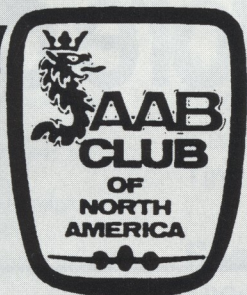


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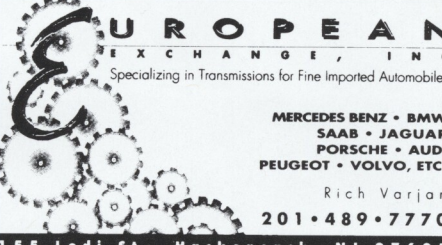
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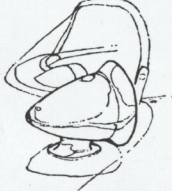
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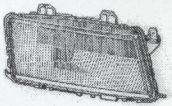


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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Machine readable formats are preferred, but most anything is acceptable. We cannot answer every inquiry and reserve the right to edit materials submitted.

Those wishing to submit material on 3" IBM-formatted disks, please provide ASCII text files (<filename>.TXT), and include a printed hard copy. E-mail submissions should be in the form of an ASCII text file attachment. Enclose a SASE if you want the disk returned.

Photos: Preferred format for photos is black-and-white, in 5"x7" or 8"x10". Good contrast color photos can be accommodated, no smaller than 3"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES and must be submitted in 8"x10" or with the original negative or transparency.

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. Please mail new address and old address, including zip codes, to the SAAB Club at the address above.

RETURNED CHECKS: There will be a fee of \$10.00 charged for checks returned for any reason.

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NOTICE: A number of Issue 239 were not correctly assembled by the printing company. The error is thought to have affected approximately 100 magazines, which were mailed to addresses in Minnesota, Massachusetts, and Connecticut. If you received one of the incorrectly printed copies and have not already contacted NINES, PLEASE send your name and address to Tim Winker for a new copy of #239.

Front Cover: VIGGENS!

Saab's new 93 "Viggen" sports coupe is overflowed by two Saab JA 37 "Viggen" multi-role jet fighters. Photograph courtesy of Saab Cars AB.

POSTMASTER: Send address changes to NINES, 2389 Chestnut Hill St. N.W., North Canton, OH 44720.

Application to Mail at Periodicals Postage Rates is Pending at Canton, Ohio.

The basic subscription rate is \$30.00 per year in the United States. Please see the form on page 43 for complete information.

1963 95 Ticketed in New York

Sunday March 29th, it was a unseasonably warm day with temperatures over 80 degrees. A great day for a Sunday drive in the stroker. I exited Interstate 84 at Newburgh, NY. and approached the yield sign at route 300. As usual, major traffic on 300, a 200 yard gap was available for me to slip into— what luck! The 95 flew into traffic at the breakneck speed of 20 M.P.H.. Accelerating to the posted 45 M.P.H. speed limit should only take a day or two I thought. It was night time, checking the rear view mirror I could see headlights quickly approaching from behind. The car was floored in third gear, all 38 horses bursting to life! The car behind me did not bother to slow down, you know the mentality, bear right down on the guy and brake at the last possible second, sure... “that will teach him.”

Lights flashing, it was a New York State Trooper— Busted. So there I was, pulled over on the side of the road with cars whizzing by and a spotlight blinding me from behind. All I could think of was what a great photograph this would make. Definitely worthy of the cover of NINES no camera... Damn.

The trooper approached, I rolled down my window, “license and registration please...”

I replied “I thought their was plenty of room, I accelerated as quickly as possible”. The trooper responded abruptly, “I had to use my brakes! When merging, oncoming traffic should never have to use their brakes!” I guess he doesn't drive a stroker.

Being the brown nose that I am, I apologized to the trooper for my obvious indiscretion and explained to him that if ticketed for a moving violation I could lose my historical car insurance. Mercifully the trooper wrote me up for disobeying a traffic sign. I'm not quite

sure what that means but he said it's not a moving violation and will not be reported to my insurance company. I guess a stern warning was out of the question.

When pulling away I left the trooper in a huge plume of blue smoke. No ticket for that though; polluting is legal in New York.

*Bruce Turk,
Ellenville, New York*

Dear NINES,

I absentmindedly let my subscription expire. (I) sort of got fed up with the trend - especially since GM got involved. Having been originally a Citroen devotee, the Saab 96 with the 1.5 liter won me over. Too bad free-wheeling isn't a standard, and I do miss the Citroen's air/oil suspension. None of my D-Series gave me a hydraulic hassle. Problems arose with the Lucas ignition...need I say more? Currently driving an '84 5-speed Turbo - everything original at 215,000 miles on synthetic 10W30 AMSOIL. We also drive an original 1976 99LE 4-door automatic with (its) 2nd factory rebuilt tranny, new custom upholstery since on of my sister's cats went nuts on a trip to the vets. I have been eyeing the new 4-speed automatic 5-door 96's (presumably a '96 900 - Ed.). Hell of a lot of money for a car which doesn't do half as well or have the high ground clearance which was a standard on 96's & 99's & 900T. Have also been checking out Subaru's : I like the shorter Forrester. Not a big choice in today's market. If I could find a cherry 96 with 1.5 liter engine I'd go that route.

Anyway enclosed is \$34 for a new expired renewal....My main reason for rejoining is to get the classifieds, which are probably available (re: Internet)

*Jim Younkin,
Nescopeck, Pennsylvania*

Notes on hatch-pistons.

Serviceable gas-pressure lifters for 99/pre-93 900 hatch doors are available for \$5 from American Science and Supply, 3605 Howard Street, Skokie IL 60076, (847) 982-0870, fax (800) 934-0722 (Stock # 18931) Shipping is \$4.95 for purchases up to \$20. These lifters are equivalent to the OE Lift-O-Mat, except that holes are slightly oversize. Brass tubing makes a fine bushing, and the cost differential justifies the time to make the bushing. Some of the OEM Lift-O-Mats have an oversize pot-metal fitting on the lower end that wears into an oval hole and causes the lifter to grind away paint on the door channel; these cheapies are a better fit

Suggestion: I have mulled over a compilation of Stupid SAAB Tricks. It might be interesting to solicit reader opinion on favorite blunders on the part of otherwise crafty SAAB designers. Some notable items on my list: parallel trim-strips on door-sides of 96 V-4's, advertising the heftier engine and inviting rust into doors; turn-signal bulges, 96 V-4, 70ff, collecting road slop over the turn-signal pocket inside the fender and rotting out the fender, seat fabric that disintegrated in sunlight, 96's; 99/900 headliner fabric; 99/900 plastic trim-strips that shrink and fall out of rubber bumpers; wheel-well trim that collects water and salt, 99/900.

I continue to appreciate the magazine.

*Martin Berger,
Youngstown, Ohio*

Mr. Joel Manby
 Chief Executive Officer
 SAAB Cars USA, Inc.
 4405-A International Blvd.
 Norcross, Georgia 30093

Dear Mr. Manby:

I own a 1996 Saab 900S and it truly is a fine performing automobile with one extremely irritating shortcoming. The shortcoming I allude to is the antiquated cable clutch that really mars the otherwise complete enjoyment of driving the car. I am enclosing a copy of a letter addressed to Mr. James Crumlish making a plus and minus comparison between my 1993 900S and my current 1996 model. You will notice that I questioned the wisdom of replacing a hydraulic, smooth long wearing clutch with a cable clutch. My 1986 900 was sold to a friend with 106,000 miles on it and he put another 30,000 miles on the car before any work was done on the clutch. The fact that Saab has switched back to a hydraulic clutch on the 1998 900S strengthens my argument. As a longtime admirer of Saab innovative engineering this is really a disappointment. I have been instrumental in having friends and family purchase Saab automobiles based on my enthusiasm and success with this marque. Three months ago I was backing out of a steep driveway with my wife and two friends and the car kept shuddering and stalling. I had to turn around in a very tight space in order to avoid backing out. It truly was embarrassing. Also the clutch pedal will at times emit loud clicking sounds. My dealer Clyde Billing, Inc. has made adjustments but it still does not work well enough to make it a pleasure to drive. My car has 45,000 miles on it. Surely it must be possible to retrofit the car with a hydraulic clutch. Doing so would be mutually beneficial from a public relations viewpoint.

Mr. Manby, I anticipate a positive response to this request and thank you in advance for your kind cooperation.

Dennis Snelling

Saab Responds:

Dear Mr. Snelling:

Thank you for writing Joel Manby at Saab Cars USA, Inc. We appreciate the opportunity to address your concerns. Mr. Manby has read your correspondence and requested that I respond on his behalf.

Based on your request to have your vehicle retrofitted with the hydraulic clutch, our office spoke to our technical services department regarding this matter. Unfortunately, the information that they provided states that in no way can this be achieved, as the firewall on the 1996 900 would not facilitate this change.

We apologize that we were unable to assist you in this matter, however, should you need assistance in the future, please contact us at the toll-free number listed below.
 Sincerely,
 Sonja Edge

Dr. Nio Responded:

Usually we find that problems in the clutch actuation in cars of Mr. Snelling's vintage can be solved by installing the new-design clutch cable, as described in the attached Service Information. The bulletin is dated June, 1998, the time of the original letter to Mr. Manby. Since authorization for warranty claims is based on the age and mileage of the car when the complaint is first made, Mr. Snelling's letter of June, 1998, with 45,000 miles on the car, would seem to qualify him for warranty replacement of the cable.

Clutch Operation Complaints Service Information

SI No. 410-1976, June 1998

Model: 900

Cars affected

LHD cars with manual gearbox
 M94-97

Background

in some cars, the clutch cable may malfunction which results in problems when operating the clutch. A malfunctioning cable may cause customer complaints such as increased clutch pedal effort or improper free play. In case of customer complaints, the following should be done

Parts required

- 49 01 724 Clutch cable 4-cyl
- 49 01 732 Clutch cable V6
- 87 81 718 Silicone grease (one package sufficient for 5 cars)
- 44 90 249 Bracket (only if necessary)
- 79 72 805 Screw (only if necessary)

Procedure

- 1 Remove the clutch cable, see Service Manual 4:1. Manual transmission, Clutch operation, clutch wire dismantling/assembly.
- 2 Lubricate the clutch cable mountings by the clutch pedal and clutch arm with silicone grease 87 81 718.
- 3 Fit the new clutch cable, see
4. Power transmission, Manual gearbox, Clutch cable, Adjustment/replacement.

Important:

The adjusting mechanism must be completely pressed in towards the firewall for the adjustment to function. Also note that the locating bracket (figure 4) is critical to the correct adjustment and operation of the clutch and cable.

4 Inspect and replace bracket, P/N 44 90 249 and screw, P/N 79 72 805, if damaged Check that the bracket is centered on the sleeve and that the sleeve is fitted according to the measurement in the illustration Tighten the bracket to the body.

5 Check that there is free play in the clutch pedal.

6 Check that the clutch cable follows the upper curve (6A) if the clutch is new. There is a need for some excess, since the cable casing is stretched when the clutch is worn and the adjusting mechanism will compensate for this When the clutch is worn, the cable will follow the lower curve (6B).

7 Make sure that the clutch cable has a smooth routing without any kinks or sharp bends.

Saab Automobile AB Bulletins are intended for use by professional Saab technicians only, NOT a "do-it-yourselfer". They are designed 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. Saab 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.

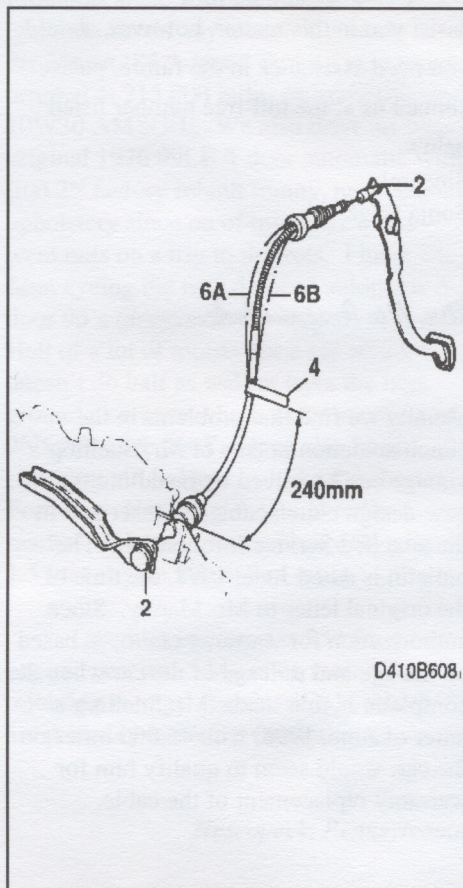
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My Saab Story:

Left to right: 1986 900 4-door, 1996 900S Convertible, 1974 Sonett III, 1989 900 4-door

*Michael Rafael
Merritt Island, Florida*



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“Mr. Saab” Turns 70 Years Young



Photos taken during Erik Carlsson's 70th Birthday Celebration in Trollhattan, Sweden. Upper second left: Pat, Erik and their daughter Susie. Upper right: Martin Bergstrand, Swedish Saab Registry, John Jonasson (former SSR chairman) and Mr Saab. Small picture of pastries: decoration is formed like a Saab "bullnose." Middle and right: Some members from the SSR club. Lower left corner: Erik became honorary member of the local HD motorcycle club "Krakestans MC" and was presented with a stuffed crow, symbol of the club. Lower right corner: Besides receiving gift and congratulations Erik wrote autographs for visitors (on his birthday!!). On the table and on the wall, a fraction of the gifts Erik received can be seen. Center photograph shows the young couple.

Mr. Saab

Trollhattan, March 5th 1999

Mr Saab, the famous and loved Erik Carlsson, celebrated his 70th birthday in his hometown Trollhattan in March. It was a two day event starting with a party for his family and relatives, specially invited friends, colleagues, and competitors representing periods of most of Erik's life.

The first part of the party, which was held at the Saab Car Museum, was arranged without Erik's knowledge of what was about to happen. His colleagues and friends had arranged a "Here's your life" with several guests from the good old days. Among them (Saab Factory Rally Drivers) Stig Blomqvist and Per Eklund, and several of Erik's competitors from the "good old days." Erik was said to be very happy to see all his old friends again. The party lasted until early in the morning and was a very memorable event. Several of the guests kept a low profile the next day, after only three hours of sleep!

The next day the town of Trollhattan had arranged for the public to greet Erik. The town revealed their special gift for their favorite son: a traffic circle close to the Saab Car Museum was named after Erik. Always the showman, Erik took his recently presented gift from Saab, a replica of the Saab 93 in which he won the "Rally of the 1000 Lakes" in Finland, 1957, round and round the traffic circle, adding several millimeters of rubber to the tarmac. Afterwards, Erik said that it is was fantastic to have a traffic circle named after him. "Usually, people get streets named after they have died!" Erik said.

