sidewall flexibility. Note the flat inner wheel surface and the different bead diameters of the Pax System tire and wheel. Also note the manner in which the bead overlaps the edge of the rim in the Pax System.

The sidewall cords do not encircle the bead wire. Because of the tension, the cords, therefore, try to unwind from around the bead. This unwinding wedges the bead rubber against the rim flange, providing the force to seal the tire to the rim.



**Figure 2:** Detail of the Pax System tire and rim interface.

of the tire bead) as the cords attempt to unwind around the bead wire. Mounting the tire in this manner eliminates about half the sidewall: that inner half of the sidewall which only seals the tire to the rim. Figure 1 illustrates the comparison between Pax System tires and conventional tires of equal diameter and cross section. Michelin calls this wedging action "vertically anchoring" the tire.

The most obvious visual characteristic of Pax is that tires appear to be extremely low profile, with the look of a "35" or "40" aspect ratio. Such an appearance causes immediate salivation in sporting drivers, and shuddering in the minds of those who drive in pothole-infested frost-belt regions. But the vertical clamping mechanism has replaced the largely wasted "lower half" of the conventional tire with a narrow clamping bead, leaving the flexible part of the sidewall pretty much intact.

In fact, Pax provides quantum improvements in areas which have grudgingly given only incremental improvement for many years. For a given tire OD, section width, and construction, the tire has a 15% greater load capability, a higher speed rating, and a much larger diameter rim. This means that a smaller tire could be used with the same brakes and load rating, increasing passenger space. Alternatively, much larger brakes and narrower, more fuel efficient tires could be fitted to an existing envelope.

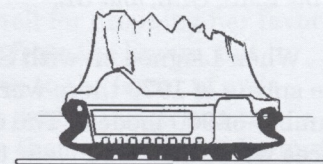
At the 1998 International Tire Exposition and Conference, Michelin's presenter (Don Baldwin who represented Michelin at the Waterville, NH, Saab owners convention) postulated braking systems so large that a manufacturer could choose between "life of the car"

brake linings using existing pad materials, or completely noiseless and dustless linings having today's life expectancy.

The handling improvement is from the much shorter sidewall. Conventional performance radials use incredibly stiff lower sidewalls to keep deflection in check, for quick response. The Pax doesn't have a lower sidewall: that part is taken up by the rigid alloy wheel. Ride is not affected because the remaining portion of the sidewall just as flexible as the current upper-half sidewall. Finally, rolling resistance is lower, improving fuel economy.

The tire economically achieves "run-flat" capability without degrading the ride qualities through the ingenious use of different diameters for the two mounting beads. This allows a simple, lightweight plastic inner wheel to be placed inside the tire and slipped over the rim as the tire is mounted. Upon loss of air, the tread rests against the inner wheel. This feature also should protect the rim from pothole damage. And the vertical oriented sidewall can not "pinch" itself and cause damage to the liner. The extended mobility feature of the Pax will provide a powerful part of the incentive to its adoption, since it eliminates the spare tire at the same time as it improves vehicle performance.

Unlike existing tires, the bead wire has a larger diameter than the mounting flange. This results in much lower installation forces, enabling users of normal strength and dexterity to remove and replace tires using hand tools. Pax System tires can be made using conventional manufacturing methods and materials. There is less rubber and cloth



**Figure 3:** Cross Section showing Pax System after total loss of air pressure.

in the tire, and therefore it will be priced competitively with conventional tires once volume production is achieved.

Pax system tires are currently in the prototype stage, with samples being evaluated by automakers. The first "public" showing, as opposed to industry trade shows, will likely occur at the 1999 North American International Auto Show, where a few show cars will feature the tires. Michelin will also have a display featuring Pax at its pavilion. It is rumored that limited field trials will begin in France in 1999, with the initial adoption of Pax by a car manufacturer within 5 years. Michelin is committed to licensing Pax technology as an industry-wide standard. Michelin is also the OEM tire supplier for Saab.

Dear Mr. Michelin: Kindly consider yours truly as a candidate for field trials of your Pax System product.

#### *Addendum:*

In February, Michelin and Pirelli announced that they would work together to jointly develop the Pax System. With both companies working on the project, it is hoped they will be able to begin marketing the system by early 2000.

## Discourses and Digressions by Bob Sinclair

### Saab Model Designations and 5-door 900s

*Edited by Paul Galanti from messages on "Turbo! The Saab Digest" [http://secret-secret.com/turbo/]*

#### EMS? S? GL? GLE?

*A Turbolite wondered about the differences between the 900 and 900S and other Saab model designations such as the EMS, GLE, and GL.*

When I signed on with Saab in the spring of 1979 there were a number of 900 models. The differences weren't all that clear to me, and even after a couple of months on the job (admittedly, directing my attention to much more pressing issues) I still hadn't figured it all out. So I called our then marketing manager to my office. I asked him to please explain the model range to me. "For example, what on earth does 'EMS' stand for. I've never seen that on any other make car. Where did it come from?"

His response: "Well, this is our sports model (in rather condescending tones, which soon changed as you will note). The 'E' is for electronic fuel injection; but since this model was introduced we've switched over to Bosch mechanical fuel injection. The 'M' is for manual transmission; but there was demand for automatics so the EMS is now available with both manual and automatic. The 'S' is for sports suspension; but our dealers and the car buyers told us it was a bit too stiff for American driving conditions, so today is it almost identical to the standard suspension."

"Oh," said I. "If I understand you correctly, the 'E' doesn't stand for anything; the 'M' doesn't stand for

anything; and the 'S' doesn't stand for anything!"

My marketing manager was a bit of an academic. He was the man responsible for developing the specs for the U.S. market. He was looking a little uncomfortable.

We had EMS's, GL's, GLE's and maybe a few others I've forgotten. He went through them one by one. After he was finished his litany I still wasn't sure of the differences ... except for the Turbo.

I took this up with my boss, the head of the Saab Car Division, on my next trip to Sweden suggesting that if I, after a couple of months on the job as head of his U.S. operations, still couldn't be sure how our models differed, how on earth could we expect the Saab sales people in dealer showrooms to do a good job of explaining them to prospective buyers. They should concentrate on getting people to sign a sales contract, without having to explain some arcane hierarchy of model designations. ('Arcane - known or knowable only to one having the key' ... is a word which fits perfectly here.)

I proposed changing to badging that was so simple anyone could understand it:

900	Base specs, lowest priced
900 DL	"DeLuxe"
900 GL	"Grande Luxe;" a designation others had used which would be easily understood (at least in the U.S.)
Turbo	The name speaks for itself.

He wasn't very interested. After all, I had hit him cold with what must have seemed a bit irreverent. My suggestion went nowhere. Corporate types tend to fall in love with such relatively unimportant minutiae.

A few months later, back in

Sweden again, we were discussing ways to cut costs without affecting the product content or sales effectiveness. I pointed out that by reducing the model range as I had suggested, there were many efficiencies available on the production line, in inventories of cars, and (this one I threw in mostly for comedic effect) there would be dramatic savings in reducing the number of badges needed. He smiled at that one.

It wasn't long before this became a serious topic, and soon after we reduced the model range for the U.S. market. We got it down to 900 (base), 900S (some comfort items as standard equipment), and 900 Turbo (top of the line) which pleased me even more.

The rest of the world followed soon after. That's how I remember it, and it's approximately how things evolved.

It's the KISS principle — "Keep It Simple, Stupid."

#### Demise of the 5 Door 900

*To a lament about the deletion of the 5 door 900 configuration from the U.S. market back in the early 1980s, Bob explained:*

It was a tough call, but basically involved reducing the model count to a manageable number, given the number of Saab dealers spread across a territory as large as the U.S., and the difficulty of getting the right car to the right place at the right time. I often heard comments like: "The car I'm looking for is [their personal preference]. I can't seem to find one anywhere, and I've contacted [pick a number] dealers. How come Saab can't get me the car I want?"

In North America, the inventory costs and the expense of getting "the right car to the right place at the right time to satisfy an individual buyer's preferences" increase exponentially as the number of models/ exterior colors/interior colors/ transmissions, etc. increase. If you take a

given number of models, multiply that by the number of colors and interiors, multiply that by whatever other major variants there are to choose from give you an idea of what I'm talking about.

Let's say, picking numbers out of the air since the details really aren't important at this point in time:

- 5 models;
- 8 colors on average (since it did vary a bit by model);
- 2 interiors (probably more most model years, but this is a fair average);
- 2 transmissions, manual and automatic;
- 2 engines, turbo and naturally aspirated;

That gives you  $5 \times 8 \times 2 \times 2 \times 2 = 320$  distinct configurations to choose from. Consider the poor chap who went to a Saab dealer in mid-America, 1500 or so miles from the nearest port. If Saab is delivering, say, 25-30,000 cars per year through around 250 dealers nationwide,

that's an average of 100 to 120 cars/year/dealer ... or an average of 8 to 10 cars/month/dealer.

Let's say the average dealer tries to keep two month's supply of cars in stock at all times. That's an average of 16 to 20 cars (and a pretty stiff interest expense that must be carried). If there are several hundred combinations to choose from, what are your chances of finding exactly the car you want at exactly the Saab dealership you choose to visit at exactly the time you go there? Not very good. And the more choices there were, the more difficult it was for the dealers to "close the deals" (and we're talking about crass commercial interests here, after all!).

This is a basic principle that's usually not clearly understood unless someone sits down and works out the numbers.

This is a serious issue here with regard to distances involved. Here in North America, cars must cross an ocean, then in most cases be trans-

ported hundreds to thousands of miles overland to the individual dealers.

This is not the case in the Swedish home market, nor in nearby markets. The UK, for example, receives cars in very frequent shipments on what amount to car ferries. The inventory turns quickly; "special orders" can be quickly fulfilled. Therefore, it makes sense to offer a much wider model range in nearby markets than it does on this continent.

I hope this explains the thinking behind dropping the 5-door. As I said, it was a tough call. Among other things, the Lovely Anne gave me holy hell for dropping her favorite model from the lineup, but it came down to the lesser of evils given the goal of restricting the choices in the interests of sales and distribution efficiencies.

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## Professional Perspective by Chuck Andrews



### Partnership with America

Prior to this year's Hilton Head Convention, I received an E-mail asking if I would or could participate in a meeting with Saab USA. A press conference? Well sort of, and after reaching the organizer, Steve Goldberger, and getting his ideas, I quickly agreed to take part. There were lots of other things planned for the convention but as the weeks leading up to the convention diminished I became more excited about the opportunity to ask some questions while not competing with the rest of the owners at the round table (which in the end wasn't even held this year). This was too good to be true.

After we arrived at the convention, the place and time for this conference were changed several times but was finally held in a meeting room with Steve Goldberger presiding, Dr. Nio, Bob Sinclair, and myself as a NINES columnist. Representing Saab: Joel Manby, U.S. CEO, Elke Martin, Corp. Public Relations Director, Kevin Smith, U.S. Public Relations Director and a Swedish Rep from the tech end of things.

The meeting got off to a great start with a number of questions and answers (many will be the grist for future articles from all of us), but got down to the old saw about independents versus dealers for parts and service.

Joel Manby has a greater understanding of the problem and talked at length about it. One of the facts he mentioned is that 80% of the new cars go elsewhere for service by the end of the warranty period. So in about 4 years someone other than the authorized dealer needs to take good care of the car so you will be happy and consider buying another one. At that time, Saab had a few less than 250 authorized dealers, and an expanded network of *authorized* independents

totaling 8. Joel understands and used the phrase "factory to crusher" in terms of parts and service. That should be the goal of Saab, its dealers and the independents. A partnership?

So far, the partnership is limited because Saab is still on their 40-something service areas in the country that must be covered before they expand again into outlying areas. If an authorized dealer is already in that targeted area no independents will be authorized. At this point Dr. Nio was questioned about why his shop hasn't become an authorized service point. Dr. Nio is located in a major city with no Saab dealership and has the majority of the Saab service business. This tells me he must be knowledgeable and runs a good shop. Dr. Nio's response was "Your rep has been there and we've talked but why should I pay Saab \$100,000 to put your name on my business when I already own it?" Dr. Nio admitted that his may be more expensive than others to convert, but still didn't see the ultimate value. How many independents that are already equipped and have a good following will want to make a major investment?

After hearing the rhetoric at the New Hampshire National Convention in 1997 about authorized independents, we applied and were told that the only openings were one in CA and one in FL. The dealer development group at Saab requested that we send a financial statement to them anyway to have on file. Excuse me? If Saab had nothing to offer they don't need to know my financial state. No thanks!

The question is maybe, "Who needs who?" We all agree that you, the consumer, needs to have excellent service during the whole and complete life of the car. How will you get it? Is it going to get easier in the future? I just read that in the U.S. (for all brands of cars) we have 160 vehicles per service bay as opposed to 126 per bay 10 years ago. The prediction is that there will be 175 per bay by 2002. That's good for the shops that survive

but how will that be for you the Saab owner? I believe and have stated before that training could have a major impact, but the meeting did not make me hopeful that it will happen soon, if ever.

I think if a local dealer wants to take on the job it will beg Saab's blessing, and some dealers will want - and some already have - that kind of relationship with their local independents. I believe Saab as a company wants the "factory to crusher" concept to be a reality but it takes the dealer group to be part of the partnership. It's going to have to be a three-way deal.

I'll have to say again that having these kinds of discussions with the top folks in the car company is amazing. Where else could this happen. It was a good meeting and I'll try to fill you in on more details in the future.

The other item of note that I saw at the convention were lots of younger Saab employees. They seemed ambitious, friendly and into-the-company. Very refreshing! We met Dan Cherkas and his wife at the Friday night BBQ. Dan was the E-mail Commerce Director. Dan, I think came to Saab with lots of common sense ideas on ways to use the world wide web to sell Saabs and Saab parts with no acknowledgment of the politics of the company. While talking with him he said he had permission to publish the Saab list price for most all the common parts on the web site. I think that's a fantastic idea, but the other part of our potential partnership (authorized dealers) may have a problem with that. Saab has a *suggested list price* that the dealers can use, or they can set any price they choose. Many choose MATRIX (there are many terms that mean about the same thing) pricing which means they take their cost for the part and multiply by whatever they believe necessary to have their parts Department profitable (up to mega profitable). Well, to finish the story, Dan is no longer at Saab — nice guy, ideas way

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A partnership in America for the Saab owners? Joel and company talked about a study to see how profitable the dealers that cooperate with independent shops can be. We can only hope.

Here at Andrews Inc., we have a partnership (in spirit) with Meyer Garage (authorized Saab Dealer). Marty and Annette Adams, the owners, have helped us as we have promoted them. We don't want to sell new Saabs...that's their job! We are happy with the previously-enjoyed Saab sales and service that gets easier with parts and information from our partner. We wish all authorized dealers would see the advantage and join the partnership with the independents.

