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Nines


The SAAB Club Magazine

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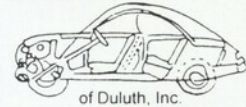
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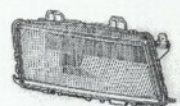

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Front Cover: Pikes Peak Hill Climb Action

photo courtesy of Saab Automobile AB

Cover Wrap: The 2000 Saab Owners' Convention

Coming Next Issue:

- NINES Second Annual Interview with Dan Chasins, President and COO of Saab Cars USA, Inc.
- 2000 Saab Owners' Convention: Track Events, Autocross Winners.

Letters

Stephen, you'd asked how I liked Flight Academy, the free driving school that Saab provides to Viggen owners.

The group at Flight Academy was a blast. There were something like 16 guys/2 gals who were new owners (plus 2+2 guys/gals from Saab/Saab vendors). It's great being with that many other Viggens owners, all of whom love the car. Talk about Saab and driving mania -- I never heard so many high speed Saab stories in one place (one guy got tagged by VASCAR at 114 on the Merritt Parkway in an SPG, another guy got arrested in Boston for...but enough of that). As for buying the car, one guy from Denver traded in his Corvette C5 for a Viggen, another from Seattle traded in his Audi TT -- they both found the Viggen more fun to drive. Another guy went in for an oil change on an older Saab and ended up driving the Viggen out. One thing they do as part of the introduction is ask how many Saabs you've owned. It's surprising how many Viggen buyers haven't ever had another Saab (the Yuppie crowd, maybe?).

Our group of 22 had owned almost 50 Saabs between us, including the 2 of us that had had 7. The record for one class is 56. There were some interesting differences in the group, too. Some had seen plenty of other Viggens. Others (myself included) have never seen another one on the road. Some of us find the Viggen to be very stealthy, garnering no attention. I have a silver 5-door, and in 6 months only twice has it gotten any attention, once from an older gent in an old 96 who asked if it was a 9-3, and once from a new 9-3 that repeated pulled up alongside to get a look. (Personally, I prefer as little attention as possible, especially from the local constabulary. I removed the emblems from my SPG for that reason and would consider it on the Viggen). Others at the class (especially the Viggen blue convertible owners) find it a real attention-getter, and they seem to love it. There was also a real disparity in the reactions to the blue and yellow colors. Some of us didn't like those colors at all, some loved them. And some loved the convertible, and some (like me) wouldn't dream of anything but a hatchback (or an Aero wagon!).

The Flight Academy technical program is quite good. Generally speaking, each day is about an hour in the classroom, 3 hours of driving, buffet lunch (on them), an hour

in the classroom, and 3 more hours of driving. They had about 15 Viggens there (you can't use yours), so there was a lot of driving time. Some of the time you're in the car with an instructor, some of it with another owner, and some of it by yourself. They divide you up into three groups and shuttle you around between 3 exercises, swapping with the other 2 groups. They give you coolers full of bottled water, which is really nice.

The first day they introduced under- and over-steer in the classroom, and then we went out and did it. Road Atlanta has a great skid pad that's kept very wet, and you learn how to handle under-steer (throttle only, no brakes, no steering). Oversteer is hard to create on a FWD car, of course, so the instructor jerks the e-brake up without warning and you learn how to handle it (huge amount of steer, counter-steer, and if you get good at it, some throttle). This is loads of fun, and really good learning. It's easier than you think to skid, even in a FWD car. Some of the less experienced drivers found themselves doing 180s and even more until they got the hang of it, and this was at pretty low speeds.

Separate exercises include panic stops (they threatened to take out the ABS fuse to REALLY leave some rubber, and as it was, we did a real job on the tires in a couple of the exercises), emergency braking around turns, and emergency lane changes. The latter is pretty interesting -- you get up to speed and at the last second, they signal that you have to panic shift to another lane ("a refrigerator just fell off the truck in front of you"). You have to change lanes ASAP, preferably without taking out any cones. This is hard to do, because you really want to brake, but they casually asked how much better you really think it is to hit a fridge going 50 instead of 70, and we got the point. There were also slalom exercises, which introduced the concept of finding the optimal "line" when entering a curve. A couple of the more aggressive drivers (no comment!) were able to drag the ground effects around the last cone.