The Swedish vintage Saab car club, the Svenska Saabregistret, congratulated Erik Carlsson with a painting showing Erik's career from the Norton motorcycles era to the Long Run at Talladega. We also had the opportunity to present Erik with the greetings that Saab enthusiasts from all over the world had sent through the Internet. Erik was very pleased to receive these greetings.

Erik Carlsson grew up as Europe was only beginning to apply internal combustion engines to everyday transportation. Born in 1929 (unless all Sweden has gotten his birthday wrong), Carlsson is seen to have taken motoring by its horns



Too small to reach the wheel and pedals, Erik takes a unique approach to car control.

(or is it wings) at an early age. Having grown up under the cloud of war, he reached adulthood during the post-war reconstruction.

Competing first in motorcycle racing and later in automobile rallies, Erik was officially "hired" by Saab in 1956. The date of hire is somewhat ambiguous, since for at least two years before Erik had been receiving support from within Saab



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in the form of parts and supplies. A champion class competitor for nearly a generation, Carlsson's most widely known achievement was his back-to-back victories in the Monte-Carlo Rally. Shortly after winning the Czeck Rally in 1967, Erik moved from being Saab's Factory Rally driver to his current position as "Saab's Ambassador to the World."

*Text and pictures: Martin Bergstrand.
Pictures: Ingemar Tvigstad and Saab Cars AB.*



Pat Moss and Erik Carlsson in competition trim

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SECURITY

Security is the perception of safety. I say, "perception," because many times that's all we have. There is no real safety in some situations. At Andrews Inc. we practice what we preach about car safety. Drive safe cars and for sure put your kids in safe cars (Saabs). As we ride around the highways of this country, most everyone does so with a sense of security. Surrounded by leather and fine sound systems, we feel insulated from harsh realities and try not to think about them. After all there are still almost 50,000 traffic fatalities per year in our country.

The 900S in the picture was driven by my 16-year old grandson, Nathan, and his brother, Ben, was in the passenger seat when reality hit. An inexperienced driver, Nathan was going too fast on a gravel road feeling much too secure and safe for maybe even a classic Saab. The reality hit for us when we got the phone call that there was a serious accident involving the boys. They should be okay: they were in a Saab, right? We bank on that security but when the call came there were lots of doubts about how good that choice would be. The car had skidded off the road into the right-side ditch which was lined with trees. The impact of the car uprooted a 12" tree, which it hit between the left front wheel and the windshield. The Sheriff's Department couldn't determine if, at that moment, the car was upside down or on it's wheels because it continued through the ditch to do damage to another tree and ended up on its right side facing the direction it was originally traveling. The damage to the car was so bad that the Sheriff's Deputy cancelled the air ambulance. That is a real bad blow to security, but then he looked inside the car and found two boys needing some assistance to get out, not fatalities at all and fortunately not in need of the air lift. That old classic 900 had



done its job! The center post between the doors had bowed, the dash shattered, and the steering column joints had all done their job. The kneepad was broken, the steel beam between the door posts in the middle of the dash had bent, but held. The security which led to poor judgment almost led to catastrophe. Nathan had a broken collar-bone and Ben a broken leg. Not as much injury as expected when you see the damage to the car. There are consequences, even in a Saab, for poor judgment. We've all done it (used poor judgment) but I hope that my writing about this (which isn't the worst Saab accident or survival story that's out there) will cause you to be just insecure enough to think about driving habits and decisions. Saab has done a great job of engineering a safe car for us to own, drive and sometimes test.

While I'm writing about safety issues, I'd like to suggest some things that might save you from some consequences. We are licensed to run our tractor/trailer in 27 states. We see lots of stupid things that drivers do that they may not understand. If I point them out, I'm sure that you'll realize the importance of not doing them in the future.

Tailgating trucks: if you can't see the driver in his side mirrors, you're too close! I hear and see people who talk about drafting trucks and try not to get caught by radar if they latch on to an 18-wheeler that's motivated to get somewhere. This is not a smart practice. First, it irritates most truck drivers because they don't know what's going on. A drowsy car driver might run into the back of the trailer and get hung up on it and towed along, or veer off into a ditch or median unbeknown to the truck driver. Trucks weigh 80,000 pounds so hitting a 3,000 lb. car doesn't hardly feel like a bump in the road. The trucker doesn't want an accident or need to be charged with leaving the scene of an accident he didn't know happened.

You'll notice that our truck has 4 mirrors on the right side: count them in the picture. I can't relate to you the insecurity you should feel when driving on the right side of an 18-wheeler. The top convex mirror in front helps the driver to see in front and around the right front corner of the cab. The lower window in the door



Mirrors on the right hand side of an "18 wheeler"

and mirror allow lower sight line alongside the truck up to the door. The round mirror next to the large flat mirror allows a much wider angle of view down the right side, but it's high. Of course, the large mirror is a good view but again, it is quite a distance from the ground. In most situations these are adequate to see most cars, however, poor judgment by auto drivers make using all these tools very hard! When driving a semi there are still spots that are hard to see in the mirrors. The driver has to look from mirror-to-mirror to get a total view of the right side. When in traffic, watching the left side, front (where the cars keep filling in the safety cushion between the truck and the car ahead), keeping track of the vehicles on the right side and just handling a 70 or 80 foot-long 80,000 pound vehicle with 9-18 gears to shift is all in a day's work! But why would you test the alertness of a driver by driving along on the right side of him mile after mile when it may not be necessary. Rain, snow, sleet, fog, etc. only complicate matters.

Do you ever flash your headlights to let the trucks know that they can move back into the lane in front of you? It has been a common practice for trucks to signal each other so they can safely change lanes and know they have cleared with the trailer, because cars and even some trucks have been so careless about this the truck drivers don't trust the signal any longer. You can still do it

No, we won't be fixing this!



Two Very Fortunate young men

but the driver may not heed it. Just as using a signal light means you are turning the absence of a signal doesn't mean you won't turn anyway.

One of the most frustrating and dangerous moves is when a truck moves to the left lane on a freeway so that cars can enter on an entrance ramp. After they have entered they drive beside the truck and then eventually pass on the right. In the meantime, the driver would like to move back to the right lane. He has his signal lights flashing on the rear of the trailer, side of the trailer, side of the cab and the cars that have caught up from the rear now start streaming around passing on the right trapping the truck in the left lane. Just a little courtesy and time would make everyone much safer and the truck could back to the right lane. Are all truckers courteous, safe drivers? We know it takes all kinds and after the recent commercial truck drivers license scandal in Chicago, we aren't even sure who has a valid license. (It seems according to news reports that as many as 250 drivers received a CDL with a bribe rather passing the test).

We're driving fantastic cars but don't let poor judgment shatter your security and test one of these Swedish gems. The consequence may be far worse than my grandson's.

The answer is "no". We will not fix this car. We have repaired some hard hits but not this one. I guess we could use

the rear wheels and the right rear tail lamp on something. That's about all that was left! For more pictures of this car in its raw form, look at our website:

<http://www.andrewsofprinceton.com>, or talk to us at the National Saab Convention in Keystone, CO. Hope you're making plans to be there!

Nathan and Ben were extremely fortunate that "first impact" occurred near the wheel, not on the center of the door. Even so, their survival with relative modest injuries underlines Saab's "real world safety" theme. NHTSA and the Highway Safety Institute do not impale vehicles against trees as part of their test sequences. That the instrument panel support beam was heavily bent gives one pause, because the industry trend is to use a complex magnesium casting for this function in place of the traditional welded steel stampings. This substitution eases assembly and increases the stiffness of the body shell, but it could hardly be expected to remain intact in a crash like Nathan's.

As for sharing the road with heavy trucks, it has always been my practice to avoid driving along side them. For that matter, I also avoid driving along side other cars, too. Space means time, and time means having options, when the unexpected happens. - Ed.

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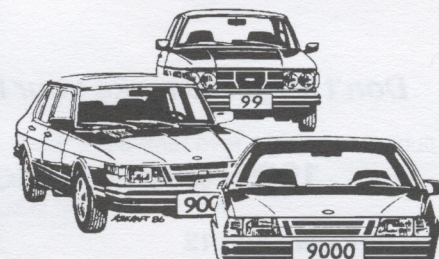
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Saab Owners Head for Keystone, Colorado August 12-15

It's billed as the 1999 North American Saab Owners Convention at Keystone, Colorado, but already the registrations are coming in from places like Great Britain, Switzerland, Holland, New Zealand, and Sweden. The combined drawing power of the Rocky Mountains and the unique loyalty of Saab owners worldwide is expected to result in one of the biggest and most exciting annual conventions ever.

Colorado - always one of the largest Saab markets in North America - finally gets the big one, the North American Owners Convention. In fact, the annual convention which is held each summer at various resorts in the US, has never before made an appearance in the Rocky Mountains. The local host organization, the Rocky Mountain Saab Club, based in Denver, is proud of their opportunity to help produce this years event. Local committees have been at work for almost two years now putting a special western flavor into the planning process. The outcome will be a convention that puts Saab cars in a beautiful mountain environment, made for driving and enjoying the camaraderie of other Saab owners from around the world.

What can the Saab owner expect at the Keystone Convention? How about a tour to one of the world's highest observatories at 14,000 feet above sea level. Atop Mt. Evans, the University of Denver invites you to see the new Mt. Evans Meyer-Womble

Observatory, with its 20 inch refractor telescope and the permanently installed Saab sunroofs which are part of the building's ventilation system.

What does a veterinarian do when he retires? If he is Baxter Black, he trades in his life in the mountain west tormenting cows for life in the entertainment industry tormenting cowboys. Novelist, poet, and broadcast celebrity, Baxter Black headlines the Friday evening entertainment.

Scenery and entertainment aside, Keystone will be the backdrop for the activities and gatherings that brings Saab owners to the Conventions year after year. Saab cars of every vintage will compete for unique trophies in events from Concours, to Road Rallye, to Autocross. Saab Master Techs from around North America will be competing to be named the best in the business. The latest and hottest new Saab models will be on site for test drives, hosted by the Rocky Mountain dealers with order books in hand. Tech Sessions and Seminars on all aspects of Saab ownership, parts, accessories, and memorabilia at the Marketplace and Swap Meet all vie for the attention of the Saab faithful.

Two Auctions will be held this year. There will be the traditional John Moss Auction where Saab cleans out its warehouse for the highest bidder(s), the proceeds going to charity. New this year is the Presenters' Auction, where vendors offer

up their best. If you want to see YOUR Saab on the cover of NINES, come to the Presenters' Auction and be prepared to bid high.

Saab Cars USA will be in attendance in full force. Meet and speak with Joel Manby, President, product specialists, technical specialists, and even the Public Relations staff. Meet Erik Carlsson, the legendary Rallye driver, and a special surprise member of the Saab design team. Most important will be the Saab owners and their cars. The people you want to get to know, the special, rare and unique cars you want to see, and more, will be on tap at Keystone starting Thursday afternoon August 12th and wrapping up around noon on Sunday, August 15th, 1999.

Do you want more of the "top of the country?" The 6-Day Saab Tour, "Nines Run the Rockies," precedes the convention (August 7-12). There are still some slots available as of press time. Please see Nines #239 for details and/or call Bruce Harbison of the sponsoring Rocky Mountain Saab Club at (303) 494-0181 immediately.

To register please send in the attached Convention Registration Form (complete both sides). Don't forget to make your hotel reservation by calling Keystone Resort at 1-800-258-0437. To receive a 12-page Registration Booklet containing detailed event information contact the Saab Cars USA Hotline 1-800-438-7222. Also list our RMSC website URL.

Don't forget to make your hotel reservation by calling Keystone Resort at 1-800-258-0437.

1999 North American Saab Owners Convention Schedule of Events

	Thursday Aug 12	Friday Aug 13	Saturday Aug 14	Sunday Aug 15
Morning	Arrive at Convention	Mt. Evans Observatory Tour MarketPlace Opens	Full Breakfast (included) Camp Saab Opens Saab Master Tech Tent Opens Concours de Saab	Continental Breakfast (incl) Peak Nine Hike John Moss Auction Saab Jeopardy
Afternoon	Registration Opens Caravans Arrive Saab Tour arrives	Tech Sessions Autocross	Tech Sessions TSD Road Rallye (Lunch is on your own)	Convention Wrap-up
Evening	Alpine Band and Special Appearances	Welcoming Reception Baxter Black Auction	Awards Banquet Featured Speaker	Scenic Driving Tours

CONVENTION REGISTRATION • 1999 SAAB OWNERS CONVENTION • AUGUST 12-15 • KEYSTONE, CO

Registration for: Adult Participant #1 _____ Adult Participant #2 _____
 Name: _____ Name: _____

Address: _____ Address: _____

City/State/Zip _____ City/State/Zip: _____

Phone (eve.) _____ (Day) _____ Phone _____ (Day) _____

Fax: _____ Email: _____ Fax: _____ Email: _____

What Saabs will you be bringing?

Car #1 Year _____ Model _____
 Car #2 Year _____ Model _____

Registration cut-off date is July 2, 1999 - Sorry no walk-in registrations accepted.

Adult Registration	Adult # 1	Adult # 2
\$110.00 Each	\$ _____	\$ _____
Children's Registration (per child ages 3—12)		
Incl. Camp Saab Saturday (Day & Eve) _____ Children @ \$100.00		\$ _____ (total)
Without Camp Saab, Number of children _____ @ \$50.00 Each		\$ _____ (total)
Autocross (Friday August 13) \$25.00 per person	\$ _____	\$ _____
Total Charges (for all Convention events Aug 12-15)	\$ _____	\$ _____
Tee Shirt advance order from other side (_____ shirts)		\$ _____ (total)
Grand Total Enclosed		\$ _____

Keystone Events included in basic registration fee.

- Western BBQ Reception (Friday - Aug 13)
- Concours de Saab (Saturday - Aug 14) - Entry? Yes _____ No _____
- TSD Competitive Road Rallye (Saturday - Aug 14) - Entry? Yes _____ No _____
- Awards Banquet (Saturday - Aug 14)
- All Seminars/Tech Sessions, Short Tours, and Entertainment
- Full Breakfast on Saturday and Continental Breakfast on Sunday. Meals for children under 3 are free; over 12 same as adult.

Note: There are no partial Registrations. The Registration fees above cover little more than half the Convention costs, with the remainder coming from Sponsorships, the Friday Auction, merchandise sales, and Saab Cars USA.

Method of Payment: Convention Registration payment may be made using check or money order only, made payable to: Rocky Mountain Saab Club. Mail completed form and check to Don Palmer, Convention Registration Chairman at address on reverse side.

Lodging Reservations must be made directly to the individual hotel/motel of your choice. For prime Saab Convention location lodging at the Keystone Resort, the enclosed separate form may be mailed or faxed directly to the resort, or you may call the number listed on the form to make reservations. Please do not delay; space is limited.

For Special Saab Convention Air Fares, call (800) 258-0437 to inquire about reduced air fares available from major carriers.

Note: The Saab Tour, "Nines Run the Rockies" is a completely separate six-day event beginning Saturday August 7th. Space is limited and registration will be accepted as indicated in the Registration Booklet. For Tour registration information please call Bruce Harbison at (303) 494-0181.