We had a great time at the convention and recommend to all of you to make plans for the Colorado event next year. We are signed up for the mountain tour. Can't Wait!

## www.motorists.org

This is the web site the police are afraid you'll find. Visit and gain the information they don't want you to have. Troopers think of Saab owners as speeders, not drivers of safety engineered cars. That's one reason Saabs are targeted for traffic tickets. Police assume you will just pay your ticket. They overlook the fact that Saab owners are willing to stand up for their rights.

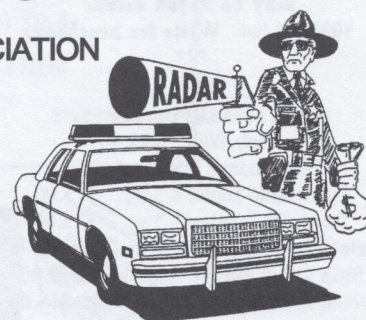
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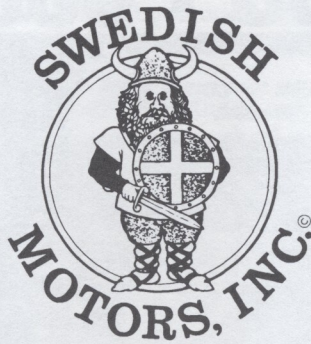
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**Whither Group 6?**

There have been many phone calls over the past several months regarding Group 6 Performance, a supplier of performance modifications for Saabs and Volvos. Since about November, no one has been able to reach them via phone, and the phone has now been disconnected.

The company moved a couple of years ago from Tucson to an area adjacent to the Payson, Arizona, airport. There had been problems in getting certain permits from Payson city officials, and the delays created problems in maintaining a smooth business flow. In addition, Group 6 owner, Frank Freeman told me about a year ago that he planned to enter law school and turn the daily running of the business over to one of his employees.

If anyone has any more details on Group 6, please contact the Saab Club.

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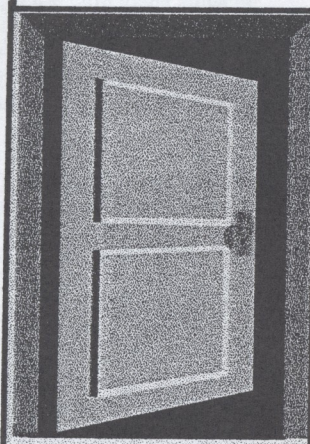
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# Parts & Service Information



## Pre-Wiring for Cellular Telephones — 1999 Models

### Technical Service Broadcast - 6/26/98

All 1999 SAAB models are pre-wired for power supply and hands-free operation of cellular telephones. Depending on the capabilities of the telephone to be installed, any, or all of the following features may be possible. Please note that a hands-free kit from the phone manufacturer may be necessary to utilize these features.

**Important note:** In order to fully utilize the audio muting and use of the car's audio system for hands-free operation, the telephone to be installed *must* have a grounded muting signal available.

1. Auto muting of the Saab's sound system for incoming and outgoing calls.
2. Using the audio system's speakers for hands-free calls.
3. Adjusting the telephone hands-free volume with the radio controls, both on the radio unit and steering wheel.
4. Handset background lighting to be controlled by vehicle's lighting controls.
5. Both constant and switched power through the vehicle's electrical system.

In addition, 9-3 SE 5-door and all 9-5 models include a pre-wired hands-free microphone already installed to the left of the rear-view mirror.

**WARNING:** Using any Power or Ground source other than what is furnished in the pre-wired connector may cause serious damage to, or interference with, one or more in-car systems. Caution must be used when mounting phone cradles to the console or the instrument panel so that no damage occurs to the harness behind them. Do not use any screws that are longer than necessary.

Damage caused by incorrect wiring of cellular telephone or other add-on accessories is not covered by the new car warranty.

In order to utilize the vehicle's pre-wiring, an adapter cable is available from Saab. The Saab part numbers for these cables are:

For all 9-5 models: 49-42-058

For all 9-3 models: 50-36-454

Circuits provided in the vehicle 10-pin pre-wired connector:

Pin #1	+30 (unswitched B+ power) from fuse #8 on 9-5/fuse #23 on 9-3 for powering/charging the mobile telephone battery.
Pin #2	+15 (switched B+ power) from fuse #27 on 9-5/fuse #17 on 9-3 to turn mobile telephone on/off with ignition switch.
Pin #3	Pre-wired microphone ground connection.
Pin #4	Ground connection (Negative ground).
Pin #5	Mute control to turn off the normal audio system sound. NOTE: A Negative ground signal from the telephone is required to activate this feature.
Pin #6	Display lighting.
Pin #7	Positive connection for external speaker to vehicles audio system.
Pin #8	Negative connection for external speaker to vehicles audio system.
Pin #9	NOT USED.
Pin #10	Microphone positive connection for systems with low-level output (e.g. Ericson, Nokia).

NOTE: Pins 3 and 10 are used on 9-3.

### Connector location:

**9-3:** The pre-wired plug is clipped to the metal bracket just behind the radio amplifier.

*To access:* remove the plastic trim panel that makes up the right side of the center console in the passenger's foot well. Leave the connector fastened to the bracket to prevent rattles. Route the cable to the telephone mount, taking care not to pinch or bind the cables.

**9-5:** The pre-wired plug is clipped to the HVAC case directly behind the radio head/ACC control unit.

*To access:* remove the radio head with correct removal tools, Saab special tool p/n 84-71-161. Remove the radio bracket and, pushing from behind, remove the ACC control panel. The 10-pin plug can be found fastened to the HVAC case. Leaving the connector fastened to the case, connect the adapter

cable, 49-42-058. Route the cable to the telephone mount. Care must be taken to prevent pinching or binding of cable.

### 9-5 Antenna Mounting

The 9-5 radio AM/FM antenna is imbedded in the rear window glass. If a glass mount antenna is used on the rear window, radio reception may be affected.

If a roof mounted antenna is to be used, care must be taken when drilling/installing to insure that the roof panel is not buckled or distorted.

## Installing Cellular Phones for "Handsfree" Operation in 9-3

### Technical Service Broadcast - 7/17/98

Saab Cars USA is currently aware of only one cellular phone that will integrate into the audio system of the 9-3 or 9-5 to take full advantage of the "Handsfree" operation. The Nokia 2160i will fully integrate into the vehicle when installed with Nokia's Complete Car Installation kit—Nokia Part Number CARK-11US.

Since the CARK-11US kit comes with a microphone, it is not absolutely necessary to have a 9-3 with the complete TEL-1 pre-wiring package installed. TEL-1 is a feature on some early M99 9-3 models that has a handsfree microphone installed in the interior rear-view mirror console and two wires installed from the radio head to the factory installed telephone "pre-wiring" connector.

We have researched the possibility of adding hands-free phones into cars that are not completely prepped for it and wanted to inform you that it is possible. Our Technical Assistance Center has detailed instructions and additional parts requirements for installing the Nokia 2160i into the 9-3. We are currently working on instructions for the 9-5.

Some "test" markets are seeing the introduction of the Nokia 6120. This phone can also be integrated into both Saab models, however our experience with this product is limited. For proper handsfree operation, Nokia's Installation Kit CARK-91US is required. If these phones are available in your market and are being installed by you or for you, please contact us with your feedback.

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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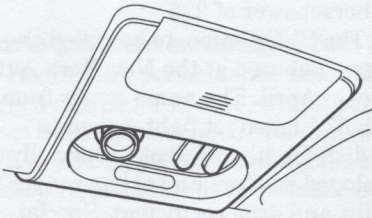


## Front Roof Console Rattling on Cars with Sunroof

Service Information 812-1983 - May 1998

### Cars affected

Saab 9000 M95-M98 up to and including VIN W1003336 with sunroof.



### Background

There is a certain risk of the front roof console rattling on the affected cars.

This can be caused by the sunroof relay knocking against the bottom plate of the front roof console and the sunroof frame.

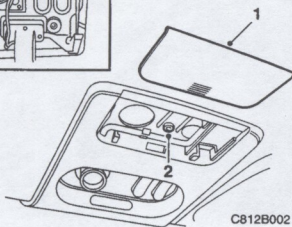
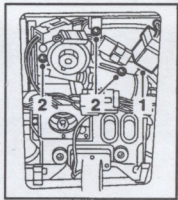
After customer complaint, rectify the problem as directed hereafter.

### Parts required

(10) 49 48 808 Felt tape 120x20 mm

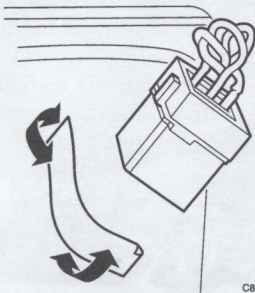
### Procedure

1. Remove the cover on the front roof console.



C812B002

2. Undo the screws and remove the roof console. Remove the sunroof motor.
3. Pull out the relay.



C812B003

4. Fit the felt tape around the relay. Fold in the edges of the tape over the top.

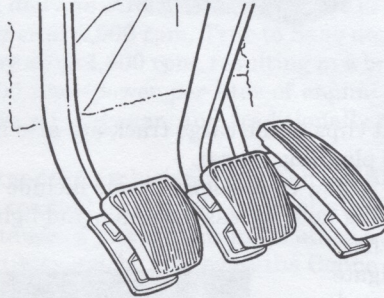
5. Fit the relay.
6. Fit the sunroof motor.  
Tightening torque: 2.0 Nm (1.48 lb-ft).
7. Check the function of the sunroof by opening it, opening the rear edge and closing it.
8. Fit the cover.

## Pedal Raising Kit - 9000

Service Information 524-1890 - May 1998

### Cars concerned

Saab 9000



### Background

It has been found in certain cases that short drivers cannot obtain a comfortable driving position. For this reason a pedal raising kit has been developed.

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

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

### Materials

50 55 736 Pedal raising kit, Automatic.  
50 55 728 Pedal raising kit, Manual.

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

## Protective Coating on Brake Disc — All Models

Technical Service Broadcast - 8/19/98

Brake discs may come with a protective coating on the inner and outer edges of the disc. This coating is applied to prevent corrosion and does not need to be removed. When installing new discs, make sure there is no oil on the surface where the brake pad sits. It is perfectly acceptable to mount discs with this coating on a vehicle.

## Synthetic Manual Transmission Oil

Technical Service Broadcast - 11/18/98

SIs 471-1742 and 1743 detail the use of Saab synthetic oil now used in 900 and 9000 manual gearboxes.

The following information was omitted from the bulletins:

If the customer is in an emergency situation, another oil with the same specification (fully synthetic Dexron 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.

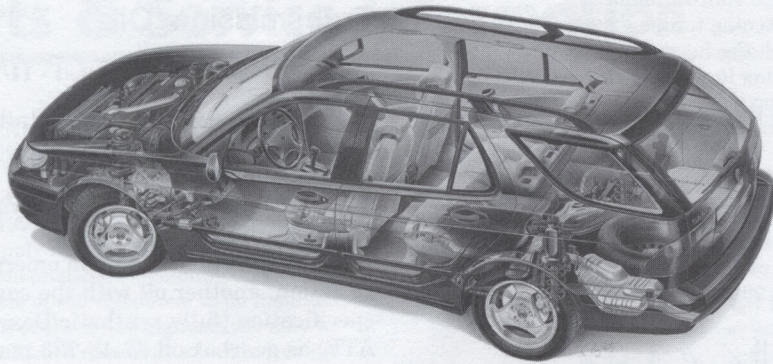
Both SIs will be reissued to reflect this additional information.

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## Coming Soon!

Paul Florance, your new car is here.

For some years, NINES contributor Paul Florance has complained that Saab did not make a car for him, the owner of two large dogs. They fit fine in his old 95-V4, Saab's last station wagon which

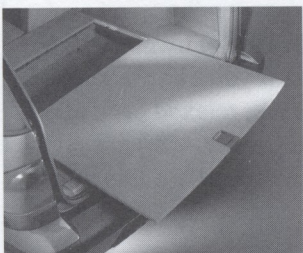


hasn't been sold here since 1973, but the hatchback configuration of the 900 and 9000 was just not quite enough

for a pair of Husky/Shepherd/Golden Retriever/Labrador/Newfoundland sized canines.

You can quit your complaining, Paul. Saab has heard your pleas and offered not only a wagon, but one that is particularly dog-friendly. Surveys show that over 60 percent of Saab owners share their living space with a pet — usually a dog — and said pet often travels with those owners.

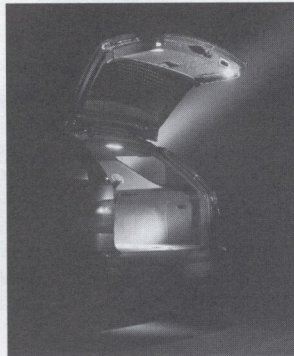
Several dog accessories have been developed specifically for the 9-5 wagon. A cable can be installed between two of four cargo-track-bolts,



and a special leash/harness hooks to the cable allowing poochie some freedom of movement. A comfy floor mat and a dish

that clips to the cargo track are also in the planning stages.

Other convenience items include a sliding floor for easy loading, and lights in the tailgate focused on the cargo area. Add the wire dividers between the rear seat and the cargo area and you even have a place for the gun rack.



Right: The Saab 37 Viggen jet.  
Below: The Saab 9-3 Viggen

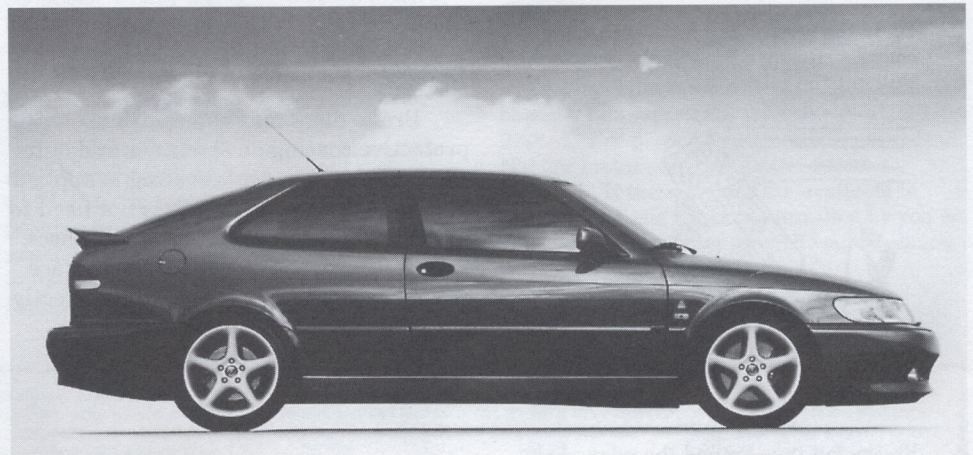
## ... There's more!