I particularly enjoyed the autocross sessions the first afternoon -- they were REALLY fun, especially since it wasn't my car and I could really load it going around the turns and not worry about it. You get a lot of runs in a row, so you start to remember how to set up each turn. While I've been a Saab fanatic (and high-speed driver) ever

since buying my first Turbo 20 years ago, I didn't even know what autocross was before this class. It's really a blast. It's hard to believe you can have one of the wheels in the air in second gear, but everyone in the class was doing it except the one guy who didn't know how to drive a stick (NOT an owner; he works for a Saab vendor). This was also fun because at one point they had two cars on the track at once so you had a chance to see if you could catch up to the other driver on the track. Another classroom session introduced heel-and-toe shifting, followed by some practice doing it down-shifting. Tricky stuff.

And finally, the last afternoon was double autocross. They set up one course that included a run across the skid pad (interesting how the tires grab as you come off the water in a turn!), and another one like the one the day before. But the drill here included driver changes, so you had to work out how to arrange moving the seat between tall and short drivers, etc. This was the only time things really got competitive -- they had stopwatches out and everything. This was fun, but I'm glad that this was the extent of the competition, because otherwise it would have interfered with the learning. Overall, I learned a lot, and just might slow down a bit, especially in wet conditions. The only regret I had was that I had to leave early to catch my plane home. I got the Viggen polo shirt that attendees get, but Saab only gives each Flight Academy 3 Viggen hats, for the best 3 times on the autocross course. It turned out that my time was the 3rd best, but since I'd left by then, they gave it to the 4th place finisher. To make matters worse, I work for IBM and he works for Microsoft! Saab, if you're reading this, I want my Viggen hat!

There were two classroom engineering sessions, one at the whiteboard where they talked about 3- and 4-channel ABS, etc., and one actually gathered around an opened-hood Viggen for discussion of what's what. For those that didn't really know how turbocharging works, this was useful. One of the engineers told us the Viggen engine has another 70 horsepower waiting to be coaxed out of it when there's a suspension and drive-train that can handle it. There were a lot of questions about how to torque up the Viggen engine, but they said that unlike some prior Saabs (my SPG's aftermarket performance kit comes to mind),

the Viggen's pretty well-matched as it stands, so they were pretty wary about aftermarket performance products for the Viggen. (Several people suggested checking Abbott's web site.) The power may be there with the right chips, but it's risky and that's why they didn't tune the chips for it. Recall that even with the chips cutting back a lot of the torque in 1st and 2nd, you still have to learn how not to spin the Viggen's wheels in low gear.

There was also a good discussion of the alleged torque steer -- I'm no automotive engineer, but the one talking to us said that torque steer is created when the axles are different lengths and are made of different thicknesses to offset the length mismatch (something about the moment arm at different speeds). Since they're the same length in the Viggen, the Viggen simply can't have torque steer. What the magazines call torque steer is just an enormous amount of torque trying to find something to hold onto -- if the right wheel has a little better traction, it grabs better and the car goes a little bit to the left, which causes the left wheel to fall back a little and likely grab a little better, so back the other way, etc. This is a problem with FWD, not the Viggen. And we all know what BMWs are like in the winter, so that's an easy choice. The only way to improve this is AWD. So maybe we'll have an AWD, 300 HP, Viggen in 4 years?! Could be. Sign me up, as long as I can get it in a 5-door or a wagon!

At the dinner with Saab execs, we were told that 4-wheel drive is coming, as NINES has previously reported, but the differential (if that's what it's called) won't fit in the existing 9-3 or 9-5 tunnels, so it has to wait for the next set of models. One exec told me maybe 4 years. Saab also has a real challenge to serve driving enthusiasts who only want fast, good-handling, reasonably-priced cars and those who want flashier stuff like leather, convertibles, beauty, radio controls on the steering wheel, cooled gloveboxes, etc. These are not easy compromises. Saab's experience is that most people who can afford Viggen performance also want at least some flash. I can see their point, but it's too bad. Remember when A/C used to be an option on the 3-door when the Turbo first came out 20+ years ago? Many people buying the Turbo didn't want the weight. Times change, I guess, though I sure would like to have a basic

5-door Viggen available with velour.