Please also Complete the OTHER SIDE of Form

CONVENTION REGISTRATION cont.

Convention Tee Shirts

The Convention Committee is offering a limited quantity of commemorative convention Tee Shirts that may be ordered with this registration form. Your advance purchase Tee shirt will be packaged with your convention check-in materials when you arrive at Keystone. The shirt is heavy-duty cotton screen printed with the colorful convention logo/theme "the Peak Nine Experience". The price for the official Convention Tee Shirt is \$10 with this Registration Form, or \$12 at the Convention, for any that may be left.

Number of shirts _____ @ \$ 10.00 ea. Size(s) _____ Total \$ _____
(Please enter shirt total on other side of this form)

To Help us Efficiently Plan the Convention:

Are You Interested in Convention Sponsorship Info? Yes ___ No ___
Reserve Marketplace/Swap Meet Space? Yes ___ No ___
Will You Make an Auction Donation? Yes ___ No ___

If yes, Please indicate item(s) _____

Do You Wish to Join a Caravan? Yes ___ No ___

From nearest major city? _____

Are you interested in having a car transported to Colorado? Yes ___ No ___

From nearest major city? _____

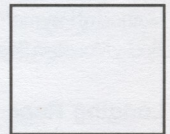
Will You Enter the Photo Contest? Yes ___ No ___

Mt. Evans Observatory Tour? Yes ___ No ___

Saab Tour. ..Nines Run the Rockies? Yes ___ No ___

If you plan to participate in this pre-Convention event, you need to complete a separate registration form;
Please Contact a Convention Committee Person For Details

Name _____
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Win an All Expense Paid Trip to the Saab Owner's Convention!

We suppose that this caught your attention. The good news is that there are 12 winners of an all expenses paid trip to the convention for two, plus an additional 88 winners of an all expenses paid except travel expenses trip to the convention. The bad news is that the winners have already been selected, and what's more, the winners were all Saab Master Technicians or Technicians. Following are the rules of the contest and a sample of 6 from the 40 questions on the qualifying test. These 6 questions from the Technician Written Test can be answered without the use of reference materials or vehicles. Many of the other test questions required research or on vehicle investigation to answer correctly. Readers who can correctly answer the following questions might want to consider a career change, to become eligible for next year's contest.

The 1999 MT Challenge & Technician Convention begins an exciting new program by Saab Cars for Saab Technicians. Based on the combined test scores from the Challenge Test plus the 1998 Griffin Test (T98T), Saab Cars USA has invited 12 Master Technicians, plus an additional 88 Technicians from any level, (Certified, Qualified, Master) to attend their Special Technical Training Activities. These training activities will be held in conjunction with the 1999 Saab Owners Convention, in Keystone Colorado August 12th - 15th, 1999.

The top 12 Master Technicians will participate in a Hands on Master Tech Challenge, held on Thursday August 12th (kicks off Wednesday evening 8/11/99) at the Keystone Resort in Keystone Colorado. Additionally, the top 12 are invited to attend all other technician and owners convention activities during the weekend. Saab Cars USA will pay travel, food, lodging and registration fees, for the entire event, for the technician and one guest.

The top 88 Technicians will participate in the Saab Cars USA National Technician Technical Training Convention held on Friday, August 13th (kicks off Thursday evening 8/12/99) at the Keystone Resort in Keystone Colorado. Additionally, the top 88 are invited to attend all other owners convention activities during the weekend. Saab Cars USA will pay food, lodging and registration fees, for the entire event, (transporta-

tion not included) for the technician and one guest.

The Rules

The top 12 Master Technicians and the top 88 Any Level Technicians were selected from the total scores of this Master Technician 99 Challenge Test plus the T98T Griffin Test completed in the fall of 1988. In the event of tie scores even after the two "tie breaker" questions, then selection was based upon total years of Saab Service Experience.

The Test

Below are six of the 40 questions pertaining to service and repair of SAAB automobiles which comprised the Qualifying Test. When taking the full test, Technicians were encouraged to use the most recent Service Manuals, Service Information bulletins (S.I.s), the Workshop Information System (WIS), and other SAAB literature available at their dealership.

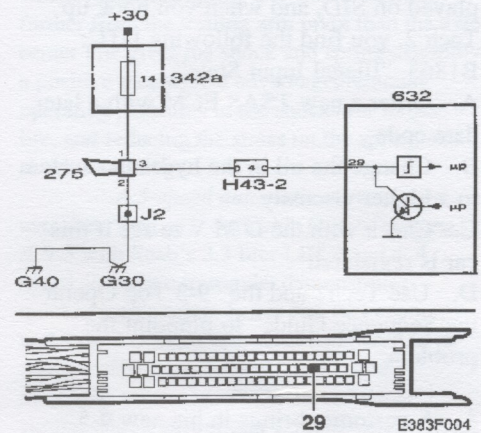
Some of the questions pertained to general knowledge regarding SAAB automobiles (or automobiles in general), and in these cases there may not have been specific answer in the SAAB library. It was expected that a trained automotive technician has this knowledge. There were also several questions which may have required the Technician to connect Tech 2 to a vehicle in order to correctly answer the question. There were also a few questions which do not have a direct answer in any SAAB literature. In these cases the Technician may have looked up reference material or done a little experimentation on a vehicle, to determine which answer is the best.

You are encouraged to take your time on all questions.

1. On a 1984 900, the black thermal switch in the CIS / Lambda system opens at?..
 - A. 66F.
 - B. 77F.
 - C. 110F.
 - D. 120F.

2. TWICE will set DTC B1785 if there is "No siren communication". If you look at the accompanying diagram which appears in the Fault diagnosis procedure, you can figure out how twice turns the Siren on and how it decides that there is a problem with this circuit.

Which of the following statements is probably NOT true?



- A. TWICE activates the siren by controlling a ground through an NPN transistor.
- B. There is a digital signal sent out on TWICE pin #29 which is used to test continuity of the circuit, this signal can be seen with a logic probe.
- C. The microprocessor (p) expects to see 12 v at pin #29 when the alarm is not active, 0 v would indicate an open circuit.
- D. The siren is triggered by a pulsed power signal switched by the transistor in the TWICE microprocessor.

3. Imagine a 9-5 no-start problem with the following symptoms:
 - Cranks but won't fire.
 - Cooling fans are constantly running on low speed.
 - The radio plays but the CD changer doesn't work.
 - The horn blows.
 What is the most likely cause of the problem?
 - A. You need to contact TWICE and run through the "Immobiliser" learning sequence to teach TWICE, MIU and TRIONIC to work together.
 - B. There is a problem on the P BUS which is keeping the immobiliser code from reaching the TRIONIC ECM.
 - C. The fault is probably in the key transponder

antenna. Try pressing one of the remote buttons to see if the car will start now. If it does, this would confirm that the fault is in the antenna.

D. There is a problem with the I BUS preventing the immobiliser code from reaching the TRIONIC ECM.

4. On a 1999 9-3 convertible, the top does not operate from the closed position, the message "Check Soft Top" is displayed on SID, and when you hook up Tech 2, you find the following DTC: B1865 "Illegal Input State".

- A. Order a new TSAS ECM with a later date code
- B. Change the oil in the hydraulic system to a higher viscosity
- C. Check with the DMV to see if this car is registered
- D. Use Tech2 and the "9-3 Top Operating Sequence Guide" to pinpoint the problem

5. A customer brings in his new 9-5 complaining that the ACC is not working properly. He insists the cabin doesn't

warm up to the selected temperature. When you run the calibration and check for faults with Tech 2, you find nothing wrong. You also run a performance test using a digital thermometer, and find cabin temperature to be consistently within 2F of the selected temperature. What can you do?

- A. Tell the customer the system is performing to factory specifications, and no problem was found.
- B. Use the Tech 2 Adjustment menu for ACC, and change the setting for "Left Indoor Temp. Increase", and "Right Indoor Temp. Increase".
- C. Use Tech 2 to change from "Dual Temperature Zones" to "Single Temperature Zone". This will increase system efficiency.
- D. Custom program the system to operate on "ECON". This cuts out the AC compressor operation. The vehicle will heat up more quickly.

6. Technician A states that Tech 2 plotted data from a snapshot will look exactly the

same as data graphed live, if both "patterns" are captured under identical conditions. Technician B states that the data graphed live will give a much truer picture of what is going on, when compared to a data plotted from a snapshot.

Who is correct?

- A. Technician A only
- B. Technician B only
- C. NEITHER Technician A nor Technician B

Answers:

- 1. B
- 2. D
- 3. D
- 4. D
- 5. B
- 6. B

If you answered "C" on question 4, we might suggest enrolling in Law School rather than Technician School.

Contest description and test questions provided by Mr. Randy Risley, Technical Training Manager, Saab Cars USA, Inc.

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Dr. Joel Kauffman's review of the 9-5 was published in issue # 238. We don't agree, and a rebuttal follows. As background, the Editor participated in a 9-5 clinic in August, 1997. A total of 7 Saab owners, split between 9000 owners and 900 owners, drove a pair of European Specification 9-5's for a period of several hours, then met to discuss their findings. While no substitute for the experience of ownership, the assignment of critical analysis followed by group discussion provides a good basis this rebuttal. This was followed by the editor's photo analysis of the 9-5 chassis design, published in issue #238, and a brief review check of a USA specification 9-5 from Dave Towell Saab in Akron, Ohio.

This was not Dr. Kauffman's first review; in 1986, the 9000 suffered under his pen. Before rebutting his 9-5 appraisal, we will revisit the earlier review. Summarizing, in 1986 Kauffman disliked: 1) the price and content, 2) brake balance (a perceived tendency for rear lock-up), 3) space-saver spare, 4) the A-pillar width, 5) dash-cover reflected glare, 6) reduced below-trunk storage, 7) absence of low end torque, 8) the air-cooled, rather than water-cooled, turbo, and 9) absence of a light color in the palette. Addressing these: 1) His pricing analysis apparently confused the manufacturing cost of "bells and whistles" versus their selling price when optional; 2) Saab's adoption of ABS in 1988 fully addressed any brake balance problem; 3), by 1987 the standard tire would no longer fit the well because of its width. The pillar width (4) is an issue only in comparison to the venerable 99/900 design. The 9000 pillar is slender in comparison to the majority of vehicles, few of which can withstand the Moose Test. Dash-cover reflected glare (5) is an industry wide problem to which 9000's with light colored interior trim are susceptible. It is addressed in the 9-5 and 9-3, which feature black dash covers whatever the interior trim color. With the 2.3 liter motor and more advanced turbocharger controls, Saab became an industry leader in supplying engines with low RPM torque (7). Saab adopted water cooled turbocharger housings (8) in 1987. White became a fixture in Saab's color palette for the 9000 from 1987 (9).

On balance, many of Kauffman's criticisms of the 9000 turned out to be subjects of subsequent refinements, and most of them were accomplished within two years. They seem to have addressed Kauffman's concerns; he currently drives a 1993 9000. Kauffman is a long time owner of Saab automobiles, and his 9000 critique was ultimately proven more "right" than "wrong."

The earlier critique was most accurate when it addressed issues of performance, or areas where Saab was lagging the industry as a whole. Issues of price versus cost, or issues of the basic engineering, tended to miss the mark. We believe that the 9-5 review misses the mark because it dwells heavily on issues of price versus cost, issues of basic engineering, and issues where the Saab is in step with industry standards. Further, it seems to lack a basic premise of how Saab's product philosophy fits under the GM umbrella. We will attempt to provide that at the end of the article.

On to the specifics of the 9-5 review. The rebuttal will follow in the order of the referenced review, but first a comment on Kauffman's conclusion: that he doesn't want a 9-5. With about 15,000,000 cars and trucks sold new in North America, Saab's goal is 50,000 units, corresponding to world wide sales of something over 150,000. These numbers were expressed by a Saab executive to a Wall Street Journal reporter in 1997. This is .33% of the market. If Saab's goal is achieved, 299 out of 300 people will choose something else.

The first concern was the use of McPherson Struts up front, rather than a "double wishbone." Stating that the 9-5 was promised to have "double wishbones", the fact is that a transverse front drive power train requires a very wide engine compartment. While the McPherson design was invented to reduce manufacturing costs, the structural requirement it places on the chassis allows the width under the hood which is desperately needed. Replacing struts is more costly than replacing shock absorbers, but this cost is partially offset by eliminating the load-bearing ball joint, a common replacement item on Classic 900's, and one set of suspension bushings. The front end alignment holds its setting more reliably, inevitably reducing tire wear. The very high quality struts used in the 9000 typically require only a single replacement over the life of the vehicle, and seldom by the original owner. This hardly deserves the "trouble prone" label which was given to them.

Logic aside, all Saab automobiles following the 9000 will be derived from GM designs. So long as GM front drive chasses have McPherson Struts, Saabs will have McPherson Struts. The broad implications this has on Saab's identity and product quality have been at issue for a decade, and most analysts believe that Saab has retained the former and improved the latter since its association with GM.

In the rear suspension, having *spring seats welded to the body of the shocks* is an

inconsequential modification, cost wise, to the rear shock absorber. While it does limit choice during replacement to products specifically designed for this chassis, that is not necessarily a negative feature. This detail is in common with the widely sold "Vectra" in Europe and the upcoming Saturn LS in the US, giving independents such as Monroe a large customer base over which to amortize the spring seat. Customizing the internal design to match the 9-5's requirements is not a problem for shock manufacturers. This rear suspension design, which places the spring and shock assembly further from the trailing arm pivot than the axle center line gives the shock and spring assembly a positive mechanical advantage, reducing operating pressures in the shocks for longer life, and reducing the stress on the spring and shock mountings.

A 5-speed automatic transmission was described as a desirable feature missing. A 9-5 with Saab's 2.3 liter LPT 4 and a 4 speed automatic transaxle demonstrates quicker acceleration, better city fuel economy, and a similar top speed when compared to an Audi A6 FWD model with its 5 speed automatic transaxle. Since the cars have similar engine power and vehicle weights, their respective performance fails to demonstrate a convincing argument for a transmission featuring more forward gears.

Seat belt efficacy and comfort, due to a lack of pillar adjustment, was cited. With a tilt-telescope adjusting steering wheel and standard power front seats, a 9-5 should accommodate the widest range of bodies out there. Saab also makes pedal-raising pads available through their spare parts channel to further accommodate owners. When we check-tested a 9-5 sedan, we believed that a 5 foot tall female could be accommodated with ease. *Tear strength of the foam bumper fill was cited.* This is not a meaningful measure of the intended function of the material. *Hysteresis in the bumper fill was cited,* as if meaningful energy absorption occurs in the compression of bumper fill materials. Both criticisms were made without data.