Saab's much awaited SVO (Special Vehicle Operations) 9-3 will debut soon. Saab is being coy about actual figures for the 2.3-liter speedster, but says they will be "Aero-like". The 9000 Aero was rated at 252 ft. lbs of torque at a mere 1,800 rpm, a far more important figure than the horsepower of 225.

The SVO Coupe, to be called the 9-3 Viggen, debuted at the New York Auto Show in April. The name comes from the Saab 37 Viggen jet fighter, and is Swedish for "thunderbolt". Specially developed spoilers and skirts reduce the 9-3 lift and drag coefficient. Special leather seats designed for the Viggen give the driver better lateral support.

The 9-3 Viggen is expected on these shores in late spring or early summer. The 5-door and Convertible versions will follow a few months later.

Saab SVO, a separate division of Saab Automobile, has been assisted by TWR - Tom Walkinshaw Racing - in refining the 9-3 chassis to accommodate the added stresses of the higher output engine. The 9-3 Viggens are to be built by Valmet in Finland, who currently build all of Saab's 9-3 Convertibles and the Porsche Boxster.



# Saab News

compiled by Seth Benglesdorf

## Mid-model year news from Saab

Following the launch of the all-new 1999 Saab 9-5 and Saab 9-3 in the spring of 1998, Saab continues to add even more value with a number of mid-year performance, safety, and convenience enhancements.

### More power available for the 9-3

Headlining performance news is Saab's all-new 2.0L, 200 hp, high output turbo-charged engine for the 9-3, a high performance variant of the popular 185 horsepower, four-cylinder powerplant. Saab's newest engine delivers strong low-end torque of 209 lb.-ft. at just 2,300 rpm, and maximum horsepower at 5,500 rpm. True to Saab engine philosophy, peak torque is maintained all the way up to 4,600 rpm, resulting in a broad plateau of usable power. Saab now provides 100 horsepower per liter of engine displacement - an efficiency virtually unmatched in a family car, and traditionally only found in ultra high performance sports cars.

The new high output turbo engine comes standard exclusively on Saab 9-3 SE 5-door and SE Convertible variants equipped with manual transmissions. Saab's 185 hp, 2.0L turbocharged engine continues to be the standard powerplant in all other available Saab 9-3 Coupe, 9-3 5-door and 9-3 Convertible models. However, the Coupe will get the 225 hp SVO package sometime this summer.

Other mid-year upgrades include revised gearbox ratios and a numerically higher final drive ratio in all manual transmission equipped Saab 9-3 models, providing quicker off the line response while maintaining highway cruising fuel efficiency. All Saab 9-3 SE models receive new aggressively styled 16-inch, 5-spoke light-alloy wheels.

Convenience enhancements to the new Saab 9-3 include an integrated driver's seat armrest in all Saab 9-3 SE 5-door variants for additional driver comfort, and a centrally located cupholder that swings out from the instrument panel.

Pricing for the 1999 Saab 9-3 line remains aggressive, with a starting Manufacturer's Suggested Retail Price (MSRP) of \$25,650 for the Saab 9-3 Coupe. The 5-door has a starting price of \$26,150 and the SE high output turbo 5-door is priced at \$31,700. The 9-3 Convertible line begins at \$38,150, with the high output SE turbo available for \$42,995. All prices exclude a \$575 destination charge.

### 1999 Saab 9-5 Mid-Year Model News

Entirely new for 1999, the Saab 9-5 is a showcase for three world first technologies: the Saab Active Head Restraint system, ventilated seats, and the innovative asymmetrically turbocharged 3.0L V6 engine.

Production of the V6 engine began in September, 1998. The first shipments began to arrive at U.S. dealerships in December. This Saab-unique design uses an integrated low-pressure turbocharger on the front cylinder bank which feeds compressed air to the entire transverse-mounted 3.0L, 200 hp V6 engine.

Saab adds its two-stage, head and chest protecting side air bags, as well as a new force-reducing front seat belt and pre-tensioner design to the 9-5's lengthy list of standard safety features. The new belt and tensioner design allows more gentle braking of the occupant's forward motion during a collision. Saab is the first manufacturer in its segment to offer this level of side impact protection as standard equipment.

Despite adding new standard equipment, Saab retains the base price of \$29,995 MSRP for the 9-5. The 9-5 SE 4-cylinder has an MSRP of \$33,495 and the 9-5 SE V6 is priced at \$37,250 MSRP. All prices exclude the \$575 destination charge.

When Saab debuted the 9-5 and 9-3 at the North American International Auto Show in Detroit last January, one of the planned features for implementation later in the 1999 model year was to be the availability of the General Motors OnStar service in the U.S. Saab now says that probably won't happen until the fall of '99 for model year 2000.

## '98 Sales way up

The arrival of the 9-5 and 9-3 in 1998 boosted Saab's worldwide sales by 18 percent over 1997's total. Saab had the highest percentage growth of any brand in Western Europe, which helped raise the total sales in 1998 to 118,581 units.

In the U.S. market, Saab sold 30,757 cars, the highest volume since 1989. That figure is 8.1 percent above 1997 sales.

## The Next Saab?

On the heels of the biggest, best Saab ever - the 9-5 - one wonders what Saab will do next. Saab needs to manufacture more cars per year to become profitable. GM's going to hold the purse strings open for only so long. So what's coming? The rumor mills have been split.

First there was talk of an even larger Saab - say 9-7 - but that seems to have dwindled. Now most of the talk centers around Saab's return to a 96 size car - say 9-2. Spy photos (probably computer enhanced shots) show something of a Civic sized car with Mercedes M-series wrap around windows at the back. The loud rumor drums also mentioned a hatchback, convertible and two-seater derivative (say Sonett!).

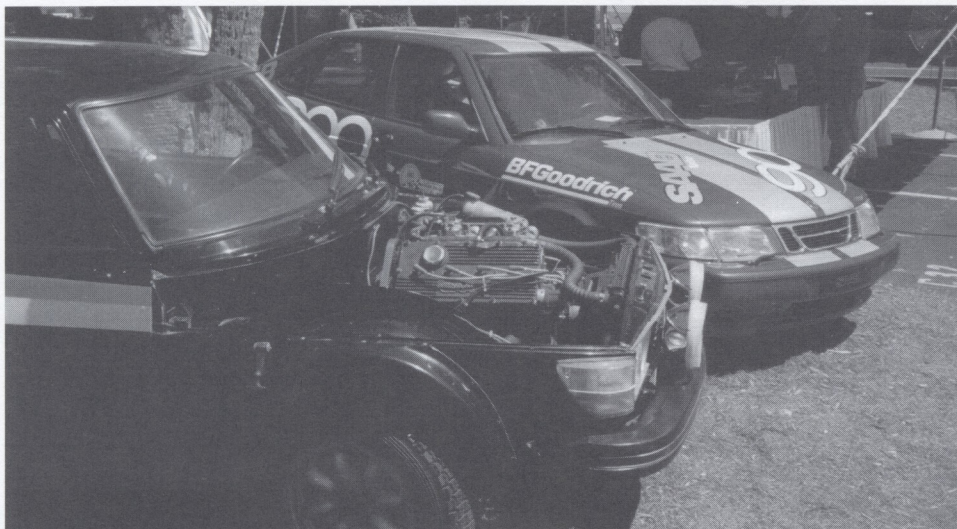
And *AutoWeek* continues to suggest that Saab is looking closely at creating a "crossover vehicle to address market demand for tall cars such as the Lexus RX 300". Could happen.

## Saab, BMW, Toyota top safety ratings

The Saab 9-5, BMW 5 series and Toyota Camry are among the safest of the large family cars to drive, according to the results of crash tests released by European motoring associations.

The International Tourism Alliance (AIT) and the International Automobile Federation (FIA) awarded top marks (four-star ratings) to the three models for their passenger safety performance in front and side impact tests.

The Audi A6, Mercedes E Class, Opel Omega and Volvo S70 were all awarded three star Ratings in front and side impact tests.



## Convention Time in Hilton Head

It was a hot time... a very hot time... in Hilton Head as Saab owners from around the country converged for the annual ritual known as The Saab Owners National Convention. Over 600 participants joined in for this year's festivities, the largest group ever outside of 1997's 50<sup>th</sup> Anniversary Party for Saab.

The activities began mid-week with two days of events at Roebing Road Raceway in nearby Savannah, Georgia. The Skip Barber organization taught a Driver's School on Wednesday, with an emphasis on competitive driving. Saab provided a fleet of new 9-3 SEs for the participants, and the cars accepted the punishment and begged for more.

Day Two saw drivers put their new found or re-discovered lessons to work in

*Top: Saab Cars USA brought a couple of competition cars, including the recently acquired 16-valve rally car and the 900 that Car and Driver used in the 1997 Pikes Peak Hillclimb..*

*Top right: Steve Goldberger learns the fast line in a 9-3.*

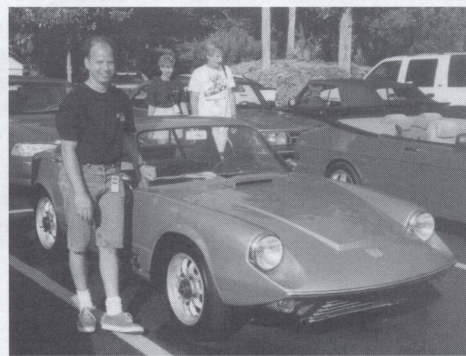
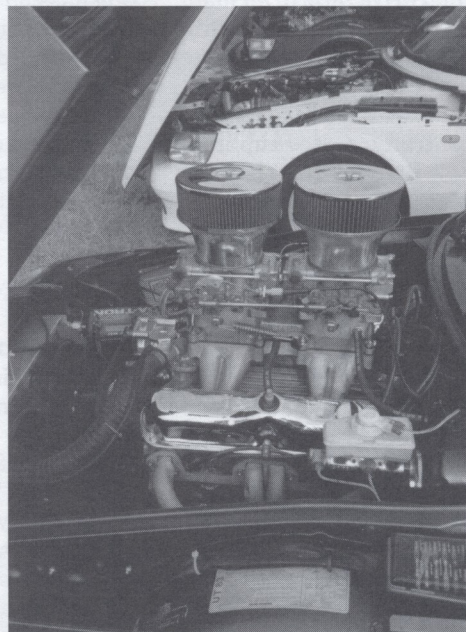
*Right: Jon Fitzgerald gave his 900 a workout on the track.*

*Lower right: The folks at Conn-Tech brought several cars, including this RWD 900 with a Chrysler V8.*

*Bottom right: Lewis Eig and his award winning Sonett II.*

*Bottom: People's Choice winner, Paul Kalinoski's immaculate '88 9000 Turbo.*

*Photos by Tim Winker*



**Concours Winners**

Saab 9000	Lester Ewing Paul Kalinoski Robert Lyon	1996 Aero 1988 9000T 1993 9000CS
Saab 99	Keith Barden Mike Nolin Richard Lussier	1972 99 1977 EMS 1975 99
Saab 900 1979-86	Paul Murray Dimitrios Valtanis George Basehore	1980 900T 1986 900 1985 900S
Saab 900 1987-93	Bill Wagely Jeff Proposki Harry Hayes	1993 900CE 1988 SPG 1991 Convertible SE
Saab 900 1994-	Bruce Billing Rick Chuma George Williams	1997 900SE 1997 900S 1997 900SE
Saab 95/96	Eric Johnson Paul Becker Cindy & Jerry Bailey	1960 RAC Rally winning 96 1968 Saab 96 1967 Saab 96
Modified/Race	Bob & Kathy Fallis John Plankey Steven Church	1989 9000 2 door 1968 Sonett 16V 1973 Sonett Racer
Saab 92/93	Tom Donney	1950 Saab 92
Sonett	Lewis Eig Chris Moberg Chris & Peggy McPherson	1967 Sonett II 1971 Sonett III 1969 Sonett II-V4

**Autocross Winners**

Race Group	First Place	Second Place	Third Place
Vintage	Steve Church	Chris Moberg	Jack Baxter
Naturally Aspirated	Thomas Grieg	Shelley Baxter	Mike Nolin
Turbocharged	Craig Ross	Adam Jurewicz	James Fox

**Photo Contest Winners**

**First Place** - Bill McLeod, for a masterfully composed image of a new generation 900 convertible crossing a truss bridge.

**Second Place** - Paul Becker, for his shot of a vintage 95/96 sitting peacefully in the snow, and bathed by streetlight. This shot was interesting because warmth was infused into the picture by "painting" the scene with light from an electronic flash unit. This technique offset the cold light provided by the streetlights, and lent an eerie glow to the entire picture.

**Third Place** - Annette Adams, for her brochure quality shot of a 9-5 surrounded by fog. The clarity and thoughtfulness of composition made this photograph stand out from the crowd.

their own cars. Vintage Saabs were also put to the test on the 1.9-mile Roebing Road course. Among the more interesting were Quantum Formula Saabs owned by Kevin Henry and Kevin Pampuch, Randy Cook's Sonett and 93F vintage racers, Jack Baxter's Improved Touring 99, and the turbocharged 900

that competed in the 1997 Pikes Peak Hill Climb.

Thomas Grieg showed that he is an all-round competitor, winning the normally-aspirated class at the autocross, then taking first place in the rally with Marty Friedman navigating. He drove his '85 900S in both events.