I choose Saab because it's such a great compromise between driving function and family function. Where else can you get a car that offers integrated child seats and 258 foot-pounds of torque? Yeah, it'd be nice to have a Boxster for going to the beach and a Suburban for road trips, but who can afford both? And who wants to drive the Boxster in rain, or the Suburban over 70? When I drive to Cape Cod with the 85-pound dog, the Thule, my wife, daughter, and her friend, I still want to be able to drive fast and safe. No other car I've ever heard of offers that compromise as price competitively as Saab does.

Perhaps of most interest to really serious driving enthusiasts (not me), and I don't

think I've seen this in NINES before, there's now an Advanced Saab Viggen Flight Academy. It includes skid pad, slalom, autocross, and some time on the main race course at Road Atlanta, which we were only permitted on once, in a Flight Academy van. Overall, Flight Academy is time very well spent to enjoy a couple of days with 20 Viggen owners who have a blast pushing the limits of their car. If you've bought a Viggen, absolutely do not miss the chance to do this -- you'll meet some great people, you'll learn a lot, you'll really enjoy yourself, and you'll have a much greater appreciation for just what this great piece of engineering can really do.

*R. L. (Jay) Vivian
Stamford, CT*

My friends and colleagues think I've lost my mind but I really do love my Saab! This car is the embodiment of my mid-life crisis. I've always wanted a convertible, and when I turned 50 I started seriously looking at a number of different models. It took a while to get what I wanted, but last year I bought the car of my dreams: a 1994 900S convertible.

The car was in mint condition when I bought it. Imagine my distress when one day I returned to the parking lot to discover that someone had hit my car and damaged a tail light. With the help of a friend, I replaced the damaged part. But what to do with it? I had some attachment to the original light and decided that there must be some use for the damaged part. I finally decided this would make an excellent art deco planter. The enclosed photo illustrates the reincarnation of the damaged tail light.

*Linda Rosendorf
Rockville, MD*



NINES Survey: What I have Carried



Most of us interpret the NINES Survey Question "What I've Carried in My Saab" to mean "How Much Have I Carried." John Weber, of Lawn, Pa., interprets the question to mean "How Well Have I Carried It." John is one of those bicycle enthusiasts whose two-wheelers cost more than our first car, and maybe our first, second, and third cars combined. There are a lot of car-mounted bicycle carriers, but John wanted to keep his bicycle conveniently inside the car.

John observed that with the Classic 900 Hatchback's rear seat folded, the parcel shelf wedges easily but firmly behind the front seat. Seeing the opportunity, John removed the cloth covering and sprayed the plywood shelf with "Rhino Coating", a material designed for coating pickup truck beds. Then, a bicycle front axle was clamped to the shelf. The photo at the left, with a close up of the axle mount in the inset, shows the bicycle standing in the Saab's rear compartment. Below is an enhanced photo showing the bicycle mounted and the hatch closed. John promises that Revision 2 of his invention will allow two bicycles to stand up inside his Saab.

*Text and Photographs by
Stephen Goldberger*



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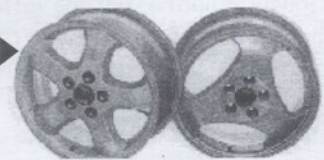
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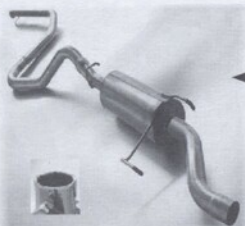
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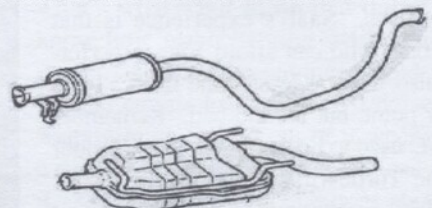


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I needed a power washer. I went a rental agency to get one.
Rental Clerk: "There's no way that washer will fit in any vehicle smaller than a truck. We won't rent it to you."
Me: "Give me a couple of aluminum ramps and stand back."

Carl Nation



The author granted permission to print the following Internet exchange for our NINES Survey: "Wild and Crazy Stunts I survived to tell about."