The ABS system was criticized for exhibiting excessive stopping distance on dry pavement and lacking the tactile feedback of the 9000's system. The purpose of ABS is controllability on slippery surfaces or during emergencies, not optimum stopping ability on dry pavement. The electronic brake force proportioning circuit, which intervenes to optimize the front/rear braking balance, will tend to minimize the ABS actuation on dry pavement and optimize stopping distance for most experienced drivers, while ABS keeps drivers of all abilities relatively safe. Versions of the Bosch ABS system, the system used on the New Generation 900, 9-5, and 9-3,

which allow tactile feedback produce pedal pulsations that are irregular and unpleasant. The ATE system, as was used on earlier 9000's such as Kauffman's and classic 900's, is arguably more effective, but the cost to repair them is very high. A major repair can cost several thousand dollars, which places an undue burden on someone who has purchased a decade-old model for little more than that. The Bosch system used on the 9-5 has become the standard for European makes, and is increasingly used in US products.

Deficiencies in emergency handling, steering feel, and chassis feel, as compared to his 9000, were noted. Tire choice has a profound effect on all these characteristics as well as the ride. The cars used in the Clinic were equipped with Michelin Pilot tires, rather than MXV-4's used on USA specification 9-5's. Handling, steering feel, and chassis feel on the European specification cars were entirely consistent with the standards set by the 9000. The ride was good, but not consistent with the "cushy ride" described by those who have tested US specification models. During our check-test of a US spec vehicle, the degree of "tail wag" during a simulated

emergency lane change was not excessive and the ride was superb. We conclude, therefore, that any handling deficiency in the 9-5 relative to the 9000 traces back to the tire choice, and further that any handling deficiency is relatively minor. One may criticize this tire choice, made by the USA importer, but one should also note that the MXV-4 is one of the more widely used tires in the luxury-sport segment in the USA, almost to the point of being the reference tire in this segment. Its use is a reflection of the aggregate USA consumer preference among those who purchase this class of vehicle. Tire choice is easily changed by the owner, and more sporting 9-5 variants, reportedly coming to market in the fall of 1999, will likely have tires to match. *Kauffman footnotes his conclusion with references to published skid-pad numbers*, but fails to mention that environmental conditions or track conditions, let alone tire choice, can change the results by several percentage points.

Glove compartment size was criticized with no mention of the passenger side airbag which has constricted glove compartments in virtually every vehicle that isn't a truck and had totally consumed the

glove compartment in later 9000s. *Many features which were unique in the 9000 have been eliminated*, and I am also upset at their demise. The rear seat room is reduced, especially with regards to the 9000's unprecedented leg room. One could carry these comparisons to distraction, but the fact remains that the 9-5, without these features, has been a tremendous sales success, while the 9000 sales, even in the days when the design was "fresh", had tended to languish. It is unreasonable to expect the 9-5, with its comprehensive package of mainstream features, even to the point of cup holders, and its aggressive pricing structure, to also include features which have not been adopted industry-wide, which are not essential to Saab's product philosophy, and which have not demonstrated value in the marketplace.

The brake pedal location and support were not issues of criticism to the Clinic panel, and both automatic and manual 9-5's were in the test fleet. The console width drew comment only with regards to the bulge on the passenger's side, which, we were told, is an artifact of the dual climate control system. It was noted by the Clinic panel that the front seats are spaced away

900 - 9000 - 9³ - 9⁵



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from the sides of the vehicle, closer to the center. We interpret this as increasing the side-impact crush space available and providing additional space for deployment of the side-mounted air bags. It also tends to emphasize the console width. Compromising aesthetics in favor of occupant safety has long been standard practice at Saab.

The "black panel" has an off switch for those who don't like it. *Computer driven instruments* are generally much more reliable than their mechanical brethren, with failures in odometer gears in particular being common in old vehicles. We fail to see the importance of being able to read the odometer without having a key. The clock can be read when the engine is off by pressing the "time" button on the display. *Mud flaps* have not been standard equipment on Saabs since the classic 900, and on the 900 they were only standard equipment on the front.

The front subframe has been made an integral component in the 9-5's sophisticated crash energy management system, as shown in the chassis photos in issue #238. A hinge would, therefore, be inappropriate. The "flat rate" to R&R the 9-3 or 9-5

transmission, which is done by dropping the subframe entirely, is no greater than the 9000 with its hinged frame and bottom side removal. Independent Saab techs have grumbled about the custom tool which facilitates dropping the powerplant, but have told us that dropping a tranny from a late 9000 is at least as difficult as dropping a 9-5 or 9-3 cradle. The Saab transverse manual transmission and the Aisan Warner automatic transmission, used in the NG900, 9-3, and 9-5, seldom require removal, and even in the 9000 the transmission is unhooked and offset for clutch replacement, rather than lowered away from the chassis.

The radio is not a unique size, as alleged by Kauffman; it is a "double DIN" sized unit and can be seen to have removal tool holes similar to those in the single DIN units of the 9000. While European customers have several radio options available to them, US buyers are pretty much at the mercy of the Importer, Saab Cars USA, when it comes to equipment. Their goal is to please the maximum percentage of buyers in a segment where every manufacturer provides excellent sound systems. Saab's unit is at least competitive

in its market in terms of sound quality and standard features.

Saab's unit will not play in a vehicle different from the one in which it was installed unless it was previously put back into the "uninstalled" mode. This can only be done using the Tech 2 tool, and it requires that the radio be installed in its original location. There are no longer any codes to enter after power has been disconnected from the radio. Aftermarket radios in the "double DIN" configuration are available, and I am sure they can be fitted to the car. Then, the "objectionably small SID (Saab Information Display)" screen would be supplemented with a "Tokyo at Night" audio display. Alternatively, a combined Audio and Navigation system can be fit into a "double DIN" opening, something which can not be done with the dual-single DIN openings of the 9000. Obviously an aftermarket system would not interface with the SID, but would operate fine and use its own display. Speaking of the SID, we do not find it's display "objectionably small."

In conclusion, we believe that too much of Kauffman's criticism boils down to

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Rebuttal

"it's different than the 9000, and therefore it is unacceptable." More of the criticism was of the engineering design independent of the performance. The main performance issue, the handling, we believe is simply a question of tire choice. Engineering design is an art of compromise: a balancing of benefits and costs, and marketing driven decisions add their own bias.

From the Corporate Media Site: "The purpose of Saab is to be the distinctive European premium brand within the GM vehicle portfolio...." This is not very specific, but looking back, Saab has traditionally produced cars of the highest level of safety and durability, with competitive levels of performance, handling, comfort, and value relative to the market segments in which they participate. Its products have also been designed to accommodate the rigors of the home market's arctic climate, through such features as heated seats, rear-side window demisters, headlight wipers, and corrosion resistant chassis design. Within that context, the 9-5 delivers substantial improvements over the already excellent 9000 in terms of crash safety. Comfort is improved by the significant reduction in noise level and improved ride. The performance and handling which we experienced at least equaled the 9000's already competitive standards, with the understanding that a "full Turbo" version will be available for the 2000 model year to complete the model line. The 9-5 is priced lower than the 9000 despite the improvements in safety and comfort, which means enhanced value. Features which matter in the Saab context, such as headlight wipers and rear-side window demisters, remain. Features such as rear seat reading lamps in the pillars, rather than the dome light, and unrivaled rear seat room have been replaced with center-rear-passenger shoulder restraints, dual climate control, supplemental side impact restraints, active head restraints and more sophisticated electronic diagnostics. All of the additions matter more to the Saab context than the deletions.

A final insight into the world of marketing: the optional seat heaters. This is a concession to the American South: where Saab has its headquarters, where population and mean incomes are rising the fast, and where Saab's sales have traditionally been below average. We believe it annoys the people in the South to see "seat heaters" as a standard equipment. They know that they will not use the heaters, and they believe that

the price of their car was inflated to comfort the posteriors of "them Yankees." Saab has apparently decided that it will annoy the Northern residents less to have seat heaters as an option than it will annoy the Southern residents to have seat heaters as standard equipment. We may not like this strategy, but then, we live in the North.

If some people would not accept a 9-5 on a bet, then there will be more floating around for the rest of us.



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Saab Goes to the Extreme - On the Big Screen

Norcross, GA - Saab Cars USA is the worldwide presenting sponsor of the new giant screen adventure 'Extreme - Filmed With IMAX Cameras'. The film, which opened in IMAX theaters around the country in March 1999, features the best athletes in the world as they challenge the most intimidating forces of nature, in some of the world's most remote and extreme places.

Viewers feel like they're personally experiencing extreme sports adventures, courtesy of the unique IMAX camera filming process, with images projected with crystal clarity onto eight-story high screens. Skiing and snowboarding perilous untouched mountain peaks; climbing vertical frozen waterfalls and magnificent red-rock spires; surfing this century's largest waves and windsurfing El Nino strength winds, "Extreme" make audiences part of the action like never before.

"Saab owners aren't the type of people who sit on the couch all weekend-they love action, adventure and the outdoors, which made this sponsorship opportunity almost a 'must-do' for us," said Sal Gatbonton, promotions manager, Saab Cars USA, Inc. "'Extreme' is all about pushing the envelope when it comes to performance and control of potentially dangerous situations."

Saab will also be the presenting sponsor of "The Making of Extreme" television series, an eight-part series that takes audiences on location and behind the scenes with the athletes and filmmakers. The series will be shown worldwide, with distribution scheduled to begin in May 1999. "The Making of Extreme" will also be available on video. As the presenting sponsor, Saab will also introduce a line of "Extreme" merchandise through its accessory program, including CDs, videos, and logo wear. All merchandise will be available through Saab's U.S. dealers, or can be ordered online at www.saabcatalog.com.

SAAB LAUNCHES ALL-NEW, LIMITED EDITION 9-3 VIGGEN

Norcross, GA - Saab made its U.S. debut at the New York Auto Show in the spring of 1956. It was there that Saab exhibited its first high performance sports car-the Sonett Super Sport prototype.

Almost exactly 43 years later, Saab unveiled another performance-bred Saab at the 1999 New York International Auto Show-the all-new Saab 9-3 Viggen Coupe. The Viggen name and badge honors the most agile and versatile Saab fighter jet ever developed, the Saab 37 Viggen, renowned for its innovative technology and design. Designed specifically as an advanced multi-purpose aircraft, the Viggen jet was capable of performing diverse duties, such as interceptor, strike, reconnaissance and training duties equally well.

Equally versatile, the earth-bound Saab 9-3 Viggen is designed to deliver the unmistakable thrust of Saab turbo performance while retaining traditional Saab character traits. Featuring the highest level of performance in a Saab yet, the Saab 9-3 Viggen carries on the tradition of its predecessors-cars like the 900 Turbo SPG that innovatively blended muscular acceleration with modified suspension and aerodynamic styling refinements. This unmistakable performance character makes the 9-3 Viggen one of the world's most entertaining front wheel drive automobiles. With 225 horsepower at 5,500 rpm, and impressive torque of 252 lb.-ft. available at just 2,500 rpm through 4,000 rpm, the driver of a 9-3 Viggen will quickly identify with the level of thrust available to Saab 37 Viggen jet fighter pilots.

Saab's highly modified and responsive 2.3L four-cylinder engine, controlled by Saab's own Trionic T7 engine management system, resonates with Saab high output turbo character and provides exceptional performance. The 9-3 Viggen's engine is 12% more efficient at producing horsepower per liter of engine displacement than the new 1999 Porsche 911 Carrera. More importantly, the Viggen is a fully 44% more efficient at producing lb.-ft. of torque per liter of engine displacement.

As with the Viggen jet fighter, the new 9-3 Viggen Coupe has the structural technology to support and enable its performance capabilities. To harness the Viggen's power and direct it properly, a new sports suspension comprised of springs, dampers, anti-roll bars and steering rack mounts has been developed. Transferring the Viggen's power to the pavement are 17"x7.5" light alloy wheels with P215/45R17" low profile Z-speed rated high performance tires.

In developing the Viggen jet fighter, one of its key attributes had to be the ability to land and stop in short distances to make use of Sweden's highway bases if necessary. Stopping ability was equally critical to the development of the 9-3 Viggen. Front ventilated rotors are more than three-quarters of an inch larger in diameter and new, larger front calipers with larger pads are employed to haul down the Viggen from any speed. All four rotors have machined grooves for better cooling to ensure repeated fade-free stops in demanding driving conditions.

With the higher performance capabilities of the 9-3 Viggen Coupe, aerodynamics plays a crucial role as well. Aggressive exterior styling enhancements exclusive to the Viggen reduce aerodynamic drag by 8% (to a 0.31 coefficient of drag), and reduce lift forces over the rear wheels by 60% for superb road holding and high speed stability. Keeping the owner of a Saab 9-3 Viggen well informed and in complete control are new sports seats which provide greater lateral support and driver comfort.

The Saab 9-3 Viggen was developed jointly by Saab Automobile AB's Special Vehicles Operations team and the Oxfordshire, England-based TWR Group. The TWR Group is owned by Tom Walkinshaw, whose extensive racing background has evolved the company into one of Europe's foremost design and engineering houses, specializing in high-performance tuning.

The 9-3 Viggen Coupe's body will continue to be manufactured at Saab's factory in Trollhattan, Sweden, then shipped in a climate controlled, sealed container to Uusikaupunki, Finland for painting and final assembly at the Valmet Automotive plant. Only a limited number of 2,500 Saab Viggen models will be

produced annually for worldwide enjoyment.

Saab has announced pricing for the company's new high performance 1999 9-3 Viggen Coupe. For a base price of \$37,750, Viggen delivers the highest level of performance Saab has ever produced, yet still retains traditional Saab traits like world-class safety and versatility.

To truly appreciate the performance 9-3 Viggen provides, its base price includes enrollment for one in the Viggen Flight Academy - a two-day intensive driving training session exclusively for Viggen owners held at Road Atlanta. The Viggen Flight Academy will be instructed by professional race car drivers and is designed to teach Viggen owners the best techniques for driving a front-wheel-drive performance car. In addition to classroom sessions, driving exercises will include slalom, evasive maneuvers, braking, autocross and downshifting.

Model year 2000 Saab 9-3 Viggen Convertible and 5-door versions arrive in showrooms during the fall of 1999.

SAAB 1999 FIRST QUARTER SALES UP 51 PERCENT

NORCROSS, Ga. - Saab Cars USA, Inc., the U.S. importer and distributor of Saab 9-3 and 9-5 automobiles, announced sales of 3,292 units during March 1999, a strong 14 percent increase over March 1998 (2,894 units sold). This represents the best March Saab and its 205 U.S. retailers have enjoyed since 1995. Year to date, Saab sales are up 51 percent over the same period in 1998 (8384 vs. 5542).

Saab 9-3 Convertible sales (1,052 units) continued to fuel sales growth, with a 10 percent increase over last March (956 units). Saab's 9-3 model line accounted for 67 percent of total March sales (2,211 units).

Saab 9-5 sales included a growing volume of top-of-the-line Saab 9-5 V6 models (486 units) as a result of increased availability of the automaker's asymmetrically turbocharged V6 engine. The Saab 9-5 sedan continues to draw new buyers to the Saab brand. During March 1999, 1,072 Saab 9-5 models were retailed, compared to just 255 Saab 9000's during March 1998.