**Garrett Turbo Rally Results**

Car#	Pts	Team	Model*
20	43	Thomas Grieg/Marty Friedman	85 900S
24	111	John & Cathy Hlavka	95 9000CS
0	197	Jim & Marianne Mickle	97 900
6	235	Kevin Kieffer/Fernando Villanueva	
13	400	Robert Krikorian/Marcelle Shidler	94 9000 Aero
21	513	Dale Roble/Patty Becker	86 900S
11	636	Alan & Christine Huseman	72 95-V4
26	650	Phil & Martha Duckert	Volvo (rental)
46	671	George Williams/Brian Williams	97 900 SE
35	716	Nathan Williams/Raven Peterson	90 900S
5	725	Richard & Brandon Lussier	75 99LE
3	729	Charlie & Susan Daul	94 9000 Aero
19	737	Mike Spranze/Hank Weil	96 900 SET
23	796	McFarland	
10	855	Mindaugas & Linnea Jatulis	97 900 SE
33	855	Ben & Nancy Jordan	87 900 Turbo
52	910	Bud Clark/Sandy Schaneman	9000 T
40	924	Bert & Carol Johnson	91 900
29	942	Robert & Kathy Fallis	89 9000 2dr
4	950	Don & Ruth Fatzinger	84 900 Turbo
8	950	Bob & Kathy Brown	
27	1028	Gail & Taryn Hall	95 900 Conv
18	1031	Ron & Mellie Vick	
22	1069	Thomas & Bonnie McKimm	95 9000 CS
1	1147	Len & Ewa Benamy	
41	1148	John & Rita Johnston	Buick (rental)
17	1184	Tim & Ellen Brown	96 900T Conv
15	1221	Daniel & John Betsill	86 900S
14	1234	Robert Lyon/Norbert Stone	93 9000 CSE
39	1275	Don Miller/Bruce Billing	97 900 SEC
31	1310	John & Michele Curran	91 9000
25	1326	William & Mary Macsherry	93 900S
42	1333	Greg & Rita Zawisza	97 9000 CSE
7	1346	Ron Weimar/Steve Troyanos	97 900 SE
2	1363	Robert & Marcelina Sullivan	
34	1369	Gerry Schreiber/John Vassibis	88 900 Conv
32	1455	Richard & Judith Bohn	98 900 Conv
9	1500	Bob & Alexandria Rand	97 900 SE
12	1500	Bob & Anne Sinclair	
16	1500	Mark & Mary Beth White	92 900 Conv
28	1500	Ron & Jason Hall	97 900 SE
30	1500	Barry & Leanne Cantrell	98 900 SEC
36	1500	Brett & Patricia McLeod	
37	1500	Karen & Bob Nelson	Nissan (rental)
38	1500	Donald Raezer/Chris May	
43	1500	Kyle & Marlon Smith	86 9000T
44	1500	Charlene Kirby/Teresa Baxter	
45	1500	Tyler Hornberger/Shelly Baxter	87 9000T
47	1500	Peter Ward/Shana Hooth	94 900 SE
48	1500	John Dubaz	
49	1500	Demetrius Valtanis/Victor Tolman	86 900 SPG
50	1500	S. Kaufman/J. Johnstone	96 900
51	1500	Terry Hanypsiak	

\* Many scorecards were not completely filled out, especially as to model of car.

Despite the greater number of participants, the number of older Saabs was less than usual, with only a handful of 96s, Sonetts and 99s. There were several outstanding examples of each, however.

Also on hand were several representatives of the 1999 Saab Owners National Convention, to be held in Colorado. Details are elsewhere in this issue, but the enthusiasm they showed means the next meet should be one not to be missed.



The RAC winning Saab 96 leads a Porsche and a Ferrari on a downhill section of the 1998 Great River Road Rally.

## Historic Saab on a Vintage Rally

by Tim Winker  
Photos by Steve Irwin

Eric Carlsson's victory at the 1960 RAC Rally in Great Britain was one of the more important of his career, and established the reputation of SAAB as a strong vehicle for the sport of rallying. Carlsson went on to win the RAC again in '61 and '62, plus had major wins at the Monte Carlo Rallye in 1962 and '63, and many others as well. The combination of Carlsson and Saab was always one to be reckoned with.

As has been written in these pages before, Eric Johnson of Northfield, Minnesota stumbled upon the fact that the very early SAAB 96 he bought at an estate sale in St. Paul turned out to be the same chassis that Carlsson drove in the 1960 RAC, and many other international rallies of that year. Johnson was nearing a restoration of the 96, so had it painted in the same shade of red that the factory rally cars of the era used. Last year he and Chuck Andrews drove it on the Northern Lights Challenge tour from Oslo, Norway to North Cape, then to Trollhattan for the Saab 50<sup>th</sup> Jubilee celebration.

This year Johnson entered the car in the Great River Road Rally, a mere 400 mile tour for vintage and specialty cars. Like the classic Monte Carlo Rallye, the

GRRR has multiple starting points, in St. Paul and in Madison, Wisconsin, and the two converge on LaCrosse during the first day. All of the cars start from LaCrosse the following morning for the more difficult portion of the rally to decide the winners. Unfortunately, the death of Eric's father a couple of days



before the GRRR meant he would not be able to participate. But since the Minnesota Saab Club had arranged a crew to work checkpoints and had even borrowed a new Saab 9-5 from the Chicago press fleet meant that Johnson felt some obligation to see to it that the 96 still ran in the event.

He called me on Friday morning, the same day as registration, to see if I could change my weekend plans to compete in the 96. I called two-stroke fanatic Greg LeBaron and we were able to get the car to the start point and registered. Greg would drive, I would navigate.

We started the rally on Saturday morning in a light rain with the other 20 cars that started in St. Paul, just ahead of a 1960 Volvo 544 and a 1966 Volvo P1800S. In my haste to pack a bag, I had neglected to bring some basic rally equipment, such as a clipboard and pens. I did remember to pack a Curta calculator (a mechanical unit popular for rallying in the 1950s and 1960s) and a Halda Speed Pilot (a mechanical rally computer of the 1950s and 1960s). I had used a Curta once or twice on rallies, but never the Speed Pilot and I was anxious to find out how well it worked. Johnson's 96 already had a Speed Pilot mounted in the dash as it was standard equipment on the Saab GT 750s of that time; mine was along as a backup since neither of us knew if his worked.

The answer to that came on the first leg of the rally. The odometer check seemed to work okay, but there was a fairly large error factor, about 18 percent. I could work around that with the Curta calculator. But about halfway through the first leg, the mileage began to change. Then on a hard left-hand sweeping turn I heard a hubcap pop off the wheel so we stopped to look for it for a few minutes. No luck in finding it however, so we got back into the car and headed to the checkpoint, which came up about a half-mile before the Speed Pilot's odometer said it should. Greg was able to creep off some speed but we were still nearly a half minute early on calculated time, after requesting a delay of several minutes (delay requests were accepted without penalty, and a darn good thing as the 96 had the standard 40 hp engine, not the hotter 60 hp version). Points on Saturday's run were earned at a rate of 1 point for every 1/10<sup>th</sup> of a minute off perfect time (one point for every six seconds of error), so we collected four points to start the event, while most of

the top running teams would be getting a string of zeros during the day.

This did not concern me too much as Sunday's scoring would be at one point per 1/100<sup>th</sup> minute, and four points on Sunday would be an excellent score. As long as we could run the rest of Saturday with no or few points, we would be in good standing for the start on Sunday.

I decided to take a different approach to navigating since the Halda odometer could not be trusted. My plan worked for the next couple of legs, and we added no more points to our score before lunch. During the lunch break, I swapped Eric's Speed Pilot for mine. I was able to accommodate for the different mileage error between the two machines (this one had about 8 percent error), and we went on to collect only one more point on Saturday, putting us in fifth place in the overall standings at the end of the day.

The roads used on the GRRR are all paved, thanks to Wisconsin's practice of paving most county roads. Speeds for the event are brisk for those driving exotic cars, so Greg had all 40 hp wound out on many occasions as we traveled up the coulees, then made sparing use of the brakes on the downhill sections while the engine free-wheeled down to idle. I wondered whether Stuart Turner, Erik Carlsson's navigator on that famous 1960 RAC win, had been provided with a grab handle, because the car didn't have one now and I certainly would have appreciated one. There were several photographers along the route, and I'm sure the old Saab provided plenty of interesting video and still footage as it leaned its way through the corners on vintage Michelin 155x15 radials. Rob Edwards, driver of the 1960 Volvo 544 behind us commented that the Saab sure leaned a lot, but he had upgraded his wheels and tires to much newer alloys from a 244 and wide, low-profile tires. His 544 is set up for vintage racing with lowered suspension, so he didn't get to experience first-hand the old style stock suspension and its quirks.

Part of the festivities of the GRRR included a cruise on the LaCrosse Queen, a paddle wheeler that travels up and down the Mississippi while dinner and drinks are served. Weather was warm and from the upper deck we watched Bald Eagles and Great Blue Herons dive for their dinner in the Father of Waters.

Sunday began with sunshine, though a severe storm had hit the area over-



night. Once on the road, we saw plenty of evidence in the form of trees and branches blown down and flooded fields. I had made some adjustments to the Speed Pilot so the odometer would be more accurate, and after the day's odometer check found that it was within two percent. Not perfect, but certainly better than the day before.

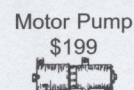
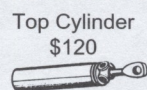
The Sunday run was only about half the distance, but consisted of 11 checkpoints, whereas Saturday's longer but more leisurely course had only eight checkpoints. At one point per 0.01 minute, the points added up more quickly. By leg two, our total score was 24. Not a terribly good beginning, but still not outside the top five. Greg was not experienced at rallying and the mechanical odometer in the Speed Pilot was really only accurate to about  $\pm$  two percent, so anything under five points I considered to be very good. From that point, the score went up by only a few, or not at all, on each leg. A hidden checkpoint at the end tagged us for 8 points, but our overall total was only 45, good for third overall and second in the Historic Class, behind a 1959 Mercedes 300SL Roadster and a 1983 Lotus Esprit Turbo.

The endpoint was at Norskedalen, a Norwegian homestead museum near LaCrosse, where we were served a Scandinavian style lunch of open faced sandwiches and several tasty desserts. Rally tales were told, scores tabulated, winners announced and trophies awarded.

On the trip home Greg and I kept thinking aloud about which cars we each owned that could make the GRRR next year. We each have several two-stroke Saabs, which somehow seems fitting. Eric Johnson plans to participate this year. The hills of southeastern Wisconsin could ring with the screams of several Saab three-cylinder engines wound out into the upper rpm ranges come early June 1999.



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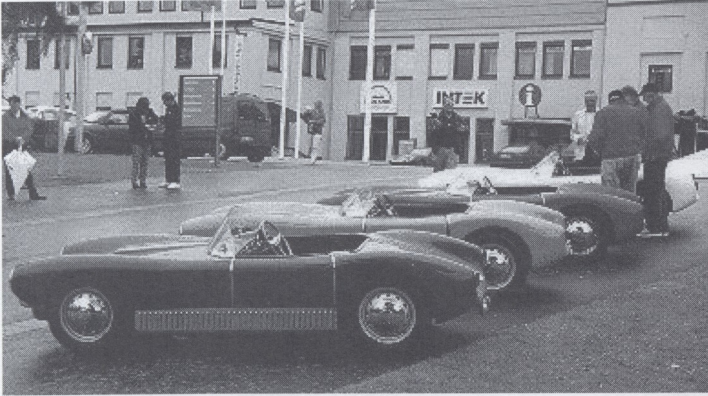
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Sonett's (closest to farthest) #5, #4, #3 and #1. A party for the restored Super Sport was held at the Saab Car Museum.

## Tale of the Prodigal Sonett

A piece of Saab history met up with its siblings recently as the freshly restored Sonett Super Sport number 4 was unveiled in a party at the Saab Car Museum in Trollhattan. Long regarded as "the missing Sonett", the much modified chassis was located and purchased by Dr. Klaus Mueller-Ott of Germany.

Saab engineer Sigvard Sorenson acquired one of the original six 1956 Sonett Super Sports when Saab management decided they did not need to keep the cars any longer. Sorenson built an aluminum hatchback body for the Sonett chassis in 1965 and called it "Facett". After it was badly damaged in an accident, it was considered by some to be unrecoverable. However, Nils-Erik Landstrom had purchased the remains and repaired the car and drove it for several more years. Dr. Mueller-Ott bought the Facett from Landstrom a couple of years ago, along with the original body which had gone to Gosta Jakfors, another Saab employee who owns Super Sport #3.

The three Sonett Super Sports that remain in Sweden — two owned by the Saab Car Museum and Jakfors' car — were lined up with their restored brethren for photos. The restored Super Sport retains its original bright green hue, though a few up-to-date items have been added to satisfy Germany's tough laws on auto safety.

Dignitaries on hand for the unveiling included Rolf Melde, who came up with the original concept for the Saab roadster and did much of the construction and testing, Erik Carlsson, Torsten Aman, Anders Tunberg, Sigvard Sorenson, and Bill Jacobson, proprietor of Sports Car Service in Delaware who owns Super Sport #6. Part of the weekend's festivities included a visit to the barn where the first Sonett was built in secrecy in 1955.

The other two Sonett Super Sports are both in the United States. Chassis #2 is owned by Saab Cars USA, and #6 by Bill Jacobson. Both were at the 1998 Saab Owners National Convention in Hilton Head and saw a bit of action on the Roebing Road Raceway during convention activities there.

For more details on the Sonett Super Sports, see the story in NINES #234.



Erik Carlsson (right) and the late Juan Manuel Fangio during a visit to the Saab Car Museum by the great Formula One Champion several years ago.

## Milestone for Saab Rally Champ

Saab Rally ace Erik Carlsson turned 70 this year, on March 5<sup>th</sup>. The combination of Carlsson and Saab was seen at the top of most major European rallies in the 1950s and 1960s. Today Carlsson works with the Saab public relations department, always happy to share the tales of his competition experiences with a touch of humor. Erik shows up at many Saab Club meets around the world, and is expected to participate in the 1999 Saab Owners National Convention in Keystone, Colorado.

Phil Drackett, in his 1970 book on the R.A.C. Rally of Great Britain, Rally Of The Forests, wrote of Carlsson:

"Born at Trollhattan, Sweden, on March 5th, 1929, Carlsson began his motor sport career, as have so many, on motorcycles then made his first rally appearance as a co-driver in the Swedish Rally to the Midnight Sun in 1953. He drove a Saab for the first time the following year then joined the works as a full-time test driver in 1957. Since then his progress, both as competitor and in business, has been rapid.

"There's hardly a major rally he has not won: The Thousand Lakes, the Midnight Sun, German, the Greek Acropolis, the Italian Rally of the Flowers, etc. But his greatest triumphs have been reserved for the RAC and the Monte - the first man to win the RAC two years on the trot (and he won it again a third time for good measure) and another record-breaking feat in winning the Monte in successive years- 1962 and 1963.

"For good measure Erik has been Swedish champion on ice and in standard cars and during his military service earned the title of 'Sweden's best soldier'."

The XXL Swede married fellow rally competitor Pat Moss, sister of famed Grand Prix driver Stirling Moss, in 1963. Pat also joined the Saab team that year, after many years driving for BMC.

Erik is known as "På Taket" (On the Roof) which came from a Swedish children's story about Carlsson On The Roof, and his own penchant for rolling the very tippy Saabs.

Saab Automobile AB also held a special celebration for their best known son at the Geneva Auto Show in March.