From: John Stiteler <johns@niftywerks.com>
To: EVOL4EVER@aol.com <EVOL4EVER@aol.com>
Cc: turbo@ifound.com <turbo@ifound.com>
Subject: Re: Speaking of Coolant...
Date: Thursday, April 27, 2000 8:25 PM

>How does one go about flushing the coolant system? Since I'm going to be
>draining mine to swap the tranny and have the head checked out I figure I
>might as well flush to cooling system while I'm at it. What's recommended to
>flush with? thanks a bunch!
>
>Andrew

Well, having just replaced my radiator and thermostat, I can tell you how I did it. First I got the car up on ramps to be able to get a huge pan under it. I opened the radiator drain plug at the bottom of the radiator (my new radiator did not have this plug, BTW) and the bleeder thingy on the thermostat housing. Stuff just poured down and went everywhere. Then the car rolled off the ramps and bent its open hatch on a garage door. I had a plate of spaghetti prepared by a friend of mine who was helping me. (I suppose I could confess that the reason the SPG rolled off its ramps is because I left it in reverse gear when I went to turn over the engine to get rid of the green stuff.)

Then I went about removing the radiator (you probably don't need to do this) and all its hoses. After removing some A/C stuff (like that big honkin' 9000-intercooler-size condensor), I put in a new radiator and went to sleep at 5am. Then we woke up late for work, and I had to borrow his car to try and get the radiator drain plug that I thought I was missing. I also was charged with installing a new stereo in his car. Consequently, I hit a telephone pole with it. (His car.)

Then I went back to my car and poured water through the thermostat housing and expansion tank until it ran clear. I hooked up the new radiator, poured in 50/50 dex-cool and water (the orange stuff, bought at NAPA), put everything back together and got in the car to start it. Then I reconnected the negative battery terminal, started the car and backed it out of the coolant-soaked garage. I let it run and reach temperature, and the one fan that we could get off the old radiator turned on.

Then I turned the car around to get gas, got about 50 feet and stalled. I tightened the clamps on the intake hoses, got gas and then tightened the coolant hoses. I installed my friend's stereo, fixed his out-of-phase speakers and called my insurance company who said I have no coverage. I tried to close my hatch, and then I tried to open it again. It is still closed, but at least now I'm not leaking coolant.

I think.

*johns@niftywerks.com (don't try this at home)
(...I hope my mechanics don't read NINES)*

A FUNNY THING HAPPENED ON THE WAY...

After having the Bla Rok Vintage Saab Convention at our shop on June 9-10, my spouse was ready for some non-Saab or car-related time. Because we eat, sleep and bleed Saabs, there are times when a break may be needed. I refused to plan any events in our life till the Bla Rok was over. By then, I knew that some other activities were necessary to maintain our happy home.

We all know that going to a National Saab Owner's Convention is a break from cars...NOT!! Since our shop was going to be closed on Monday, July 3rd, Linda and I decided we could leave for the convention on Saturday afternoon, July 1st. We envisioned spending the 4th in Washington D.C. (very patriotic) but then realized we could travel the northern route through Michigan and visit some relatives and then go on to Niagara Falls for the 4th of July. No car stuff and a romantic spot "to boot". We wanted to stay in a few B&B's along the way and the trip would be great! How about a stop in Watkins Glen to see the car museum listed on the map? Otherwise, a non-car trip was in the making. Fantastic! Linda made the necessary reservations and we were set. In the meantime, I received a call from Tim Winker reminding me that we could attend the dinner for the "Around the World in 80 Days" cars on Saturday, July 1st at Duluth. NOPE! Love to, but we'll be gone. Can't give up a travel day even to see those machines "up close and personal."

When Saturday arrived, Linda had the car packed and was ready to leave by noon when the shop closed. Of course, I'm supposed to be able to leave the shop when we close, but you know how that goes—so by 2:30 P.M. we were off. We drove across Wisconsin to Crandon and arrived in town about 8 P.M. We found our motel, but the office was locked! By 9:30, we finally reached the manager, overcame the lost reservation, and had a room—the last one in the whole northern part of the state. Crandon had fireworks that night which we watched from our motel window to avoid the mosquitoes. These would be the only fireworks we would see in person until the convention.