VIGGEN An exclusive NINES interview with Saab Cars

Q: The new generation 900 was introduced in the fall of 1993. Why did it take five and a half years before the Viggen variant was introduced?

A: The answer is partly financial, but mostly organizational. While the "SVO" concept was announced in 1996, and a "concept" vehicle shown, the fact is that the SVO group had only just been approved. It was, at that moment, an organization which existed only "on paper." And even so, the SVO group consists of just 6 people. So from the outset, it was recognized that an outside contractor would be needed to complete the project.

This means that starting in 1996, a team had to be hired, the "concept" refined into product specifications, a number of contract engineering firms interviewed and a selection made (in all, eight firms were interviewed), all this before a single "working drawing" could be made. In addition, the Saab SVO team fully integrated themselves into the process at TWR, which meant stretching out the time required to complete the project in exchange for ensuring the excellence of the result.

Considering the extent of the undertaking and the starting point just three years ago, we believe the project was accomplished in a rather short time.

Q: With the current 9-3 being based on a nearly obsolete "platform", do we expect the Viggen to be a short-lived model, and will the next generation 9-3 have a "Viggen" sooner than 5 years into its model run?

A: We don't really agree with that characterization of the 9-3 platform. The 9-3 and 900 before it have all along been a rather unique combination of design elements which Saab modified and developed for our own needs. As such, it really isn't like any other GM product made at the time or today. As for the model's life expectancy, let me share that our production plans for the Viggen extend to the year 2002, with a total production over the years of 11,000 units. Of those 11,000, approximately 3500 are allocated to the US. What will follow that is too far in the future for us to know or say anything specific, but we certainly do not expect a six year gap between the end of production current "Viggen" and the beginning of production of next SVO model.

Q: With the larger brake rotors and calipers, will the Viggen accept a "minus one" winter tire fitment (16 inch rims, narrower, taller cross section tires), or must we plan on "parking our Saab" during the winter (heresy!)?

A: 16 inch wheels will fit just fine, and there are plenty of performance winter tires and reasonably priced rims that will fit. A 15 inch wheel, however, is out of the question.

Q: What is the "Nimonic Alloy" as used in the exhaust valves?

A: "Nimonic" is a high nickel content alloy which is used to coat the outside of the exhaust valves. It is very much the same as the coating used on jet engine exhaust nozzles and it gives the valve excellent resistance to damage from the high volume, high temperature exhaust.

Q: What is the "variable boost" feature, if not simply the torque limitation in first and second gears?

A: Torque limiting in the lower gears has been a feature on many of our recent products, as it is on the Viggen. That's not what we mean. As you know, the boost is controlled by the Trionic engine management computer. What makes it a "variable boost" is that the boost pressure will rise to whatever is required to allow the engine to reach full output. This goes beyond the traditional APC, which dumps boost when detecting preignition, but which also allows boost to rise only a

VIGGEN Interview

fixed maximum level. We've specified a maximum boost level of a little over 20 psi (1.4 atmospheres), but you aren't ever going to see that at sea level. At sea level, boost will generally rise no further than the 15.7 psi where the 9000 Aero engine, with its similar maximum output of 250 plus ft. lb. of torque and 225 hp, was limited. But at 10,000 feet, that's where the 20 psi of boost comes in, and there the engine will still be generating its full output of 250 plus foot pounds and 225 horsepower.

Q: What causes a narrowing of the torque plateau. The 2.0 High Output Turbo (HOT) torque plateau ranges from 2300 to 4600. The 2.3 HOT doesn't plateau until 2500 rpm, which indicates a relatively larger turbocharger, but then it begins to drop off at just 4000 rpm. Is the torque being held back to keep the engine or drive train together?

A: First of all, the torque plateau isn't being "pulled back" to protect anything. In designing this engine, while it's similar to, say, the 2.3 liter Aero engine, it and the 2.3 LPT in the 9-5 truly are brand new engines. The block has been made smaller, lighter,

and stiffer. The pistons and rings are new, and both engines are using low-friction rings. In the HOT engine we use forged pistons with reinforcements forged into the piston base, larger, stronger gudgeon pins, the head design has been refined, and the intake tubing is plastic for more uniform cross section and less flow restriction. The Turbocharger is in fact larger. We use a Mitsubishi unit in the Viggen because they happen to make a unit with pressure and flow characteristics better suited to this engine than any of Garrett's choices. Not that there is anything wrong with Garrett, we use their product on most of our cars and they work great. It's purely a question of the Mitsubishi matching the engine's requirements better. As for the reason why the torque begins to drop off at 4000 rpm, I'd only be speculating, but the V-6 in the 9-5 also starts dropping at 4000 rpm. We could be seeing a limitation from the intake baffling. Despite its being a very high performance sports coupe, Viggen is still lets you tour in civilized quiet and comfort.

Q: When can we get one to test?

A: The "Detroit Press Car" is booked up until June 15.

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Can't wait to get your Viggen?

If you live in Canada, you can't get a 1999 Viggen. GM of Canada won't be distributing any until the 2000 model year. To help their customers get over the pain, one Toronto area dealer, SAAB of Thornhill, is offering for sale 9-3 Coupes which have been modified with higher engine output, a 17 inch wheel and tire package, a custom ground-effects body kit, and various trim details. Although not listed on their advertising sheet, we recall that shorter, stiffer springs are also part of the package.

Increasing a car's power through various means has been going on for generations, and often the real challenge is to keep everything in one piece. That challenge is made easier when the "stock" vehicle has been designed with a wide margin of safety. Thornhill Saab has sufficient faith in the Saab's 2.0L powerplant and drive train that they are offering their own warranty on the modifications.

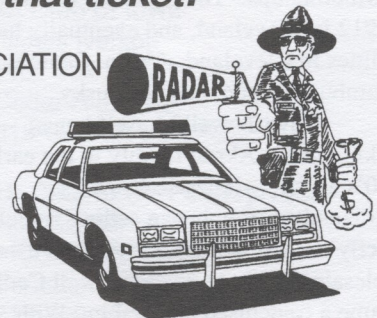
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This is the web site the police are afraid you'll find. Visit and gain the information they don't want you to have. Troopers think of Saab owners as speeders, not drivers of safety engineered cars. That's one reason Saabs are targeted for traffic tickets. 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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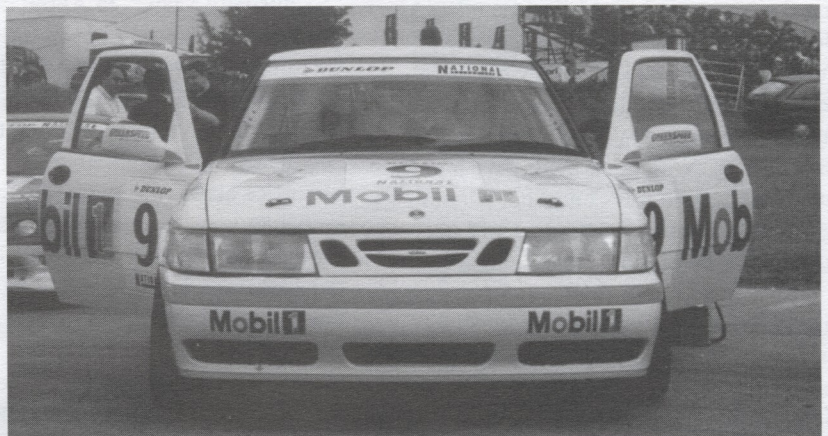


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Akron's New Saab Dealer with an 87 Year Legacy

One of the newest Saab dealers, Dave Towell in Akron, Ohio, acquired the franchise in January, 1999. A fixture in the city of Akron, Towell Cadillac (now Cadillac-Saab) was founded by Dave Towell's great uncle as part of his network of North and Central Ohio Cadillac Distributorships. That network was begun in 1912 in Cleveland, and eventually had facilities in Cleveland, Akron, Canton, Columbus, Toledo, and Sandusky.

Dave Towell himself began working in the Akron facility in the early 1950's as the "wholesale manager." Cadillac ultimately began selling vehicles directly to their dealers, rather than using wholesale distributors, and Towell Cadillac became a franchised dealership. With some 40 years in the front office, Dave can provide a lot of insight into the business of being a new car dealer. While Cadillac has been the backbone of his franchise, there have been other brands which have passed in and out of his ownership. Oldsmobile was paired with Cadillac, was sprung loose, reacquired at a different facility, then sold again. Mazda was acquired back during the time GM was actively developing the rotary engine concept, then quickly dropped when currency fluctuations, "energy crises", and the rotary engine's reputation for rapid apex seal wear made a fully stand-alone facility a money-losing proposition. While Saab will have a new, exclusively Saab sales building, parts, service, and business activities will be handled in the existing Cadillac facility.

Saab seems to be quite a stretch from Cadillac, so we asked "why Saab," and "why at this time?" Towell said he sought the Saab franchise for two reasons: Saab is very different from Cadillac, and the previous franchisee was eager to sell.

Explaining his desire for "something different", Towell made the point that "you can't live off 'just this many people' (hands held about a foot apart). Once in a while you have to bring in a few new ones." He observed that "no one company or one car line is ever going to dominate the American market like GM dominated the market in the 50's." With a market ever more fragmented and divided into "niche" products, seeking diversity in a

customer base requires diversity in the product offerings. Towell told the reporter "They (his sales staff) all thought I was crazy to bring this (Saab Franchise) thing in here. But last January, we'd only had the franchise for week, a young couple with a baby in one of those carry-cradles, came in to look at a Saab. After they left, I asked my people, 'When was the last time you saw a customer come in here carrying a baby?'"

"(It's a) different population entirely owning Saabs (as compared to Cadillac). For example, someone comes in with an older car, maybe 8 or 10 years old, and it needs some work done. Well, it needs a lot of work, maybe \$1500 or \$2500. If it's a Cadillac owner, as soon as he gets over the shock, he asks what it's worth on a trade. If it's a Saab owner, he asks how soon it can be done." As he said, Saab owners as a group are a lot different than Cadillac owners.

Dedication to the Brand

Having dealers who are enthusiastic and dedicated to Saab is the professed goal which Joel Manby brought to Saab. The attrition in the numbers of Saab dealers is known, as is the push to make dealers "Exclusively Saab." In Akron the market is admittedly too small for a fully free standing facility, but a dedicated sales showroom is still a requirement. In the case of the previous franchisee, the "dedicated showroom" was the former used car office across the street (and it is a 4-lane, one-way, main artery of Akron) from the executive offices and parts and service departments. Towell is building a brand new showroom adjacent to the existing facility.

While the quality of the product, the effectiveness of the marketing, and the enthusiasm of the sales force bring the new customer to Saab, the service department is an important part of repeat sales. While the previous franchisee anointed a BMW mechanic and sent him to training classes, Towell sought out and hired Jay Davis, an experienced Saab Master Tech. Towell stressed the importance of having a service technician with long-time experience. "I have no problem with the new cars; I can send any of my mechanics to train on them. But Saab isn't holding classes on the old

ones any more, and I've got to be able to serve those customers too." We have known Jay Davis for over 20 years, and he is excellent. His reputation in the Akron area is such that people have scheduled service and repairs at the dealership only after verifying Jay's employment there.

The Service Manager purchased the first 900 "traded in" for his family's use, purchased a membership in NINES, and has spoken of starting a Northeast Ohio Saab Club. This all speaks of dedication to the brand, from the owner all the way through the organization. In fact, our first contact was with Mr. Towell's secretary, and she was positively "gushing" about their success with Saab.

Brand Awareness

Mr. Towell can drive any one of a number of different vehicles, but at the moment he is driving a Saab Turbo Convertible. "If I'm going to sell them, I ought to know something about them." He told us of his great pleasure demonstrating the "one button top mechanism" to anyone who could be cajoled into watching it operate.

Obviously, Mr. Towell is not the one on the floor giving test drives. That role is served by John Schoblocher, a long time automobile enthusiast and an experienced Saab salesperson. Formerly employed at the previous Akron dealer, he had resigned his position there when it became clear to him that Saab was not going to be a priority. One of the great recipes for failure in promoting imported cars in domestic facilities is to hand the existing salespeople a handful of brochures and tell them to "sell some of these too." This approach has failed for Buick-selling-Opel, Mercury-selling-Ford-of-Europe, and Chrysler-selling-Simca. This recipe for failure is definitely not being practiced at Towell Saab. A dedicated Saab sales staff is planned for the dedicated facility, and in the mean time a dedicated staff of one is providing the sales support. If you happen to be in the showroom, the "Saab Guy" is the one not wearing a suit.

Note: The "Spotlight" column is not an endorsement or advertisement. Its purpose is to highlight positive aspects of dealers, independents, and parts vendors for the general interest of the readership.

North American Saab Clubs, Contacts, and Calendar

Appalachian SAAB Club

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Email:NCsaabreg@AOL.com

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

Delaware Valley SAAB Club

Pat Bolmeyer
1311 Clifford Rd., Oak Hill
Wilmington DE 19805-
302-994-2173

Gateway City Saab Club

Greg Cassidy
62 E. Adams Dr.
Cahokia IL 62206-
(618) 320-5330

Great Lakes SAAB Club (Western Michigan)

Jim Laman
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Email:lamanjim@juno.com

Green Mountain SAAB Club (Vermont)

Cathleen Pembroke
RFD #5, Box 2758
Montpelier VT 05602-8812
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Email:sbprods@earthlink.net

Gulf Coast SAAB Club

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504-283-0822
Email:rthrandz@AOL.com

Milwaukee SAAB Club

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

Minnesota SAAB Club

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

New England Sonett Club

P.O. Box 4362
Manchester NH 03108-
Email:sbprods@earthlink.com

New Jersey Saab Club

Bob Adams
448 Old Deal Rd.
Eatontown NJ 07724-
908-544-0516

Northwest SAAB Owners (Washington, Oregon, British Columbia)

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20220 80th Ave. SE
Snohomish WA 98290-
425-486-1351

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

SAAB Club National Capital Area

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

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Email:dorzano@compuserve.com

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SAAB Club of Iowa

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Craig Bobchin
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Austin TX 78758-

Saab Owners of Canada, Inc.

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Tristate SAAB Club (Ohio, Kentucky, Indiana)

Paul Arel
9864 Baughman Rd.
Harrison OH 45030-1771
513-367-9864

Utah SAAB Club

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

Western Pennsylvania Saab Club

Andy Bittenbinder
9433 Katherine Drive
Alison Park PA

On-Line Clubs:

The Saab Network

<http://www.saabnet.com>

Turbo!

<http://secret-secret.com/turbo>

VSAAB (for Vintage Saabs)

<http://www.vsaab.com>

Calendar of Events

Editor's note: Now that NINES is again publishing on a regular schedule, the Calendar of Events can be a comprehensive schedule of Saab happenings around the country. Individual clubs are urged to contact the NINES office by the 15th of every odd-numbered month to ensure that the events are properly listed.