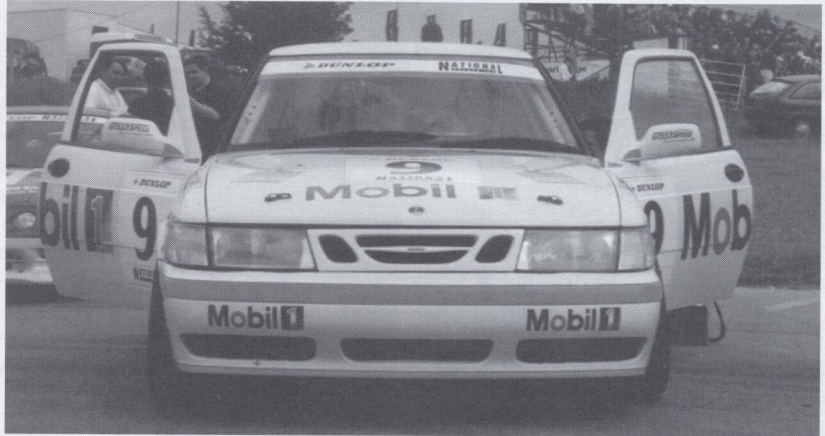
Happy Birthday, Erik!



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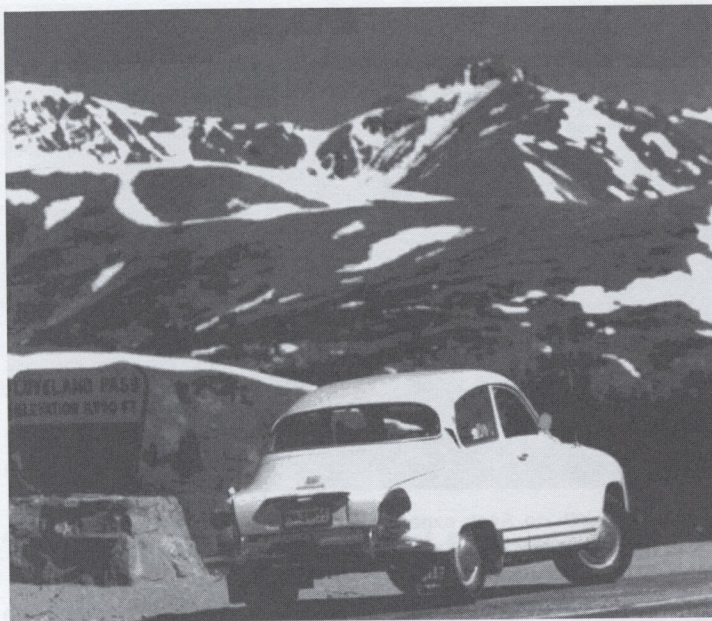
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## 1999 Saab Tour... "Nines Run the Rockies"

The Rocky Mountain Saab Club of Colorado invites you to join Saab enthusiasts from all over the world in touring the Colorado Rocky Mountains during the six days preceding the 1999 North American Saab Owners Convention at Keystone, Colorado.

The tour will span August 7th thru 12th, 1999, and will start from Estes Park, Colorado, at 8:00 AM. Check-in is on the evening of August 6th in Estes Park. Details will be provided upon registration.

Many Colorado scenic areas will be visited including Trail Ridge Road in Rocky Mountain National Park, reaching an elevation of 12,183 feet. You will see world-famous ski areas, including Aspen, Snowmass, Crested Butte, Vail and Telluride. Enjoy the world's largest outdoor hot springs swimming pool with its large water slide and soaking pool. Explore ancient Anasazi Indian cliff dwellings. Ride a scenic route on a turn-of-the-century narrow-gauge railroad. See beautiful canyons, picturesque mountain lakes, old mining towns (have you heard of Baby Doe?), Colorado's own version of the Grand Canyon and "Little Switzerland". And experience the beauty of various spectacular highway segments like "The Million Dollar Highway". The tour will be capped off by a get-together for a western-style BBQ dinner on the last night out. The final day will take you to the Keystone Mountain Resort convention site in time to be ready for the first day's festivities there.

To get started, request a registration form, fill it out and return it with the pre-registration fee. On registering, you will be provided an Accommodation List of the lodging and camping sites to choose from in or near each of the overnight locations so that you make your own plans and reservations, plus a list of driving and traveling tips to prepare yourself for Colorado's mountain touring. Your registration fee will also include a Tour Book detailing each day's map segments,

directions, points of interest and mileage, plus a tour-related T-shirt, a pin-on button, car number decals and a ticket for the last night's BBQ; these items will be available at the tour check-in. Basic tour fees are \$100 for the car driver and \$50 for each optional additional car occupant. These fees are separate from the convention fees. Convention Registration packages will be available in the spring of 1999.

You may choose to join the tour at any of the overnight towns along the route should you desire not to drive to Estes Park. This may be especially convenient for travelers coming from the west. There will be a drivers' meeting every evening; your check-in could be accomplished then. Planned overnight stops:

8/7 Leave Estes Park, 8am.  
Overnight in Glenwood Springs  
8/8 to Montrose  
8/9 to Cortez  
8/10 to Durango  
8/11 to Crested Butte  
8/12 to Keystone

Joining the tour after Glenwood Springs is possible but not recommended. Fees are unchanged for this option.

More information is available from:

Rich Hruda, Tour Coordinator  
phone - 303-771-1422, email - rhruda@ecentral.com

Bruce Harbison, Tour Registration Coordinator  
phone - 303-494-0181, email - bharbison@aol.com

Tom Nelson, Colorado 1999 Saab Convention Coordinator  
phone - 303-526-9138, email - tom@purplemtn.com

## '99 Convention: Keystone, CO

The Colorado Rocky Mountains will be the backdrop for the 1999 Saab Owners Convention to be held in the ski resort of Keystone. The organizing committee already has a full schedule planned for August 12th through 15th. For registration materials, call the Saab Hotline at 1-800-GET-SAAB, and leave your name and address.

Updates can be found at the Rocky Mountain Saab Club's web site:

<http://www.netway.net/greenmountain/rmsc.html>

## '99 International Saab Meet

The European version of our National Saab Owners Convention will take place in the Czech Republic this year. Dates are June 18 thru 20, in Brno. Further information can be obtained by contacting:

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## North American Saab Clubs &amp; Contacts

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Jonesboro TN 37659-  
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Bay Area SAAB Club  
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## Carolinas Saab Register

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302-994-2173

## Gateway City Saab Club

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Cathleen Pembroke  
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802-476-7994  
Email: sbprods@earthlink.net

## Gulf Coast SAAB Club

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New Orleans LA 70122-4316  
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Email: rthmandz@AOL.com

## Milwaukee SAAB Club

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2480 Eastwood Ln.  
Brookfield WI 53005-  
414-785-1550

## Minnesota SAAB Club

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New Brighton MN 55112-  
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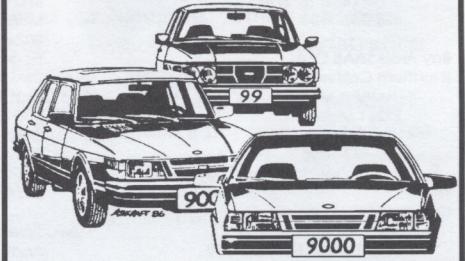
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## Technical Talk

### Alternator Upgrade for V4s

I recently decided it was time to install some serious electronics in my '1973 96-V4 (i.e.: stereo, alarm, lights, power locks, etc.). The first problem I encountered was the Bosch alternator. The original equipment unit is rated at only 35 amps.

Rather than mess around with expensive and usually unreliable rebuilt Bosch units I found that a Delco unit with a built in voltage regulator could be bolted directly in its place. The alternator I used was remanufactured by Rayloc and sold by NAPA auto parts. The only model number I have is Rayloc #4517D. The way I found this # was by looking through their catalog until I saw one that mounted the same as the Bosch alternator. The unit I chose cost me \$85.00, certainly less than a Bosch.

The only mechanical modification necessary was to drill out the holes for the long bolt in the bracket. To hook it up, connect the positive cables as you would normally and the wire for the warning light (from the car) to the "L" terminal on the alternator.

Problem solved. I now have 150 amps of electrical power to play with. This will work for just about any car I have seen that was Bosch equipped from the factory.

Now I feel better for having made a contribution to the club.

Mitch Chaikin  
via email

### Hooter Valve Happenings

I've noticed a problem crop up with my '91 9000T. It involved the engine quitting as you were making a turn in town, or just before starting to make the turn. This would result in very heavy

steering, of course, but luckily we never had to make any quick evasive maneuver in these instances. The engine would start immediately and run fine. This happened irregularly (two or more days between stallings) and usually while my wife was driving it. I looked the car over each time, wiggled and checked electrical connections, and test drove it. No problem! Well, finally, I was able to get it to quit once during a 10 mile test drive. I decided it was again time to take it to the dealer to see what he could find, since it's nearly impossible to check out the ignition and fuel injection systems at home without the proper testing equipment (ISAT and pressure testers). Because the problem was so irregular, however, I wasn't expecting they'd find much.

They didn't. Fuel pressure was fine and there were no error codes stored on the computer. Since the car had 86,000 miles on it and the spark plugs were the originals (!), I had them changed, along with the fuel filter (26,000 miles on it), just in case they might be the problem. Cost was about \$200, including the plugs filter, and labor to install them. The dealer suggested that if the problem persisted, maybe the DI ignition module (\$\$\$\$) was the problem, as they'd had some problems with the "old style" module, although the problem's circumstances were somewhat different. The car worked fine for two days, then stalled once more for my wife. At this point, I decided to drive the car more to see what I could detect.

I found two things. One, with the transmission in neutral and engine idling, if you "goosed" the throttle up to 2500 rpm or so and then let it drop back quickly, sometimes the engine speed would fall way below idle and almost die. Two, to get it to quit at a corner required the right combination of acceleration followed by throttle release just before

the corner. I began to suspect a problem with the idle control valve. But before replacing it I called up Frank Gibson of Gibson Motors, Perrysville, IN (exclusively Saab since the late 1950s) and he suggested the problem might be with the turbo's air-bypass valve (a.k.a. the "hooter" valve). They'd replaced several over the years to cure the problem I was describing. This valve bypasses air around the turbo when you back off the throttle (without it the boost pressure will back up behind the closed throttle, then create a surge when you open the throttle back up). The valve is activated by intake manifold vacuum acting on a diaphragm when you close the throttle. If the diaphragm is leaking, extra air will be drawn into the intake manifold, causing a lean fuel mixture, possibly lean enough to stall the engine.

We checked the diaphragm (you can do so by sucking on the vacuum line leading to it—clean it first! Then, placing the tip of your tongue over it to feel if it holds vacuum) and it was bad! I ordered a new valve from Frank, part #4391157, price about \$37, and installed it (a fairly easy job). So far, after several days of driving by my wife, there's been no recurrence of the problem!

There is a lesson to be learned here, besides some money to be saved. That is the importance of sharing, through the Saab Club, solutions to problems we've had with our cars. Saabs are rare cars and the "data base" of what goes wrong and what the solutions are is fairly slim, even, I suspect, for many dealers, especially those who aren't exclusively Saab dealers. The local dealer, who I like and who has lots of good people, sells and services many, many times more Chevys, Olds, and Geos than he does Saabs. So even if you don't do the work yourself, knowledge of possible solutions to problems can help save you time and money when having your car worked on. I could have saved well over a hundred bucks in this case!

Steve Parsons  
Washington IL

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## 900 Motor Mount Renewal

I am always happy to find a *NINES* in the mail box. In one previous issue I read about hydraulic motor mounts on newer 900s. Well I got into my wife's '90 900T standard shift with just 100k for a trip from Kentucky to Vermont. Before we got to the end of the street things felt different; when I let out the clutch in the lower gears, clunky noises came from under the hood.

I immediately thought about that hydraulic mount article. So for the duration of the trip we did not get into the turbo much in the lower gears.

When we returned from the trip I stuck a large screwdriver under the front motor mount bracket. I raised the engine until it came against the safety bracket over the mount. Not having the new mount yet I drilled two 1/4" holes in the safety bracket over the rubber block under the safety bracket and put two rubber snubbers in the 1/4" holes. The snubbers held down the rubber block that is over the mount. This put the

drivability back like new. Two weeks later I had the new motor mount. Price for the new mount was \$60.

There wasn't anything in the Bentley Saab manual on how to change the front motor mount with the engine in the car. I took the coil mount loose, removed the cooling fan on the right side, unbolted the old mount, jacked up the front of the engine and with a little wiggling of the mounts, switched them. This operation took just over 30 minutes and we were on the go again, enjoying our Saab.

Allen Hockman  
Brandenburg KY

## Door Seal Fix

The door seals on my 1985 900 Turbo have been coming apart at the seams found near the door latches. There is also another seam near the mirrors on the driver and passenger side doors. The open seams allow traffic noise to come in and also let out the cold air from the A/C.

I tried gluing them back together,

edge to edge, but they soon pulled apart. When I spied an old bicycle inner tube, another way to fix them came to mind.

First, I cleaned a one-and-a-half inch section off of each piece of door seal on either side of the split, using 3M's General Purpose Adhesive Cleaner. Then I roughed up the rubber with a scraper, like that found in a bicycle tube repair kit, to improve the adhesion. I cut a section from the bicycle inner tube and slit it lengthwise so that it would lay flat. Clean the inner surface with the 3M product and rough it up. Apply 3M Weatherstrip Adhesive (part no. 08011 black, not yellow) to all three pieces including the backsides of both pieces of the door seal and allow to dry until the surface is tacky. Start the patch on the backside of the door seal and wrap it around to the front. Clamp in place with a clothespin or two until set.

You'll be amazed at how much quieter the cabin will be when all the leaks are fixed. These fixes have already lasted several months.

Mark Florian  
Austin TX



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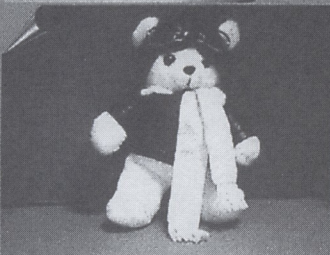
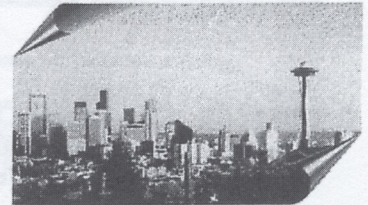
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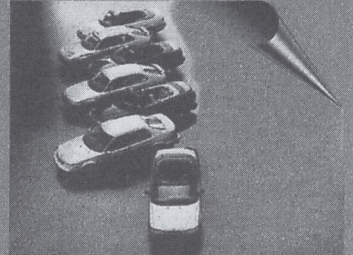
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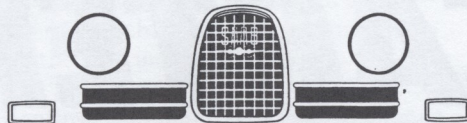
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# Ring a Ding

by Larry "Stroker" Williams



When I bought my first Stroker I just drove it home. The next Stroker I bought was dead, I mean really dead! I needed an easy way to get it home, and dragging it up onto a car dolly was not it!