Great Lakes Saab Club

July 11. Summer meeting, Milford, Michigan. RSVP to Gary Stotler. email: stotler@tir.com or telephone: 248-685-5725 as soon as you can.

Saab Club of Canada

July 10 Rally, A fun rally set in the Niagara escarpment area of central Ontario, for further information David Parkinson, 905 877 4830 (res)

July 21, Monthly meeting, Fairview Public Library, 4th floor, Toronto, starts at 8:00pm, guest speaker, for further information Gae Teixeira 905 737 5827 (res)

August 13, Testosterone Free Advanced Driving School, Shannonville Motorsport Park, Belleville, Ontario, women only, learn advanced accident avoidance, braking, and cornering techniques in a safe controlled environment, skid pad & track, 1 day CDN \$170.00, for further information John Casey 416 239 2193, fax 416 239 6228

Women: The experience you can gain in controlled track sessions makes the trip to Tomoto worthwhile. Men: there will be a similar session in the fall for both genders -Ed.

August 18, Monthly meeting, Fairview Public Library, 4th floor, Toronto, starts at 8:00pm, guest speaker, for further information Gae Teixeira 905 737 5827 (res)

Southern California Saab Club

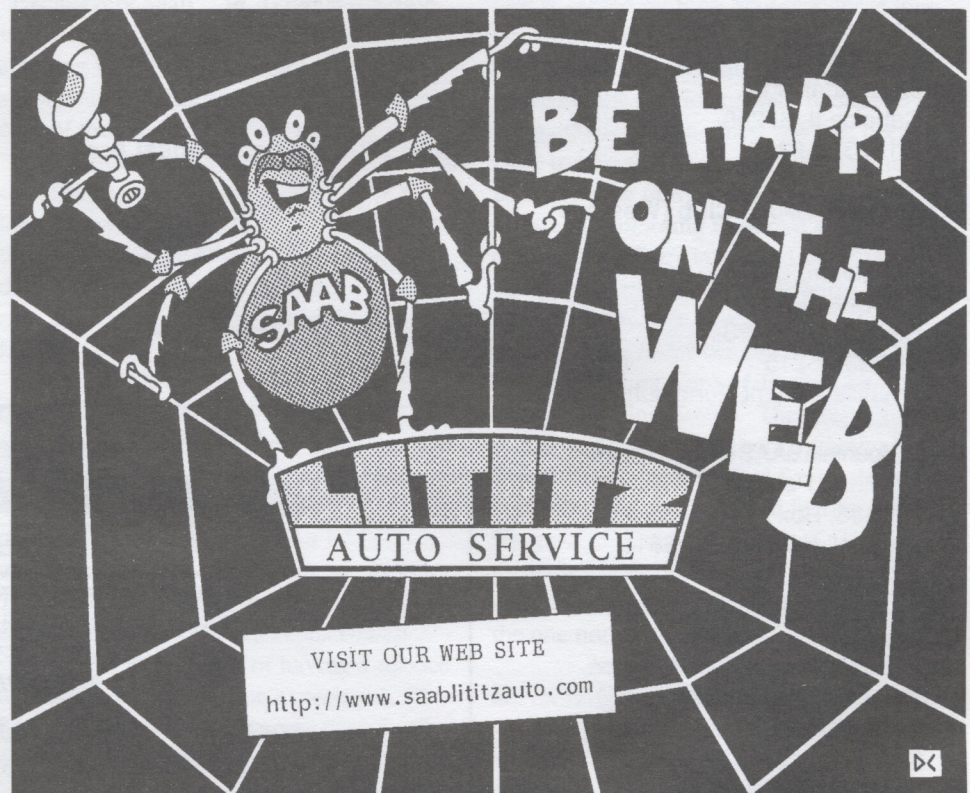
June 26, Summertime in So Cal. 9:00 am Saab of Santa Anna for continental breakfast and tour of their new facility. 11:30 am, caravan down the 55 to Speedway Bistro and Bar. 12 noon, lunch and events announcements. The parking lot will be roped off for only Saabs. reserve your spot at the website: <http://www.annexus.com/sdsog/eventsrp/htm>

Turbo!

June 26 "Spring" Tour of Central Pennsylvania. For information, email Deb (Blaitin) Lusby<blaitin@ptd.net>

Western PA Saab Club

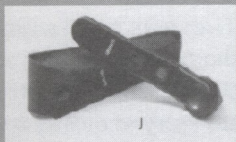
July 17. Pittsburgh Vintage Grand Prix Car Show. The Western PA Saab Club will join numerous car clubs for an all day show on the Schenley Park Golf Course. Tour the many displays, visit the vintage car paddocks, and observe the day-long vintage race time trials from one of the best corners of this fantastic track in the university community of Oakland in Pittsburgh, PA. Spend the night and watch the races on Sunday the 18th. All Saabs welcome, but must be in place by 10:00 AM for the Saturday Car Show. Andrew Bittenbinder: 412-336-6165.



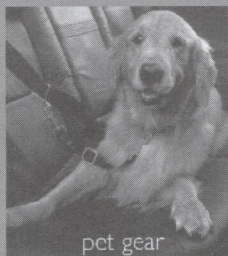
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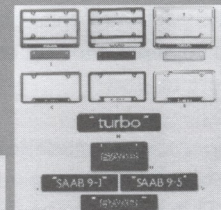


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A Comprehensive Review

All too many automobile owners give little thought to the purchase of tires for their metal steeds. Saab owners tend to differ from the norm, perhaps thinking way too much and too often, but that does tend to help balance out the planet. In thinking of tires, we proud Saab owners have many fine products on the marketplace to consider shoeing our steeds with. But where to start?

In many cases, we make selections for products by leaning over our neighbor's fence. This might not be the wisest course of action if your neighbor drives a Camry. And if it's a mini-van you might as well change the subject to lawn fertilizer or lawn ornaments. So where to start? Some owners opt to replace their tread-bare tires with the same brand and model that was provided OEM. This isn't a bad idea since manufacturers tend to be quite picky when fitting tires to various platforms. But by the time you go to replace your tires of if you purchased your Saab "pre-owned", the exact model might no longer be manufactured, a new model or two having replaced it. Manufacturers select a tire that fits the ride and handling characteristics of their particular vehicle within a pricing envelope. This is a fine balancing act. One tire might provide long tread wear yet but somewhat lacking in the handling department or braking. That is where your brain comes into play. You have to analyze "how you drive." And then you need to consider where you usually drive. Is rain a consideration? Freeways with grooves? Twisty mountain roads? Frost humped country roads? Someone in Denver might have a different need than someone in Florida. And for those folks that drive in harsh winter conditions, the best bet is to have a second set of dedicated winter tires mounted on spare rims, studs optional if allowed by law.

Tires are a compromise. There is no tire that does everything because different drivers have different preferences and needs. A performance tire will give up some wet weather handling and longevity in favor of better grip in the dry. A Touring tire will not have the turn-on-a dime handling of a performance tire, but

will last longer, have a more comfortable ride due to larger sidewalls (aspect ratio) and will handle most weather conditions fairly well. An all-season tire will give up some handling due to its M+S (mud and snow) rating, and will work better in rain and light snow, but will not take to deeper snow the way a deep-cleated snow tire will. A tire that is inexpensive initially may be made of a tread compound that seems to wear like iron, they are more prone to sidewall cracking and tread separations, hence a compromise in safety that results in fewer miles per dollar spent.

According a secret source appearing before this committee, a certain Mr. Winker in Saginaw, once worked as a salesman at a tire store in the Minneapolis area. "While I could understand a lack of funds making the purchase of a full set of tires a drain on some customers' pocket-books, I was, and continue to be, amazed at those who own luxury or performance cars that insist on buying 'the cheapest things you've got' when replacing tires. The result is a tire that reduces the comfort or performance, leaving an unhappy customer who often blames the car for going to hell long before it should. My recommendation is to always buy tires on a level with the car for best all around comfort and driveability."

Picking the brand is yet another decision. It's an apples-oranges, Ford-Chevy, Saab-Volvo, Netscape-Explorer call. The leading manufacturers make tires that fit your Saab. The following are sizes that Saab uses as OEM on the following.

Tire sizes	
1979-93	900
185/65TR15, 195/60VR15 on 5.5x15	
1994-	900S & SE
195/60/VR15 on 6x15	
1995-	900 Turbo
205/50ZR16 on 6.5x16 wheels	
1986-	9000
195/60x15, 195/65x15, 205/55/15	
1991-92	9000 Turbo
205/50ZR16 on 6.5Jx16 wheels	

1993 1/2 9000 Aero
205/55ZR16 on 6.5x16 wheels

1994- 9000 CSE Turbo
205/60ZR15 on 6x15 wheels

The highest performance rating given to tires is "Z", capable of sustained speeds over 150 mph. Tires with a "Z" rating are very wide with short sidewalls, with an aspect ratio of 35 to 60. To achieve the kind of speeds necessary to qualify for a Z rating, the tires usually have minimal tread pattern to put a maximum amount of rubber in contact with the road. The best comparison would be to a racing tire, which has no tread at all. In addition, the rubber compounds are usually softer for better lateral grip, resulting in more rapid wear than more conventional tires. They also tend to be much more expensive than conventional tires due to more limited production.

Further information is on the sidewall of the tire itself such as M&S for Mud & Snow or directional indicators for unidirectional tires.

Metric Sizing System.

Section width/Aspect Ratio/Rim Diameter Load Index/Speed Symbol {the last two are ISO Metric Sizing}

P-Metric tires are the same as Metric but have a P in front. The maximum pressure of these tires were increased for a lower rolling resistance.

The UTQG or Uniform Tire Quality Grade provides a quick checklist of the tire for TREADWEAR, TRACTION and TEMPERATURE.

TREADWEAR - Tires are tested against an industry standard where the assigned numerical grade indicates how well the tread lasts compared to a reference standard of 100. A 200 rating means twice as well as standard. Remember these are lab standards. The real world is another issue.

TRACTION - The grade is determined by straight-ahead, wet braking on asphalt and concrete. This test does not include cornering or handling.

Traction Grade A - Tire performed well on both tests.

Traction Grade B - Tire performed well on at least one surface.

Traction Grade C - Tire performed poorly on one or both surfaces.

A new traction grade AA has recently been introduced - Ed.

TEMPERATURE - A measure of resistance to heat generation under normal operating conditions done under predetermined standards for inflation and loading.

Resistance Grade A - Maximum performance level indicating the tire withstood a half-hour run at 115 mph without failing.

Resistance Grade B - Tire passed 100 mph but not 115 mph.

Resistance Grade C - Minimum performance level indicating the tire failed to complete a half-hour at 100 mph.

TIRE SPEED RATINGS

Q = up to 100 mph

R = up to 106 mph

S = up to 112 mph

T = up to 118 mph

H = up to 130 mph

V = up to 149 mph

W = up to 169 mph

Z = in excess of 150 mph

TIRE SIZING

Tire sizes may seem difficult with all the width vs. aspect ratio sizing that has become popular, but the code is quite easy to break. To maintain roughly the same diameter and rolling circumference, for every increase of 10 in the width (the first number), the aspect ratio (the second number) drops by 5. In other words, 185/65 = 195/60 = 205/55. While this rule of thumb makes it fairly easy to keep the rolling circumference, and therefore the same speedometer reading, it is best to check the manufacturer's specifications to be certain. Bear in mind also that tire diameters vary some from manufacturer to manufacturer within the same given size, so again it is a good idea to find out the rolling circumference to maintain speedometer accuracy, though the difference will likely be only one or two percent. A

significant change in tire size can give a very erroneous speedometer and odometer reading.

Speedometer Error

Tim Winker reports that his NINE-T9 was shipped from Trollhattan with 165x15 tires, "so the switch to 195/50 BFGoodrich tires creates a big difference in rolling circumference." A 165/80x15 should have a rough diameter of 25.4 inches, for a circumference of 79.8 inches. The 195/50 BFGs have a diameter of about 22.7 inches, and a circumference of 71.3 inches. These figures are calculated based on the formula:

$$(S \times A \times 2) / 25.4 + 15 = D$$

$$D \times \pi = C$$

where

S = Section Width in mm

A = Aspect Ratio (in percent)

25.4 = mm/inch

15 = wheel diameter in inches

D = overall Diameter in inches

C = Circumference in inches

$\pi = 3.1416$

This is a difference of about 12 percent. Driving the car through a section of measured miles yields a speedometer/odometer error of about 12 percent also, so the formula is close enough for estimating speedometer error.

$$165/80 = 25.4 = 79.8 = 788 \text{ r/miles} = 79.776593 = 788.20$$

$$195/50 = 22.7 = 71.2 = 883 = 71.2426 = 882.618$$

$$185/65 = 76.87$$

$$195/60 = 76.07 = -1\%$$

$$185/80 = 83.73 = +8.9\%$$

And if you are considering altering your rim and tire package here are some following thoughts:

Bill Jacobson at Sports Car Service in Wilmington DE

16" wheels may rub on the rear. 195/50 rear 205/45 front SPG, other 900s 205/50x16 will work. Needs the AirLift kit to maintain clearance. 205/55 is the limit on stock 5.5 inch rim. The only 6" rim that will fit is the Super Inca. Bill recommends a 205/55x15 on a 6" rim would be the ideal. Yokohama 008s will give more

grip than you can handle.

Bud Clark, J&B Imports in Orange, California,

The largest 15-inch tire that will fit into the wheel wells on a 9000 is a 245/50x15, but recommends a 6.5 inch wide rim to properly spread the face of the tread. The optimum size for a 6 inch rim would be a 225/50.

Who owns who?

Tim Winker, ice fisherman lost somewhere in Minnesota on one of those damn lakes, reports on his BFGoodrich Comp T/A ZRs:

"When it came time for new tires on my summertime Saab - the NINE-T9 - I called Michelin's public relations department for a recommendation. I had decided to give Michelin my business this time around due to their sponsorships: Michelin Pilots were the tires on the cars in the 900 Talladega Challenge, and Michelin sponsors the SCCA PRO Rally series. They recommended the BFGoodrich Comp T/A ZR in a 195/50 size for my 5.5x15 wheels. BFG, you ask? Well, yes. Michelin owns BFG, as well as several other smaller tire companies."

Just as smaller car companies have been forced to align with larger car companies to survive in today's market, there has been quite a bit of buying and merging within the tire industry. In addition to BFGoodrich, Michelin owns Uniroyal, Cavalier, Kleber and Riken, all under the banner of Michelin America Small Tire (MAST). Japan's Bridgestone bought America's Firestone in 1988, creating the world's largest tire and rubber company, and much to the benefit of Firestone. Bridgestone has enjoyed an excellent reputation in the tire market, while Firestone was known for having problems with its radial tires. That has all changed now that Bridgestone is involved in Firestone's tire engineering. This alliance has also brought Firestone back into the racing tire business. While Bridgestone racing tires are found on Formula 1 and other international open wheel series, the Firestone brand has made a return to CART and the Indy Racing League. Bridgestone/Firestone also produces

Seiberling, Triumph, Dayton, Road King and other private brand tires. Sumitomo, originally a licensee of Dunlop, purchased all of Dunlop's tire interests world-wide, and subsequently has entered into a "marketing agreement" with Goodyear Tire and Rubber. Continental of Germany owns America's General Tire and Sweden's Gislaved. Pirelli purchased Armstrong in the 1988, and is now known as the Pirelli Armstrong Tire Corporation, though the Armstrong brand is being phased out. Goodyear, the largest tire company in North America, has long owned Kelly-Springfield, Lee, and Monarch in the U.S., and has recently added tire companies in Poland and China to its portfolio. In addition, most private brand tires are made under contract by one of the giants.

For my personal herd of Saabs, I run a cross section of Pirellis. The 9000t is on its second set of P-6000s. A sticky tire with good wet handling characteristics. Road noise a reduced due to its directional tread design and silicon compound that also helps reduce the body weight of the tire by 10%. Since I drive both LA freeways with their variety of surfaces and some very twisty mountains roads up to 7200' in the local mountains I wanted a tire that would keep me on the road.

In winter I switch to 195/65R-15 Hakkapelliitta Nokia 10 on all four wheels. The family 88 900t rides on directional 196/60R-15 P-8000 M&S, a new tire line carried by Sears with the

Pirelli name on them. This tire is aimed at the replacement market to provide a reasonably priced touring performance tire. My dad also has these on his 95 900 in Seattle where the center rain channel really gets a workout. And the little guy in the household, the Sonett, runs around on P-6 195/60HR15. The P-6s are mounted on Saab five bolt Ronals. Since the P-6s are a larger tire than stock, I had to shave the outer rear wheel arch and put a cut-down 96 set of springs in the rear. On my former 95 I ran 185/65-15 P-8s on Sonett mags which greatly improved the ride and handling of the car in addition to rear shocks.

What to buy? Cost vs. value. To get an idea of prices, pick up a copy of your



Nokian "Hakka 1" winter tire, successor tire to the NR10

favorite major automotive magazine and scan through the ads. What you might want might not fit your budget. Or that performance tire might not have quite the mileage that you were looking for.

Since NINES is unable to rent a race track, fly in "test-drivers" (first class please), provide test equipment, tire mounting and balancing rigs and a fleet of new 9-5s to use for a proper evaluation, it's impossible to do a rubber-to-ground comparison of all the bad boys in the marketplace that major automotive magazines manage to do from time-to-

time.

Instead, here's a list of some of the brand name performance tires that are available in sizes to fit Saabs.

BF Goodrich Comp TA ZR

Z-rated directional tread design with deep wide grooves that channel water from center. Improved ride characteristics with improved cornering and stability.

205/55ZR-15 & 16
UTQG 220 A - A

BF Goodrich Comp TA ZR4

Z-rated asymmetric tread pattern to maximize wet and snow performance and maximize cornering and turn-in.

205/55ZR-16
UTQG 300 A - A

Bridgestone Potenza RE930

An aggressive H-rated all-season high-performance tire with VRG (Variable Radius Groove) which ejects water with a side-to-rear spray resulting in reduced hydro-planing.

205/60R-15
195/65R-15
UTQG 300 A - A

Some readers have reported less-than-ideal snow traction with this tire - Ed.

Dunlop SP Sport 9000 {and just who are they aiming this tire at? Too late. Need to rename it 9-5} Dunlop calls it "revolutionary, functional, and radical... but stylish, attractive, and unique." Several features improved in the SP Sport



Pirelli P6000



Bridgestone Potenza RE 930

9000 over the SP 8000 are quieter ride, reduced hydroplaning, and better handling in both wet and dry conditions. It is claimed to be particularly good in wet weather compared to other Z-rated tires. Designed for "higher echelon American, European and Japanese sports cars and luxury sedans."

205/55ZR-15
205/50ZR-16
205/55ZR-16
UTQG 280 A - A

Dunlop D40 M2
V/Z rated ultra-high performance tire.
Dunlop SP Sport 4000
V/Z rated ultra-high performance all-season radial.

Continental ContiSportContact
Continental's ultra high performance tire. Asymmetrical thread design provides precise response and improved threadwear. Available in "W" and "Z"



Dunlop SP Sport 9000

speed ratings. Delivers excellent wet traction.
205/55R-16

Continental ContiSportContact CZ 90 & CV90
Premium performance tires with low noise levels, high mileage and resistance to hydroplaning. Low profile radials with outstanding steering and cornering stability.
205/55R-15
205/50R-15.

Firestone Firehawk SZ50
Z-rated ultra-high performance tire featuring CO-CS (Computer Optimized-Component System) creates ideal combination of tread design, materials and tire shape for balanced performance characteristics. Features L.L. Carbon, a long-linked carbon black that stabilizes and reinforces tread rubber as well as B-Grip Silica for maintaining performance in extremes of weather.



Firestone Firehawk SZ 50

205/55R-16
UTQG 220 A - A

Goodyear Eagle F1 GS
AATRAX tread compound with outstanding treadwear without sacrificing traction. Dual Aquachannels. V-rated.
205/55ZR15 & 16
Goodyear Eagle GS-D
Unidirectional tread design for outstanding performance on wet and dry roads. V/Z rated.
205/55ZR15 & 16
Goodyear Eagle GT+4
High performance all-weather traction. Criss-cross groove-and-block tread pattern.
Goodyear Eagle Aquatred
Dual Aquachannel direction tread design. Premium traction on wet and snow covered roads. H-rated.
Goodyear Eagle RS-A
Asymmetrical tread design for superior road handling in wet and snow conditions. T/V rated.

Michelin HX MXM
Z-rated European profile tuned tire for enhanced handling and quick steering response in luxury performance coupes

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205/55ZR-16.

UTQG 140 A - A

Michelin HX MXV3-A

BAZ tire with circumferential grooves and tread pattern designed and compounded to optimize wet traction and resist hydro-



Michelin Pilot HX MXM

planing.

185/65R-15

195/65R-15

205/60R-15

UTQG 240 A - A

Pirelli PZERO SYSTEM

Z-rated racing construction with directional and asymmetrical tread design enhances steering input while reducing risk of aquaplaning. Tri-sectional tread design has been engineered to handle torque and high horsepower.

205/50ZR 15 asymmetric

205/50ZR0 16 directional

Pirelli P7000

Z-rated PULSE effect (Patented Uniform Lateral Stability Element) stabilizes the lateral movement of tread blocks under pressure. Dual effect directional tread pattern with double longitudinal groove for rapid expulsion of water.

205/50ZR-16

Pirelli P6000 PASS (Pirelli Active Safety System)

Enhanced vehicle safety through improved performance of "footprint." New Wave



Pirelli P7000

tread pattern featuring an almost continuous exceptionally stable tread block running from the center to the shoulder, separated by elliptical water clearing channels. CAD/CAM design combines tread block stability in wet weather while minimizing tread noise generation.

Unique tread compound enhances dry and wet grip.

195/65R-15

195/60R-15

195/55R-15

205/55R-15

205/60ZR-15

205/55R-16

Pirelli P4000 Super Touring

Natural and synthetic rubber compound results in outstanding mileage and superb all-season traction. Three V-shaped circumferential grooves provides sure-footed wet traction with special siping anchors to maximize road contact during hard-corning, quick maneuvers and braking.

185/65R-15

195/60R-15

195/65R-15

205/65R-15

205/60R-15

205/55R-16

Pirelli P600

Unique low hysteresis compound to optimize steering response, footprint area, comfort and noise levels.

195/60R-15

195/65R-15

205/55R-15

205/60R-15 four rib

205/65R-15

Yokohama A008RS II

Ultra high performance autocross tire. Excellent performance in solo racing. Specific autocross compound handles low speeds and harsh conditions. Round shoulders and stiffer sidewalls provide cornering power. Asymmetric high-grip tread with shallow read depth for minimal tread distortion.

195/50R-15

195/60R-15

205/60R-15

UTQG 50-A-A

Yokohama A008P

Modified asymmetric design for superior stability and increased turning force.

Advanced high-grip tread compound for excellent corning and braking. Z rated.

195/65R-15

205/55R-16

UTQG 160 A - A

Yokohama A008 RS

Dedicated road-racing DOT approved ultra-high performance for club racing.

Engineered for competition where high speeds and temperatures are the norm.

195/50R-15

195/60R-15

205/60R-15

205/50R-15

205/55R-16

UTQG 80-A-A *note the tread life!

These are racers, not for your everyday drive unless you have deep pockets.

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All-season ultra high-performance tire for year round driving conditions. Asymmetric design provides superior grip with cornering power and quiet comfort. D-VEC tread compound for superior grip in all weather.

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205/60R-15

205/55ZR-16

UTOQG 220-240 A-A

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D-VEC tread compound. H/V rated.
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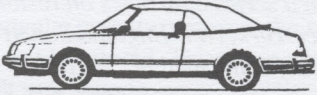
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On the Editor Emeritus' cars:
 As mentioned in the main text, my summertime 99 rides on BFGoodrich Comp T/A ZRs. I would describe these tires as invisible, probably the best thing that can be said about a tire. By "invisible", I mean that I don't notice them because they are quiet, handle well in rain and dry, never any squeal on cornering.

They now have seen about 10,000 miles on the NINE-T9 and it looks like they'll last somewhere between 30 and 40 thousand miles.


The new car in the stable, a 1985 900 SPG, received new Pirelli shoes shortly after its arrival. They are P7000s in size 205/55ZR15. Though I haven't seen many miles on them yet, I am initially impressed. The aggressive tread pattern is not overly noisy on any pavement. Though I haven't had the chance to drive them in anything more than damp conditions, the grooves look like they will channel water off to the sides with minimal problem. They have been removed for the Minnesota winter (I don't trust anything less than deep treaded snow tires from November through April), so will have to make my next report after a full summer of use.

-TW



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Tenth in a series of articles on restorations by Bruce Turk, New England Sonett Club. Previously Published in "NEWS".

PLEASE NOTE: Welding is an inherently hazardous activity. The procedures described below **MUST** be performed using all applicable safety equipment and procedures.

Let me start off by saying that I am not a professional welder and would never claim to be. Assuming that you are not a experienced welder either, you might benefit from my recent run-in with a rusty floorpan. Although the car was a 93B and not a Sonett, the basic rules of fabricating and welding are the same,

More vintage Saabs are sent to the scrap yard due to a rusty floor pan than for any other reason. I have seen dozens of Sonetts that were very good cars except for serious case of floor rot. As time marches on, the chances of finding a rust-free car diminishes. Those of you who are now deciding to tackle a vintage Saab restoration may have no choice but to restore a car that requires at least some rust repair. Paying someone to repair the rust is always a option, but the cost can easily exceed the car's restored value.

After purchasing my 1958 93B, I quickly found out that the rust was much more extensive than I had originally thought. I had a old arc welder in my garage so I tried using it on some scrap pieces of metal to see if my welding ability had somehow improved since the last time I had used it. No such luck.

My next step was to ask around for some friendly advice. Everyone told me the same thing, that mig welding has revolutionized the way to stick two pieces of metal together. Deciding to purchase a mig was made easier by trying one out at friends house. What a revelation!

Not wanting to spend a lot of money, I went to the local Sam's Club and picked up mig for only \$300.00. The welder didn't come with the necessary gas tank so one was purchased at a welding supply store along with a few other accessories for additional \$100.00

Fortunately the welder came with a "How To" video that explained the basics. A mig welder utilizes a wire feed

mechanism that eliminates the use of a welding rod. No more problems starting the arc, just pull the trigger and presto - you are welding. After very little practice on some scrap metal I was getting professional results.

Before cutting anything off your car make sure it is adequately supported underneath. The last thing you need is for the car to twist while your working on it. After supporting the car, take several measurements of the cars various dimensions. Rocker panel removal, for instance, should only be done after careful door opening measurements are taken. A few diagonal measurements in the door opening and across the width of the car should also be made. Cut out and replace only one panel at a time. The removal of too many panels can cause the car to twist.

Now let's talk about all the amazing discoveries I made while using my mig welder. Try as you might, you can not weld to rust! This I found to be very unfortunate since most of my floor pan had a thick layer of rusty scale. When cutting out sections of the floor panel, make sure you cut back to solid metal. Grinding away the rust to find a surface suitable for welding is tricky business. I found that if more than 15 or 20 percent of the metals surface was removed by grinding, there was not enough metal left for a strong weld. To make a long story short, two pieces of clean metal of similar gauge and composition are needed for trouble free welding.

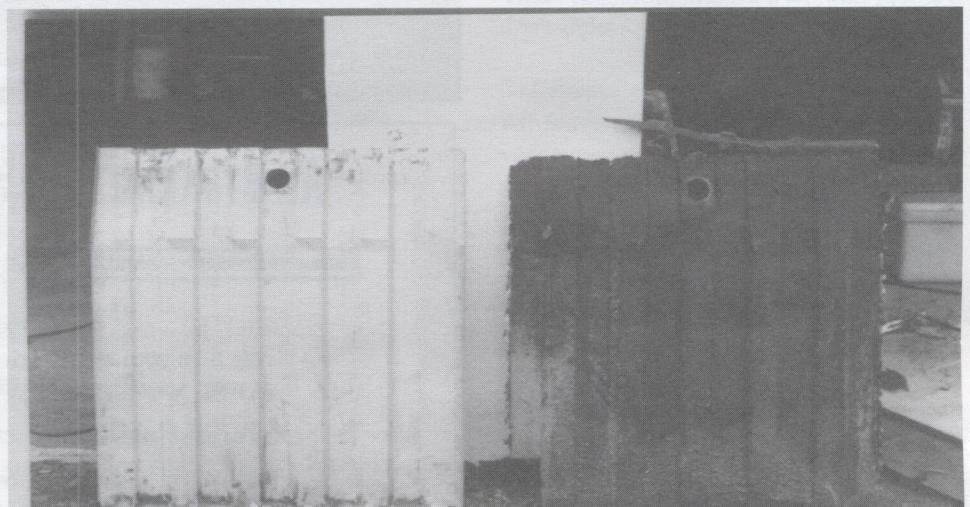
New panels should be "tack welded" in place before doing the final

welding. Although mig welding doesn't produce as much heat as arc welding, it still can warp a piece of metal very easily. For this reason you should tack the corners of the panel first, then tack the rest of the panel in place in a star pattern.