Years ago we used to flat tow a "Junior Stocker" to and from the drag strip after bolting free wheeling hubs to the rear axles. It didn't take me long to realize the free wheel unit came standard equipment on a Stroker, now all I needed was another tow bar!

I came up with an old rental bar that is adjustable for width. It is short enough to fit in the trunk of my 99, and stays ready when a Stroker needs to be rescued.

For me it is a lot nicer to flat tow than using a car dolly. I don't like that surge/rocking sensation of a car on a dolly. There is some prep work in-

involved when using a bar, because I always bolt the bar directly to the car's bumper brackets. It is easy to bolt through the overrider holes but on some cars it makes more sense to just remove the bumper.

At the time of the Kenosha Convention (1993) I had the 92 running (and that's about all), so I decided to tow it. The bumper brackets were too weak for towing, so I was forced to put it on a dolly. I already had the crazy idea of towing with the 96, but I only got about 80 miles down the road and ran out of fuel! Bud Clark was following me in his 9000 and I noticed he had backed off about a mile from me. When he pulled along side he said, "You ran out of gas." The extra room he gave me was because I was oiling up his windshield! I was doing my normal 65/70 mph but I had to

keep the throttle wide open. The 92 windshield was higher than the roof of my 96 when up on the dolly, and the dolly fenders were much wider than the 96, so I was pushing a lot of air!

We siphoned some fuel from the 92 to get to a station. By then I was looking at the hills on both sides of the Mississippi, and easily accepted Bud's offer to tow the rest of the way with his 9000. We got within a mile of the Convention and then we switched back to my Stroker tow car. Hey! I did tow a Stroker with a Stroker close to a hundred miles, and the rest of the story made a fun weekend!

Recently I was flat towing a 93 with the 99 and I was running with the big trucks out in the left lane. Pretty soon I heard a trucker on the CB say, "There goes an ugly blue car with an even uglier black car following too damn close!"

I couldn't think of anything he would like to hear in return.

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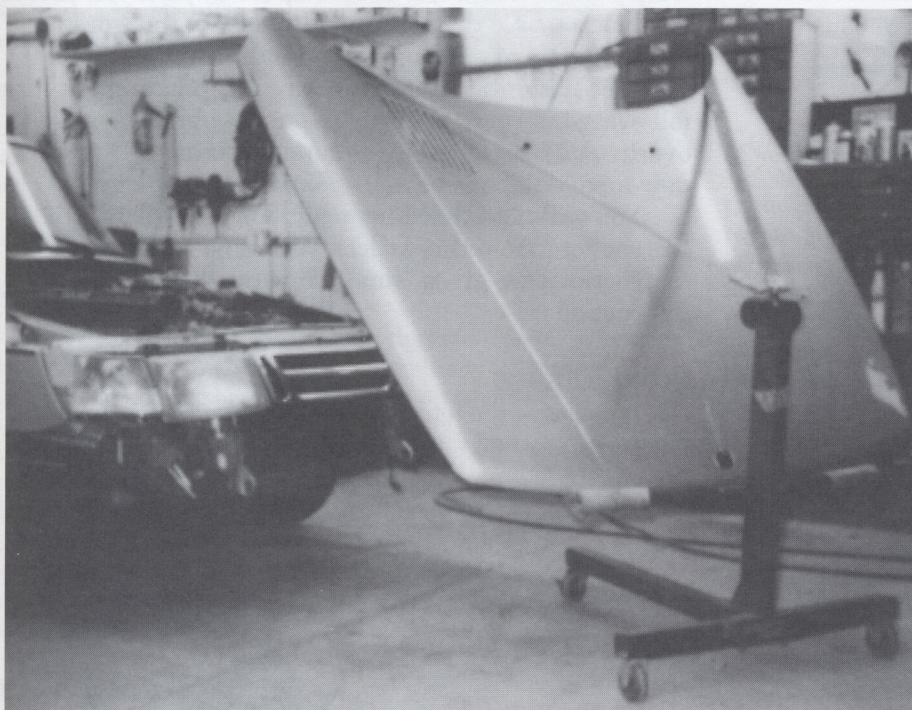
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## Simple hood holder



Here's a unique way to suspend a 900 (or 99) hood for complete access to the engine compartment. It utilizes an engine stand and some easily made straps. Photo provided by Bill Pavalock, Saabcare, Little Falls, NY.

## The Nose Knows

The vibration damper/crankshaft pulley in my 1991 9000T failed at about 80,000 miles. The outer part (the pulley) separated from the hub part. I understand this is a fairly common failure.

Often, when the pulley separates, it shifts "backward" and starts rubbing on the timing chain cover. If this goes on long enough, a hole will be worn in the cover and oil can spray out, greatly increasing the cost of repair and creating the possibility of fire.

Our failure was different. When the pulley half came off, it shifted "forward" and fell away from the engine and landed in the engine bay. Now the amazing part: When the pulley came off, the belt came out of the grooves and flopped back onto the hub part of the vibration damper and continued to drive the alternator, A/C, etc.!!

To avoid a big expense here, including a towing charge, it would be nice to replace the damper before it fails

completely. One way would be to change it at around 80,000 miles, but some last a lot longer. The one in my '86 900 failed at around 160,000 miles. Visually, you apparently can't tell much. I understand that sometimes a "squeal" is heard, so look for the source of such a noise (it may be of short duration).

In our case, I believe our noses were telling us the damper was failing. For a month or two, my wife kept saying she smelled burnt rubber or hot wiring just after starting the car. I could also smell it but couldn't find any source. It would go away shortly after the car started.

Since having the damper replaced, the smell has gone away! Could it have been caused by the slippage between the hub and pulley parts of the vibration damper (they are separated by rubber, that does the damping)? Maybe! So listen to your nose if you've got around 80,000 miles or more on your Saab!

Steve Parsons  
Washington IL

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# Sonett Brake System Rebuilding

*Ninth in a series of articles on Sonett restoration by Bruce Turk, VP, New England Sonett club.*

**Please note:** The following mechanical advice is offered to enhance the overall knowledge of the automobiles owner only. Any and all work described in the following article should be performed by a licensed mechanic only. The author shall be held harmless in the event of injury or accident by the automobiles owner and occupants, should the work be performed by an unlicensed mechanic.

After twenty plus years your Sonett is probably ready for a complete brake system rebuild. Some of the more common symptoms of a tired brake system include: leaking rear wheel cylinders or calipers, brakes that will not release fully, car pulls to one side and brake pedal pulsation. If you don't want to chase these kinds of problems from one end of your car and back again, you should go with a complete system rebuild.

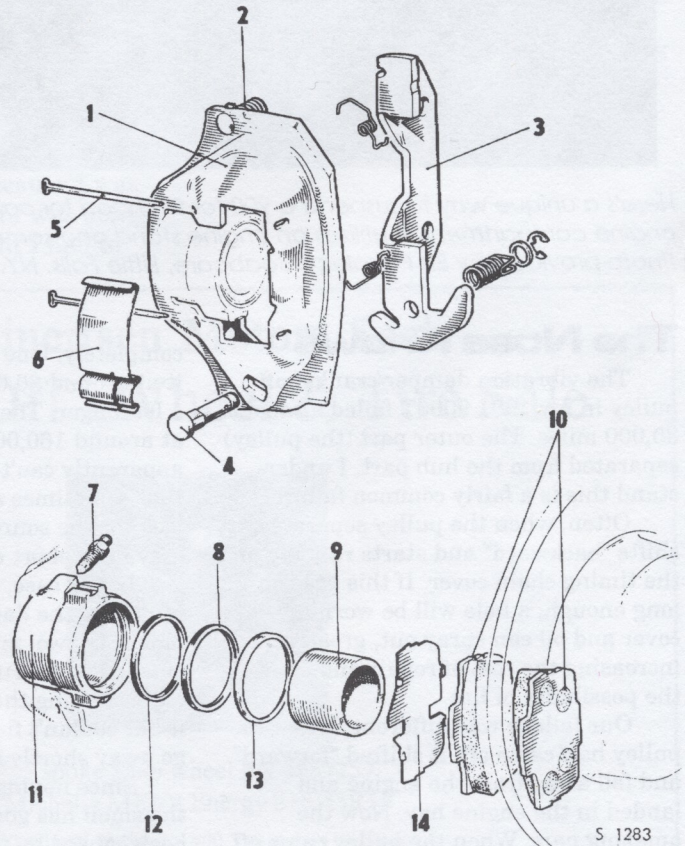
A rebuild of the brake master cylinder was covered in NINES #238. Use that article in conjunction with this for a complete rebuild of the brake system.

Providing that your car is not your principle form of transportation and can be laid up for awhile, you should be able to tackle the job yourself. Most of the work is straightforward and you will probably find other areas that need attention along the way. Keep in mind that the following instructions cover a complete brake system overhaul. Many of the steps can be skipped entirely if only a partial job is being performed.

You will note that I have left out most reassembly instructions from this article. Where no reassembly instructions are given, simply reverse the disassembly instructions.

## Front Brakes

If replacing the rotors (brake disc), remove the axle split pin (cotter pin) and castle nut before jacking up the car. Jack up the car, remove the wheels. Flatten the ends of the long split pins that secure the spring retaining clips and remove.



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- |                             |                             |
|-----------------------------|-----------------------------|
| 1. Brake body assembly      | 8. Wiper seal               |
| 2. Spring loaded steady pin | 9. Piston                   |
| 3. Support bracket          | 10. Friction pad assemblies |
| 4. Hinge pin                | 11. Cylinder body           |
| 5. Split pins               | 12. Fluid seal              |
| 6. Spring clip              | 13. Retainer                |
| 7. Bleed screw              | 14. Shim                    |

### Parts List and Availability

Description	Part #	Retail Price
Caliper rebuild kit	784913	\$13.00 set
Caliper piston	7323793	\$25.00 each
Front brake pads	8817140	\$35.00 set
Front pad clip L.H.	7323900	\$7.50 each
Front pad clip R.H.	7323918	\$7.50 each
Rotor (brake disc)	7328057	\$70.00 each
Rear brake shoes	8817157	\$59.00 set
Front brake hose	7395254	\$35.00 each
Rear brake hose	7285166	\$35.00 each
Rebuild kit, wheel cyl.	7849805	\$14.00 each
Rear wheel cylinder	7328099	\$44.00 each

All of the above parts are said to be available directly from Saab.

### Other Parts Sources

#### Motor Sport Service

1400 East 2nd Ave.  
 Jamestown, NY 14701  
 Tele# (716) 665-4200  
 Fax# (716) 665-4202

4305 Dark Hollow Rd.  
 Medford, OR 97501  
 Tele# (541) 779-0731  
 Fax# (541) 779-0788

#### Ashtech

Pull out the retaining clips, if they are rusty they should be replaced. Pull out the brake pads, note that the friction material is beveled. The new pads must be installed with the bevels facing the same way. The inner pad may or may not have a metal shim clipped over it. The shims were added by Saab at some point to prevent squeaking. If you're just replacing the pads, you must compress the caliper piston with a flat bar to make room for the new thicker pads. Be careful to keep the piston square in the bore during compression. Keep an eye on the brake fluid reservoir to make sure that it doesn't overflow during compression.

### Caliper Piston Removal

After removing the pads, pump the brake pedal to force the pistons out of the bore. Have a pan ready under the calipers to catch the brake fluid. If the pistons will not come out completely, they can be twisted out by hand or blown out later with compressed air. Open the rear bleeders, pump the brake pedal until fluid stops running out. Unscrew the rubber brake hose from the back of the cylinder body just enough to loosen it (1/4 turn). Bend back the locking tab washers on the two bolts that secure the caliper assembly to the driveshaft carrier, remove the bolts. Spin the entire caliper assembly to remove it from the brake hose.

### Brake Hose Removal

Working from the inside the engine compartment, remove the nut that secures the steel brake line to the back of the brake hose. Now remove the nut and lock washer that holds the brake hose to the inner fenderwell. Warning—the area above the brake master cylinder is notorious for rust. This, combined with a very confined work area, almost always makes for a less than satisfying experience.

### Steel Brake Line Replacement

If the outside of the brake lines have deep pitting or scale, they should be replaced. Even if the lines appear to be all right on the outside, they are often lined with scale or sludge. No amount of bleeding will remove this and it can cause leaking calipers and wheel cylinders down the road. To replace the steel brake lines you will need a flaring tool capable of "double flares" and a tubing cutter. Bring your old lines to an auto parts store and buy new tubing of the same diameter and similar length. Tubes that are too long can be cut shorter later. Be careful that the threaded connectors on the new lines have the same thread as the old ones. If you can't find the correct threaded connectors (I never seem to), don't worry, just remove the old connectors and reuse them on the new tubing (condition permitting of course). If you have never used a flaring tool before, be sure to have someone with experience give you a few lessons before trying it yourself. The tubing can be bent very easily to match the originals. To prevent kinking the lines, bend them over a hard cylindrical object like a coffee can for best results. Always deburr the inside diameter of the lines after cutting. Never bend the lines after they are installed, as this will put permanent stress on the connectors.

### Rotor Replacement

With the caliper assembly already removed, use a wheel puller to remove the hub (with the rotor still attached) from the splined end of the axle. The rotor can now be unbolted from the hub and replaced.

### Caliper Rebuilding

Make a note as to how the two springs that secure the cylinder body to the caliper assembly are fastened before removal. Once removed, the cylinder body can be slid out of the caliper assembly. Sometimes a good smack with a rubber hammer is needed. The caliper assembly pivots on a hinge pin, the assembly can be opened up, pivoting on the pin, to gain better access to the cylinder body. Clean and lightly oil the pin before reassembly. If the piston is still stuck in the cylinder body, compressed air can now be used to blow it out. Be careful, the piston can shoot out like a champagne cork!

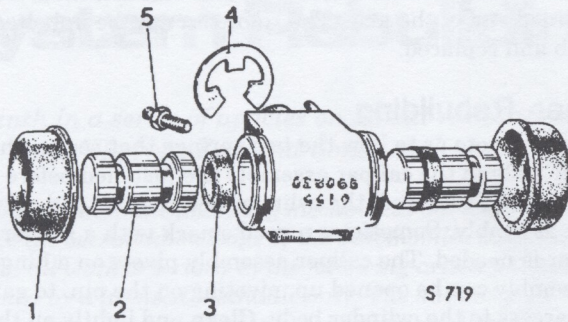
If the caliper piston's chrome plating is pitted or cracked, it should be replaced. Pry out the wiper seal along with its metal retainer. Remove the piston seal noting its beveled edge. Clean out the cylinder body with brake fluid paying special attention to the wiper seal retaining groove. Install the new piston seal. With the groove facing inward, press the wiper seal inside the retainer. Tap the retainer inside the cylinder body being extra careful not to bend it. Saab made a special arbor to install this retainer and you will probably wish you had one. Lubricate the seals with special brake lube or brake fluid. Press in the piston leaving about 1/4" sticking out.

### Rear Brake Drum Removal

Tap off the axle end cover with a screwdriver and hammer. Remove the cotter pin, castle nut and washer. Jack up the car. Make sure the emergency brake is released and back off on the brake adjuster on the rear of the drum. Using a drum puller, remove the drum.

### Brake Shoe Removal

Remove the two spring loaded spring retainers by grasping them with a pair of pliers, pushing in, and turning 90° to release. Before removing the shoes, note the attachment of the return springs and the position of the friction material on the shoes. You will notice that the friction material is offset to one end of the shoe. The new shoes must be installed the same way. Remove the shoes by forcing the top of them apart, against the pressure of the return springs. This will allow the shoes to be removed from the adjuster mechanism. Now pry the bottom of the shoes out of the wheel cylinder while simultaneously removing them from the hand brake link. With the shoes removed, the adjuster should be completely unscrewed, taken apart, cleaned and oiled.



**REAR WHEEL CYLINDER**

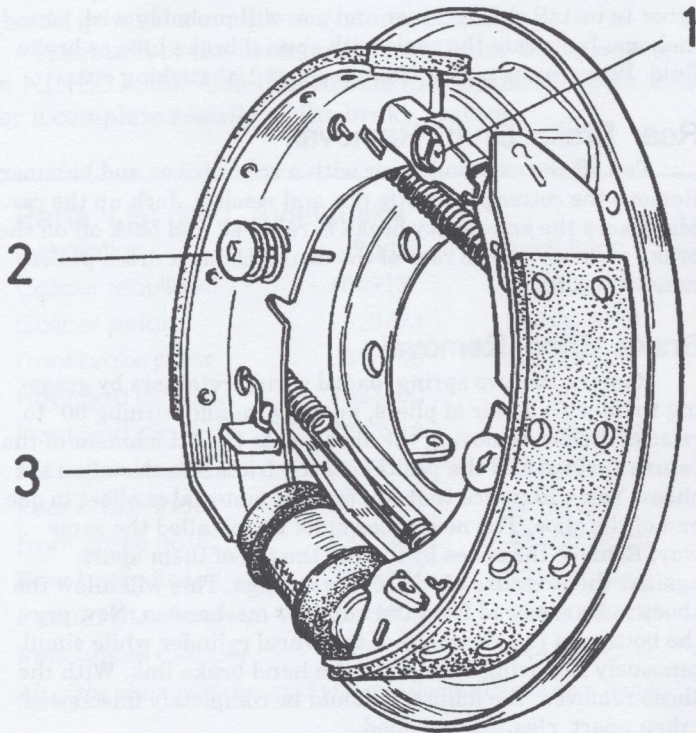
- |                |                   |
|----------------|-------------------|
| 1. Rubber boot | 4. Locking washer |
| 2. Piston      | 5. Bleed nipple   |
| 3. Piston seal |                   |

## Wheel Cylinder Removal and Rebuilding

Remove the nut that attaches the brake line to the rear of the cylinder. Press off the locking clip that holds the cylinder to the backing plate. Tap out the cylinder. Remove the dust covers and pull out the pistons. Using a small two stone hone with plenty of brake fluid as a lubricant, hone the bore just enough to smooth it out. If the bore is pitted, the cylinder must be replaced. Clean all parts with brake fluid. Install new piston seals with the bevel facing correctly. Lubricate seals with special brake lube or brake fluid. Press in pistons and install new dust covers.

## Brake Fluid

I really don't want to start a debate on the use of silicone (Dot 5) brake fluid, but I'll put in my two cents worth anyway. Fact—Dot 5 does not absorb water like Dot 3 or 4, preventing leaky wheel cylinders. Fact—Dot 5 does give a softer pedal feel that can be unnerving to some. Fact—Dot 5 tends to leak past old rubber seals more readily than Dot 3 or 4. Fact—Dot 3 or 4 did a pretty good job for the last twenty some years in your car. Bottom line, I do not recommend Dot 5 unless all rubber seals have been replaced (including the ones in the master cylinder). All of the old fluid must be bled out before using Dot 5, never mix fluid types.



**REAR-WHEEL BRAKES**

1. Adjustment
2. Spring
3. Handbrake link

## Brake Bleeding

Close all of the bleeders except the passenger side (right) rear. Place a clear plastic tube over the bleeder, put the other end in a clear bottle or glass. Fill the brake fluid reservoir. Two people are required, one to slowly pump the pedal and the other to open and close the bleeder with each pump of the pedal. The tube must be kept in the bottom of the glass, immersed in fluid. When the pedal is depressed the bleeder is open, when the pedal is raised, the bleeder is closed. The "pedal person" must call out "up" or "down" so that the other person knows when to open and close the bleeder. The idea is to get all of the air out of the system. When you stop getting air bubbles move to the left front, followed by the left rear and right front. Don't forget to refill the reservoir as needed. You probably will have to make the rounds two or more times before all of the air is removed. Remember, patience is a virtue!

## Brake Adjustment

The front brakes are self adjusting, as the pads wear down the caliper piston moves out, maintaining correct pad pressure.

To adjust the rear brakes, jack the wheel up off the ground. Spin the wheel while tightening the adjuster until the wheel stops spinning. Back off the adjuster just enough to allow the wheel to spin. Pump the brake pedal a few times and readjust. New rear shoes will "bed in" quickly, throwing the brakes out of adjustment. Check them again after a thousand miles or so.

## Drive it!

So there you have it, not a small job by any means, but then what is, on a Sonett! Just one last suggestion, before you rush out and start ordering parts, do a little comparative shopping, you might save a bundle.

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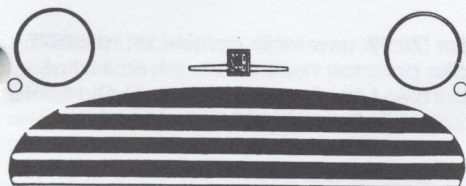
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- #199 (1/91) - Index 1990
- #200/201 (2-3/91) - 200th Issue - 20th Anniversary; Traction Control System; Tow bar mount for Sonetts; Restoring Sonett chassis; Turbocharger care; History: Erik Carlsson - Saab's Rally Ace; LACAR, a very modified 900.
- #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 tire vs. Straight line; 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.
- #237 (4/98) - 1999 9-5 and 9-3 debut; Oil filter dissection; Convertible Etiology by Bob Sinclair; DI cassette failures; Cracked A-arms - 900; Sonett front end rebuilding; New oil for manual gearboxes; 2-stroke brakes.
- #238 (8/98) - Springtime in Alaska; A Lot of Cones - Autocrossing a Sonett; Getting under the 9-5; On-Off switches for airbags; V4 tips; 9000 suspension; Sonett brake master cylinder rebuilding; 25 years? - Early history of the Saab Club.



## Saab Swap

### Sonett's For Sale

'68 Sonett #695, 1994 Ashcraft restoration, extensive engine work. Clean, well maintained, sharp. Extras include hood, doors, engine, transmission, rear glass, miscellaneous parts, 4 soccer balls, 4 original steel rims, 2-5 1/2" rims, 2-6 1/2" rims, 4 new yokos. \$8,500.00. John Letterle, 119 Overlook Rd., Ashville, NC 28803-0000. 828-687-9117. Trader@mindspring.com.

'72 Sonett III, red, 68k mi. Orig owner, eng very good, some rust, needs work. Must sell. \$1000 obo. Andrea Spica, 4070 Meadowdale Ln, Dallas, TX 75229. Day: 817-963-2328, eve: 214-352-7372. E-mail: andrea.spica@sabre.com.

'73 Sonett III, Red! 60k mi. Only driven during summer. \$2800 firm. Phillip Willardson, 609 Burlington Ave., Worthington, MN 56187. 507-376-3023. Phillipwi@juno.com.

'74 Sonett III, 104k. Clean body & int, runs great, extra engine, trans. & more. Make offer, 2nd owner. Dan Hansford, 22167 Montgomery St., Hayward, CO 94541. 510-581-7139.

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

'59 93 just out of 40 yrs storage, all original, complete, remarkable cond.—may run w/ little effort. Orig. owners manual & doc. + shop & performance manuals. Photos on req. Reasonable offer. Douglas F. Wood, 32 Depot St., Westford, MA 01886. 978-692-5645.

'66 95, 54k. Second owner, 3rd seat, mech. correct & running, previous rust work needs attention. \$1,800.00. Giovanni Anichini, Albany, NY. 206-933-8757.

96-V4 Saab flock: 1 '69, 4 '68s (2 deluxe), some restorable. R. Isaacson, 22010 Davis Mill Rd., Germantown, MD, 20876-4442. 301-972-3189.

'68 96-V4, 19,152 mi., Sonett wheels. Engine, interior, & glass out of car, ready to restore, solid body. \$1,225.00. Linda Ramsey, 4278 Regalers Dr., Mobile, AL 36693. 334-666-0069 or 800-325-0817.

'68 96-V4, 79k, Body sound, xInt mech cond, maintained in xInt running cond, stored indoors, last inspected & registered 1997, needs cosmetic restoration only. F. P. Lindblom, 6 Winding Rd., Rochester, NY 14618-3854. 716-218-0939.

'69 96 Deluxe, 2nd owner, all receipts from new, local car, loaded with orig Saab sport & rally eqmt, custom sound sys, one of the best in U.S. \$5,750.00. Jay Rowland. Voice or fax: 360-779-3425. E-mail: jay@telebyte.net.

'69 96 Deluxe, Slate blue, 15k, Tight 1700cc V4 eng & 1st class gear box, both 15k mi. Restored in Seattle 94/97. Very clean int with 900 seats, European dash & Saab leather steering wheel. Too many restoration/spare parts to list. \$7,000.00 obo. Ray Schneider, P.O. Box 1719, Port Washington, NY 11050. 516-944-5658. E-mail: ms@interport.net.

'71 96, Orange, parked indoors since 1978, solid, not rusty, low mileage, good interior, one owner factory rally car. \$5,000 obo. Glenn Bunch, P.O. Box 185, Saluda, VA 23149. 804-758-2882.

'73 96-V4, 40k, XInt mech cond, rblt eng, body sound, needs cosmetic rest, stored indoors since '89, xInt running cond. F. P. Lindblom, 6 Winding Rd., Rochester, NY, 14618-3854. 716-218-0939.

### 2-Stroke & V4 Parts For Sale

2-stroke gasket set, books: Chilton's, Saab service manuals, & Smith's and Draper's 2-stroke bks. \$120.00 or swap for Sonett III/900. Drescher, 3829 Shelley Rd. N, West Palm Beach, FL 33407. 561-684-8837. keith\_dreschere-mail@fpl.com.

Sonett III: Trans., \$400. 4 soccerball alloys w/ lugs & caps, \$225. Front/rear glass, \$125 ea. Floor shift linkage, \$40. Rear fiberglass, \$200. Doors, \$50 ea. Wiper motor, misc., etc. Michael D'Aleo, 23 Hutchins St., Saratoga Springs, NY 12866-2601. 518-587-0457.

Sonett Body parts: 2 F/G hoods (dmged), 1 pr. doors w/ glass, dash, gauges, some upholstery, misc. \$400.00 for all. Robert Garber, 41841 Lawrence Ct., Elyria, OH 44035. 440-324-5507.

'62 Bull nose: hood, fenders, grille. California parts, no rust. Jack Robinson, Box 714, Sedalia, MO 65301. 1-800-886-2701

'72 Sonett III. Complete, running, good glass, seats, interior, soccerball rims, rusty pan. Lost storage, needs good home. \$500.00 or will part out. Kevin O'Grady, 1631 Maywood Rd., South Euclid, OH 44121. 216-291-0144.

### 99s For Sale



'75 99 4dr, Carolina blue, 28k, Drive the SAAB that won 3rd place in 1998 Concours. Auto. \$7,000.00. Dick Lussier, Lewis Auto Sales, Inc., 8 Lisbon St., Lisbon, ME, 04250. 800-273-8285. lewsaab@javanet.com.

'77 99 EMS 2dr, Rust free southern car, very good cond, very well maintained, 4sp, sunroof, new tires, runs & drives great. \$2,200.00. Ed Van Rossen, 70 W. Boston Blvd., Detroit, MI 48202. 313-865-3252 or 313-297-4011.

'78 99L. \$395. Fix F/I intermittent floding to enjoy mostly original, sharp-looking "notchback" classic. Photo avail. P. Roberge, 705 W. Michigan Ave., Urbana, IL 61801. 217-367-3011.

'78 99 GL 5 dr, Fuel injection. Call after 6 pm Central. \$300.00 obo. Leo Jacobsen, HC 06 Box 38A, Park Rapids, MN 56470. 218-732-4005.

### 900s & 9-3s For Sale

'79 900 GLi 2dr hatchback, only 80k mi., single owner, great body, well maintained, needs some mech work. Larry Benson, 6038 Lands End Ln., Alexandria, VA 22315-6338. 703-313-0043 (evenings).

'79 900 GLE, Cirrus white w/ blue int. The Dream Machine! Sunroof, Incas, auto, Andrews restoration 1990, eng. replacement 1997. Steal for \$1,979.00. Jeff Steltz, 18808 54th Ave., Chippewa Falls, WI 54729. 715-720-4863.

'80 900T, 3 dr, black, Aztec wheels, 117k, very good cond., always garaged, needs tune-up & TLC. \$2,500. Splitts, Coffeyville, KS. 316-251-0312. splitts@terraworld.net.

**Rare '86 900T Conv.**, high miles, 5 sp, only 400 made, mech. xlnt., never hit, minilites, fogs, phone, needs top & driver's seat uph. \$6,000. Stuart, 203-488-6333 days.

**'86 900T Conv.**, Silver w/ grey leather, 92k, Auto. \$6,000 obo. Mark Meyers, 6339 Carrie Ann Ct., Orlando, FL 32819. 407-345-4920. E-mail: mtmyers@magicnet.net.

**'86 900T Conv.**, Silver, 168k, 5 sp, all options, original owner, all records, xlnt. cond., new roof new grey leather, always garaged, 100%, dealer maintained, hidden trailer pkg., great shape, very nice. \$7,850.00 obo. Dave Gordon, 14225 Nell Dr., Orlando, FL 32832-6502. 407-281-1989.