Once the panel is well secured, the area between the tack welds can be filled in. For truly professional results the edges of any pieces being welded should be flanged. Flanging tools can be purchased in at least two varieties. A pneumatic flanger runs off an air compressor and is by far the most efficient to use. Manual, hand operated flangers can be purchased at a welding supply store and are used to crimp the edge of the metal to produce the flange. A manual flanging tool is adequate for an occasional restoration job. *Not to mention strengthening your grip! - Ed.*

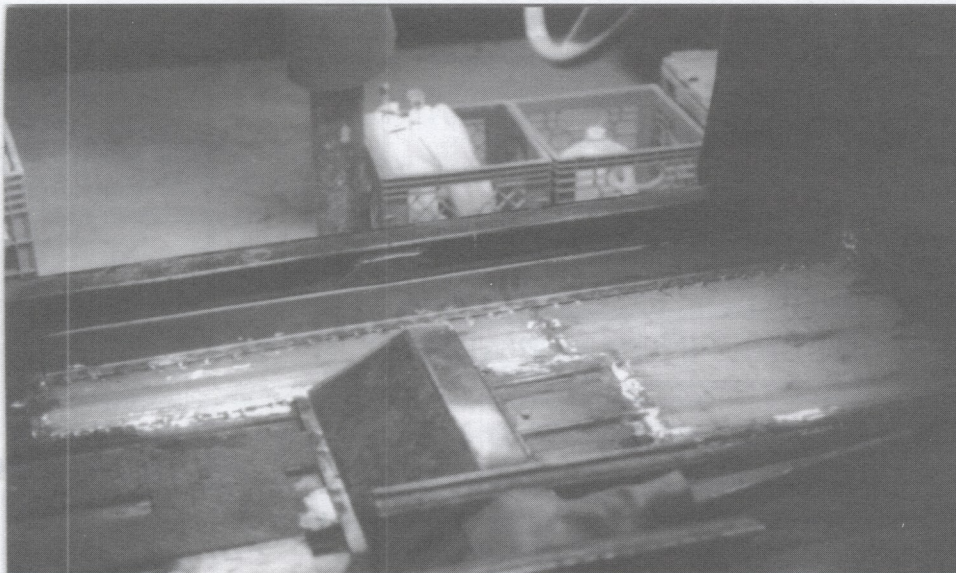
Once the new panel is flanged and trimmed to fit, it is time to check the area to be welded for gaps. The replacement panel has to seat tightly up against the metal that it will be welded to. Any air gaps between the two pieces will cause the welder to spit and sputter resulting in a bad weld. You can eliminate the air gaps by using Vise-Grips and C-clamps to squeeze the pieces together. Another method is by installing sheet metal screws through the flanges prior to welding. Later, the screws can be removed and the holes welded closed.

As stated in previous articles, corrugated floor panels should never be replaced with flat sheet steel, regardless of the replacement panels gauge. A flat piece



Replacement trunk floor (left) and original (right).

of steel three times the thickness of the original corrugated piece will have nowhere near the rigidity of the original. Here's the proof: After removing the trunk floor from my 93B I cut out a piece of 18 gauge cold roll sheet steel to use as a replacement. When the sheet was leaned against a wall, it literally bowed in the middle. A small child could have folded the piece in half with his or her bare hands. The sheet was then brought to a metal fabricator along with the original trunk floor so that the corrugations could be reproduced.



Sectioning in a replacement rocker panel.

Twenty minutes and \$40.00 later, I was on my way home to start installation. The trunk floor needed to be bent at a 15 degree angle to go under the gas tank. The bend had to be made across the width of the floor, against the corrugations. The once flimsy piece of metal was now so rigid that I couldn't even begin to bend it!

The next day I brought the trunk floor to the factory where I work to try to make the desired bend. The trunk floor was placed on the floor. We then put a 2X4 across the panel, just above where we wanted it to bend. The legs of a steel table were put on the 2X4. Three BIG men, with a combined weight of more than 700 pounds, sat on the edge of the table, directly over the legs. A fork lift with 6000 pounds of lift capacity was then driven into position. The tips of the forks were placed under the leading edge of the trunk floor. The idea was to lift the edge of the trunk floor, allowing it to buckle under the 2X4.

To our amazement, when the trunk floor was lifted by the fork lift, so were the three men on the table!

Time to break out the heavy artillery. Using the forklift, we tipped an 8000 pound stamping press over enough to slip the trunk floor under its base. Our stamping press is the same type used in the automobile industry for fabricating light gauge steel parts. The forklift was positioned with the forks under the leading edge of the trunk floor. As the forklift strained under the weight of the stamping

press, we noticed that the press was actually starting to tilt over. The trunk floor was carrying a load of several thousand pounds! Then with a huge crunch, the trunk floor finally buckled under the stamping press's enormous weight. As luck would have it, the bend was at the perfect angle for going under the gas tank!

This little story should demonstrate the importance of maintaining the original corrugations in your car's floor pan. Let's face it, if they weren't necessary, Saab wouldn't have gone through the time and expense of putting them there in the first place.

There are areas of the floor where the ends of the corrugations must be flattened out before the panel is welded in place. To accomplish this, I made triangular cuts in the side of each corrugation with a hack saw. I made the cuts 1- 1/2 inches in from the edge of the panel. The ends were then flattened out with minimal distortion

to the panel. With the ends flattened and the triangular cutouts removed, the seams can be welded closed. This is not nearly as difficult as it sounds.

Unfortunately, Saab doesn't stock floor panels for 93s, 95s, 96s or Sonetts anymore, making panel replacement that much more difficult. Floor panels must be remanufactured by a steel fabricator using the old pieces as a guide. Jack Ashcraft in Medford, Oregon has remanufactured many vintage Saab floor panels and has them available in his catalog. Jack can be reached at (541) 779- 0731 .

When using a local fabricator, make sure you instruct them to make the new pieces at least an inch larger than the original to allow for final trimming. When grinding the slag off your welds, have all of the car's glass covered with cardboard. The hot flying slag can either break the glass or actually embed itself inside the glass. One look at my 93B's rear window will prove this very interesting phenomenon.

After panel replacement, paint all the seams with a high quality primer. After the primer has cured, apply seam sealer. The new panels can now be painted and undercoated.

My rust job included replacing the following parts: rocker panels, passenger compartment floor, just behind the front wheel wells, two 6" wide strengthening plates that run the width of the car, trunk floor including the brace behind the gas tank, and the lower axle tunnel where it meets the trunk floor. Total cost for the steel and fabrication was less than \$300.00.

As you can see, doing this type of work yourself can save a ton of money. My total expenses were under \$850.00 and I got to keep the mig welder when I was done! True, I did spend around 250 hours in the garage, but just think what the labor bill would have been had I paid someone else to do it. In all fairness, a professional could have knocked the job out in less than half the time, so the labor bill would have come in at a mere \$5000.00. Rust repair is not for the mechanically challenged, but with a mig welder at your side, you will be amazed at just how much you can do (and how much money you can save) on your very first project.



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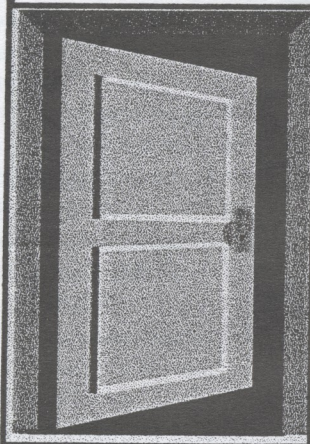
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#193(6/90)
#195(9/90)
#197(11/90)
#198(12/90)
#199(1/91)-Index 1990

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

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

#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 341CH for V4s; Adding gauges in a 900; Cleaning 2-stroke exhaust; Audio replacements; Replacing 900 CV boots.

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

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

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

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

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

#214 (6/92) - **Saab Mechanics List**; Saab at the Baja 1000; Brakes; Electric sunroof fix; Skip Barber Racing School.

#215 (8/92) - '93 New Model intro; '92 Nat'l Convention: Columbus, OH; 900 Turbo tips; Possible horn malfunction: 99/900; Shocks: KYB vs. Bilstein; Several V4 tips.

#216 (10/92) - Today's Saab Aircraft; '92 Int'l Meet: Austria; Spark Plug recommendations (all models); 99/900 Caliper "clunk"; 99/900 CV boot replacement; V4 tips; Satch Carlson: Stuck in Dawson Creek.

#217 (12/92) - Saab Miniatures: Catalog of model Saabs; US Gov't vs. Old Cars; Recycling antifreeze; Factory Service Manual listing; Modernizing old Saabs; Erratic fuel gauge readings due to Gasohol.

#218 (4/93) - Index: #210-217; Secrets of APC; Buying Time: Flat rate vs. Straight time; Cracked A-arms on 900s; Saved by the belt; James Bond's 900 Turbo; 236-mile 96V4; 325,000 mile 95V4; 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 fan malfunctions; 9000s as Colorado Police Cars; Resurrecting a 99 EMS; Tires: Pirelli P700; Vacuum leaks in a V4; 9000 Aero vs. Turbo; Fluid 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 drivability 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. *

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#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 Sensoonic Clutch; Rally tales: GRRR & Lake Superior PRO Rally; Future engine technology.

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#231 (8/96) - Sonett body removal; Out at the Lake Vintage Meet: Lake Placid NY; Installing TCS On/Off switch; Replacing V6 camshaft belt; Insuring your classic Saab.

#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 Mile.

#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; Facet/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; Autocrossing a Sonett; Getting under the 9-5; Reviews of 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.

#239 (4/99) - Intro of the 9-5 Wagon and 9-3 Viggen; '98 Convention at Hilton Head; Tale of the Prodigal Sonett Super Sport; Historic 96 Rally Car on a Vintage Rally; Erik Carlsson's 70th Birthday; Tech: Alternator upgrade for V4s; Turbo Hooter Valves; 900 Motor Mount Renewal; Door seal fix; Crankshaft pulley failure; Sonett brake system rebuilding.

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This issue #240 is my first as Editor and Publisher. When I had the privilege of writing a regular column, I always measured my status by how far toward the front of the magazine my column appeared. My pleasure in the column's migration towards the front was apparently misplaced. As Editor, I now have the very back page.

To inaugurate my promotion to back of the magazine, I'd first like to pay homage to my predecessors: Dick Grossman, the Founder, whose kitchen-table-typed newsletter began a tradition; Jeff Delahorne, who published the first photograph, and Carolanne Curtis, who kept the mailboxes filled after Jeff was seduced by the Factory; and far from least, Tim Winker, who grew the newsletter into a Magazine, complete with a masthead, a glossy cover, and a name: NINES. I also acknowledge the wonderful support which Saab CarsUSA has given and continues to give to NINES, and the advertisers whose support both helps defray the expense of production and adds value to the members. But most of all, the Membership deserves credit. The Masthead says it all: NINES, the Magazine of the Saab Club of America. This is not the Auxiliary Press Release Forum of the Saab Company, it is not the Private Fiefdom of the Editor, and it is not the Advertisers' Gazette. The Membership is the primary reason for the Magazine's existence, and the Editor is merely its steward.

The most immediate goal for the Magazine is to return it to a schedule of regular publication while maintaining the professional standards the membership has come to expect. Members are urged to contribute their experiences with Saab, both those we love to publish and the ones which show that there remains work to be done.

For a print medium to flourish in this age of the Internet, it must provide more than just "chat." NINES will continue in its role as the definitive publication in the United States regarding Saabs. With the good will of Saab Cars of America, we will publish detailed, accurate, and timely information concerning Saab's wonderful automobiles and those that deliver and maintain them. The Membership has accumulated knowledge and experience from the beloved two-strokes through high performance upgrades to the latest Saab cars. Nines has always relied foremost on that knowledge and experience to form the

backbone of the Magazine. As Editor, I will continue to scan publications of professional organizations, such as the Society of Automotive Engineers and the Tire and Rubber Manufacturers Association, to furnish accurate information on the direction of the industry, and to provide insight into the technology of automotive design and manufacturing.

If you can't beat them, join them! The Saab Club web site bears expanding and developing. We will eventually develop a "members only" region in the site to add value to your membership. A compilation of PSI Bulletins, a quick response "Dr. Nio" service, and on-line factory service manuals are services which I think owners would like to have. I encourage members to add their recommendations. A program to co-ordinate classified advertising with The Saab Network will benefit both buyers and sellers. We will not provide a bulletin board or chat room on our site. Existing organizations such as Turbo!, VSAAB, and The Saab Network are filling that need in an excellent manner.

Finally, I seek to enlarge the membership. The "Bandito" promotion on the previous page is part of that. There will be "New Member" packs in every Saab dealer which will allow them. Incentives are available to advertisers who sign new members. My intent is for every member, every advertiser, and every dealer to be my sales staff.

New in this issue is a column titled "Spotlight". The purpose is to highlight sales and service providers, both independents and those in the dealer body, who show by their example the qualities we all seek in our service providers. These columns are not intended as an endorsement of the organization spotlighted. Rather, it is to provide insight into the people behind the big blue sign, and especially to point out the exemplary attitudes and performance. Over the years, Saab Dealers have rarely been mentioned in NINES, and then usually in either a generic or negative light. There are many excellent dealers, many good dealers striving to be excellent, and some dealers who could do better. We hope to lead by example, and contribute to the level of excellence in the dealer body and the independent providers. We recognize that Joel Manby, President of Saab Cars of America, has this as one of his goals, but we are quite willing to take our

share of the credit as our combined efforts (mostly his) pay off. The very first "Spotlight" is on the closest dealer to the editorial offices. While we are grateful for the convenience, we also believe that the limelight is justified.

Tim Winker will be contributing a significant portion of the next several issues. As "Editor Emeritus", he will be giving us the benefit of nearly a decade-and-a-half's experience of learning, studying, and writing about Saabs of all vintages, without the burden of making the columns line up. I am grateful for his contribution as I learn the ink-and-paper world.

This issue features a detailed rebuttal of Joel Kauffman's opinion on the 9-5 Sedan. While we disagree with Dr. Kauffman's conclusion, we respect that it is derived from a long history of Saab ownership and support for NINES. We hope that he recognizes the rebuttal as an expression of the positive opinion we hold for the 9-5 and not in any way a reflection on him, or the opinions for which he has every right to have and express.

Speaking of the 9-5, Saab's pricing is even more "aggressive" on the Wagon than the Sedan. With its standard sunroof and premium (AS3 in "SaabSpeak") audio system, the base Wagon's price is about \$300 below a base Sedan with a sunroof. The V-6 Wagon is priced some \$550 below the equally equipped "SE Sedan." This might be Saab's way of apologizing for the absence of a hatchback model in the 9-5 line. Or it might be Saab's way of shaking Volvo's grip on the market for upscale European wagons in the US. It certainly makes the Wagon the value leader in the 9-5 lineup.

Finally, we have highlighted the new Viggen. In contrast to some manufacturers, Saab has shown a true dedication to its customer base by offering the Viggen package in all the 9-3 configurations: hatchback coupe, hatchback sedan, and convertible. Such models are image builders: sold in low numbers to generate the excitement that generates showroom traffic and the sale of the "regular" models. Building the coupe alone, or a coupe and a convertible, would be sufficient. Adding the 5-door shows a dedication to the buyers by giving them typical Saab utility along with atypical Saab performance. Try bringing home a couch in an M3.

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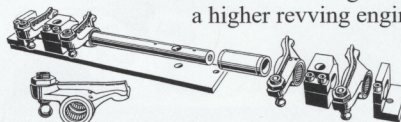
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