**'87 900T Conv.**, Red, tan leather int., 110k, 5sp, new clutch, R134 A/C, good cond. \$6,500.00 obo. Tom Kinnaman. 513-874-7128. Saabsrme@fuse.net.

**'89 900T**, 5 sp, 4 dr, Green w/ tan leather, 116k. Group 6 APC & exhaust, K & N filter, SPG suspension, new clutch, brakes, & radiator, extra wheels w/ new snows. \$5,800.00 Bud Allen, 59 Depot Rd., Haydenville, MA 01039. 413-268-9312. E-mail: famvet@javanet.com.

**'91 900T**, Silver, 104k, Auto, leather, sunroof, xlnt cond, Saab mechanic in family. \$6,500.00. Paul R. Schwemler, 1165 N Diamond Bar Blvd., Diamond Bar, CA 91765. 909-861-2235.

## **99, 900, 9000, 9-3, 9-5 Parts & Accessories**

**900 parts:** 3 rear wings for 900 hatch, \$60 ea., 1 for 4dr, \$60. Dash & window switches, many in stock, \$8 ea. 1 E.C.U. for '88 non-T, \$75. Rear hatch lenses, \$10 ea. Griffin hood & trunk badges, many in stock, \$10 ea. '86 air mass meter, \$50. Window motors, \$20 ea. Ron Augelli, 1723 Clearview St., Scranton, PA 18508. 717-969-9863 or 1-888-411-2205.

**Central locking units**, \$20 ea. Tan cloth headrests, Brand new 8V turbo head w/ new valve job. 4 custom wheels fit 86. John Halen, 4810 Boston Post Rd., 4E, Pelham Manor, NY 10803. 914-738-9479.

**900 Accessory waste paper basket**, fits beneath driver's seat. \$10.00. Steven Rossi, Cortlandt Manor, NY. 914-736-5354.

**Castrol 75 EP gear oil**, approx. 3-4 gals. \$10.00. Steven Rossi, Cortlandt Manor, NY. 914-736-5354.

**4 Incas for '79-'87**. Asking \$60 ea. + shpg obo. 2 SPG wheels, '87. \$100 ea. + shpg. Ron Augelli. 717-969-9863

**'83 900T 4dr**, Burgundy, A/T & 87 900S 4dr, Blue, 5sp, parting out. Many excellent parts, 5sp trans just installed, good bodies, cracked head. Allan Holmes, 824 Dale Ave., Charlottesville, VA 22903. 804-971-6582. E-mail: monytax@juno.com.

**Parting out:** 84 900, 85 900T 16V, 86 900, 86 900spg, 87 900T 16V, 89 900S 16V, 94-98 900, 900S, 900T. Drivetrains, interiors, body parts, suspension, wheels, misc. parts & accessories. Dave Anelli, Wallingford, CT. 203-949-4881.

**4 Hakkapeliita 10** studded snow tires, Awesome on ice! fit 87/earlier 900, on steel wheels, used once, new \$600, sell \$400. Dave, 313-881-2977.

**Pair of OE mirrors**, electric outside door-mounted, for Saab 900. Just the thing for those of you who have suffered parking lot dmg or grazed the garage wall! \$40.00. Steven Rossi. 914-736-5354.

**'86 900T** Complete 16V cyl. head, valve job, 1 1/2 yrs. old, \$375.00. 5sp trans, 150k mi., works great, \$350.00. Also parting out '88 black Turbo. Karl L. Hodge, 6805 Baragon Hill Rd., Belfast, NY 14711-8645. 716-365-9964.

**'87 900T Parts:** Clarion radio tape deck, equalizer O.E.M., \$120. Rear bumper cover w/ decor strip, great shape, new \$250, sell \$125. Kenwood KFC-411G rear deck side mount speakers, fit as factory originals, new in box, \$120, sell \$60. Left side headlight assembly, \$60. Left side rear combo lt, \$40. Dave, 313-881-2977.

**'74 99**, 2 dr, good parts car. 75 99 EMS, 2 dr, restorable or for parts. Thomas J. Mathews, 316 E. South St., Freeport, IL 61032. 815-233-0096 aft 6pm CST. E-mail: tdhobby@aol.com.

**'87 9000T**. Too many misc parts to list, but call & I might just have it. No eng or trans parts. Greg McLoney, 4244 Nutmeg Dr., Lexington, KY 40513. 606-223-0568 or 606-229-4839.

**'84 900**. Combined inst assy, almost comp wiring harness w/ fuse box & connectors, rad cooling fan, expansion tank. \$75.00 obo. John Barcus, 16 Town Way, Winchester, MA 01890-4046. 781-729-9383.

## **Wanted - All Models**

**95 V4 Body** free from "cancer." Surface rust, bad paint, even reparable floor holes OK. Also, good eng/trans etc. on a rust-killed 95, also a "driveable" rust hulk 95. George Tiers, 651-698-3017. GTiers@aol.com.

**For '78 99:** new radio console kit #0259077, plus parts too numerous to list. Mail list of parts ASAP to Seamus Dunlap, 31 Old Route 299, New Paltz, NY 12561. 914-255-5333.

**Dk grey int for '86 conv.** or just driver's seat. Carburetor for '70 96. Brian Garrett, 76 W Boulevard Gardens, Salt Lake City, UT 84115. 801-463-7222. Loff305@aol.com.

**Rear seat headrests** for 1990 9000 CD 4dr in burgundy leather. Larry J. Black, 4939 Walden Cir, Orlando, FL 32811. H 407-768-4533, W 407-345-1317. arh7774@dcmde.dla.mil

**Old rally timing equipment:** Heuer stop-watches & wristwatches (Monte Carlo, Masterime, Sebring, Autorally, Super Autavia, etc.), Halda Speedpilot, Twinmaster, Tripmaster, 3 stopwatch clipboard, Curta Calculator. Castle, Box 2030, Redondo Beach, CA 90278. 310-793-0129. Macgoodies@AOL.com

**88 9000T 5dr:** Restoring, need 2 burgundy leather ft seats, mechanical, burgundy dash, weatherstripping & molding, burgundy int dr panels, & console-mounted guage pkg. Anything else I might need? Suggestions welcome. Richard Hugen, 23121 Blackwolf Way, Parker, CO 80138. 303-805-2201, Fax: 303-805-2909.

**'62 850 GT**. Good dash pad, headrest, sources for interior material, misc. trim. Jack Robinson, Box 714, Sedalia, MO 65301. 1-800-886-2701.

## **Miscellaneous**

**Automotive Technician:** F. T. Top pay and incentives based on experience and performance. Paid vacations, holidays and uniforms. Health care, dental, Life insurance and retirement programs available. ASE cert. Helpful. Will train the rt person to be one of the best Saab technicians with our growing company. All inquiries will be kept confidential. Andrews Inc of Princeton 1-800-882-7220

SAAB ORIGINAL sales brochures showing all Saab models, interiors/features. Great for restorations or gifts! 1957-59, \$25 each year; 1960-69, \$18 each year; 1970-79, \$15 each year; 1980-present, \$12 each year. VISA/MC. Specify year, model. Have lit.-all cars/trucks/motorcycles, worldwide. Add \$3.50 shpg. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211. 315-432-8282. Fax: 315-432-8256. web: www.autolit.com.

Amsoil synthetic lubricants & filtration products. Buy direct. Free catalog. Dick Johnson, 7610 Salem Rd., Falls Church, VA 22043. 800-891-8886 or 703-560-8886. jxpp19a@prodigy.com.



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**NINES**, complete Jan. '85 to Dec. '89. \$60.00 +shpg. John Barcus, 16 Town Way, Winchester, MA 01890-4046. 781-729-9383.

**NINES back issues:** near comp set from mid-1990 to mid-1998. Plus Haynes repair manual for '79-'85 900s. \$50.00 obo. Free shpg. Jlm Maguire, 5528 Efta Ct., Columbia, MD 21045-2268. 410-730-0840. E-mail: atlantis1@erols.com

**NINES/Saab Club Newsletter**, 19 yr coll, Nov/Dec 1979 to #238, complete, xlnf cond, \$120 +shpg. Early 80s dealer lit, \$10 ea. Frank Stodolsky, 24416 Club View Dr., Damascus, MD 20872. 202-488-2431.

**NINES back issues:** near complete set from mid-1990, + Haynes repair manual for '79-'85 900. \$85.00 obo, free shpg. Jim Maguire, 5528 Efta Ct., Columbia, MD 21045-2268. 410-730-0840. atlantis1@erols.com.

**NINES collection**, 3/87 to present, 81 issues w/ indexes. \$100. Fred Panasiuk, P.O. Box 1736, Greenwood, SC 29648. 864-227-7350.

**Books & service manuals:** 9000 hardcover history book, \$40. 9000 service manual, \$35. 900 service manuals, \$15-\$48. Earlier models also available. Alex Voss, 21849 Virginia Dr., Southfield, MA 48076. 248-357-4750. VossMotors@AOL.com.

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## Rear View by Tim Winker, Editor / Publisher



I really screwed up this time and I'm not afraid to admit it. I made the error of publishing a particularly scathing piece on the Saab 9-5, one that did not contain factual information, but rather opinion based on questionable research techniques.

The author, Joel Kauffman, told me in a phone call that he did not like the 9-5. I encouraged him to write up his opinion, stating that an alternative view in the pages of NINES might be a welcome change to the usual reverence for the marque from Trollhattan. I did not expect the tirade that he produced, and hesitated over whether I would, indeed, include it. One thing that concerned me was the "Consumer Reports" style of testing of the Anti-Lock Brakes that exceeded what virtually any driver would ever experience. Heck, if CR can get away with it, why not a contributor to NINES.

Maybe it's the cynic in me, but I could see that there wasn't much to the "review". On my initial reading, I laughed, because I could see errors of reason, and the pile of footnotes nearly as long as the article itself only added to my amusement. As a result, the piece did appear in NINES, as I figured the readers had the intelligence to read between the lines. As long as I did choose to publish it, I should probably have included a disclaimer that it was "one man's opinion", but there is already a disclaimer in the front of each issue that states "The opinions and views expressed in articles are not necessarily those of the SAAB Club and its magazine, NINES."

My intent was to add Kauffman's opinion to several other, more positive reviews of the 9-5 that appeared in the same issue, but since the layout had been turned over to an outside party, it ended up as a stand-alone article. Rather than go through more time messing with the layout, I let it remain as it was. Mea culpa.

I have driven the 9-5 and find it to be a wonderful vehicle and certainly deserving of the Saab lineage. It is what Saab needs right now to stay in existence. A third, smaller vehicle line to compete with the Audi A4, BMW 318 and Volvo S40 should be the next direction for Saab Automobile AB, as the luxury market in the U.S. seems to have become flooded with \$50,000 SUVs.

Every time Saab has come out with a new vehicle, there have been detractors, including those who feel the newest Saab has succumbed to the Moron Factor and numbed it to the lowest common denomi-

nator, along with the Buicks and Camrys of the world. This has gone on for as long as I can remember, from the time the 96 was graced with a *four-stroke* engine built by Ford for Chrissakes, to the more conventional 99 sedan, through the 900, the 9000, the new 900 and now the 9-5. There are still a few souls who believe the real Saabs ended with the last of the two-stroke engines.

While a 9-5 will not grace my driveway at any time in the foreseeable future, probably never, I certainly see it as a value-added choice over other cars in the same price class. Contrary to what was in Kauffman's article, I find the ABS brakes to be outstanding. The entire car is outstanding.

I won't be buying one, however, because I consider a luxury car to be an over-indulgence. My preferences are more utilitarian, and a used 900 hatchback is more within my car buying budget. My reasons for buying a Saab are the performance of the turbo powerplant, the handling, the built-in safety and the economy of operation. Thank goodness for the 9-3.

Some new personal interests have led me to a deeper look into my future as publisher of NINES, and I have come to the conclusion that I don't have one. A few issues back I mentioned I had been thinking about other forms of employment, but none seriously. Now I am thinking seriously about another way to make a living, which means it's time for me to move on.

Quite frankly, publishing this magazine has not been lucrative, but it has been fun. It has been my full-time occupation for nearly 14 years. I have managed to eke out a moderate existence by living in an area of the country where the cost of living is low. What I keep at the end of the year would be considered poverty level in the larger cities on either coast. It's not even close to the median income of those who Saab considers as its potential customers. And during 1998, the amount of expense exceeded the income and I ended up with more debt than paycheck.

It is my own failure as the number of issues has only been about four per year for several years. That means you have really been paying only \$20 annually since the membership fee covers six issues.

There is no doubt in my mind that

someone with more interest and organization than I have will be able to make NINES thrive and grow. When I took over, I had many ideas to help the Saab Club grow. While some of those came about, many others did not, and I have finally realized that I won't be able to complete those plans. Now that my interests have been changing - and the publishing of NINES has suffered as a result - it is better for me and for the Saab Club that I turn it over to new blood.

The search for a new owner led to several excellent candidates, with varied backgrounds in publishing. Ultimately it came down to that intangible known as "The Saab Soul." I chose the person who I felt would be best to carry on the traditions of the Saab Club. Effective with issue #240, Steve Goldberger (2389 Chestnut Hill St. NW, N. Canton, OH 44720. 330/497-0346) will be the man in charge. My name will remain on the masthead as a contributor, and I will continue to provide articles in my areas of interest - history, collectibles and motor sports.

We have already begun the transfer, especially to make it smoother than when I took over. (Those who were around in 1986 may remember that the "verbal agreement wasn't worth the paper it was written on.") Steve will be a busy man in the next few months, taking a crash course in the latest publishing techniques, learning new computer software and developing his own style of how the Saab Club should be run. He plans to send #240 to the printer around June 1.

My tenure as head of the Saab Club has covered five presidents at Saab Cars USA, Inc., as well as a name change from Saab-Scania of America, Inc., and a move of the headquarters from Saab's traditional sales stronghold of New England to the Southeast. While a few Saab loyalists were among the employees invited to make the move to Georgia, many others were not and the company and its customers are poorer for that.

Now it's off to pack up the years of accumulated manuals, newspaper clippings, press kits, photos, and all the flummadiddle required to produce NINES. I have every confidence that the new Goldberger NINES will carry on the traditions begun by Dick Grossman in the early 1970s, but probably without columns titled "Five Minutes of Hate."

*Tim Winker*  
ex-publisher/editor

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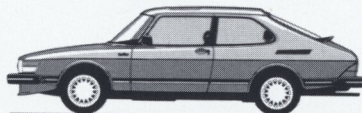
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