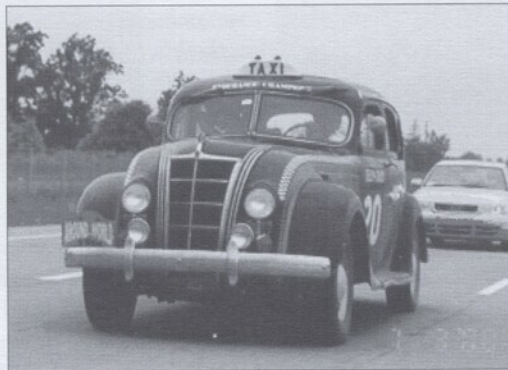
On Sunday, we got an early start and were soon in upper Michigan making good time. "Wow! Look at those cars, Chuck. What are they?" Linda exclaimed as we whizzed by. Oops, we happened upon the "Around the World in 80 Days" cars at a rest stop (coffee shop anyway). Chuck answered, "Those look like the "AW80" cars." Linda was determined that we stop. "Don't you want to turn around and go back for a look and some pictures?" "No, we have a long way to go today and it's starting to rain."

Well, we continued on but as I observed the shores and beaches of Lake Michigan, I contemplated the photographic settings that would enable me to get some dynamic pictures of the "AW80" cars in case they caught up with us. The rain, however, came and we continued on at the speed limit. Three hours

later we entered Lower Michigan across the Mackinaw Bridge and headed south toward Coleman—our destination. Just north of Indian River we were jolted back to the auto world when we were passed by a camera truck for the "AW80" cars. The driver soon took the Indian River exit and I couldn't resist, so I took the exit as well, knowing that the "AW80" cars would be close behind. Imagine, nearly 40 cars coming down an exit ramp with me in a position for this great picture! After some time, (maybe an hour or so), I had to confess that maybe they weren't following at all and had gone another route. (Honestly, I didn't know what route they were going to travel even though I had looked at it on the Internet and had read about the "AW80" in NINES). I lost several points for that one!

We arrived at Coleman near 4 P.M., had a nice visit with the relatives and set off again mid-morning on Monday. We drove through Bay City to Port Huron so we could cut across Canada to Niagara Falls. We enjoyed the Canadian woods and scenery. Later that afternoon, not far from Niagara, we passed Ted's Taxi (a 1935 Chrysler Airflow—"AW80" car) with its Audi chase car behind. Wow! It's cool to see these kinds of cars on the road. We took a quick picture of the taxi out our window and on we went to Niagara Falls, quickly forgetting all types of motor sports. You'll have to remember that this was July 3rd, late afternoon and guess how many other

people were visiting Niagara Falls on a beautiful, sunny afternoon? We drove up or down the street, but for sure up-river, looking for parking spot on the Canadian side of the Falls. We drove and drove but the parking lots were full. I was looking for a place to turn around when I saw it! Can you believe it



Ted's Taxi - a 1935 Chrysler Airflow and car #20 of the "AW80" Rally



Niagra Falls, Canada, AW80 Rally Checkpoint with an Austin Healy just pulling out.

Linda? There's a checkpoint for the "AW80" cars. Just as we parked on the side of the road, the cars started coming in. We won't talk about how long we were there, but I got lots of good pictures! Maybe, we'd see the Falls the next day. It was getting kind of late. What an experience: seeing and hearing all these cars coming in to the checkpoint, noticing the way they look and run after traveling all the way across Europe, Asia and most of North America. The only Saab entry had dropped out in Tur-

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Professional Perspective

key because of a transmission failure (See Tim Winker's story in NINES #245).

We drove to Clarence, New York, to the Asa Ransom Bed & Breakfast. I got lots of points back, (I was really in a hole by now), however, this was a great place that will win any woman's heart! On Wednesday, July 4th, after a 5-course breakfast, we went back to Niagara Falls. To my surprise, there were no crowds—don't know where everyone had gone. We spent as much time as needed at the falls, then drove to Old Fort Niagara on Lake Ontario, which was very interesting, and then on to the Erie Canal at Lockport. We spent a full day of sightseeing to the point of exhaustion. We decided to forego the fireworks at Niagara Falls and drove back to Clarence to our B&B and watched fireworks on TV. Fortunately for me, we didn't see any more "AW80" cars or any others that I had to stop for.

On the 5th, we left Clarence and drove east en route to Kerhonkson. We planned a stop in Watkins Glen (famous for its racetrack). It is a town at the south end of Lake Seneca. We, (Stress WE), decided to go to the track first. When we arrived, there was sign stating that a Porsche group was using the track. I drove to the open guarded gate and was politely refused entry. (Hey, Steve. How about some better press credentials so I can get into these places?) As we were leaving, what should come in the drive but the #38 "AW80" car—a 1953 Studebaker driven by two Frenchmen. They stopped us and wanted us to get them into the track. I gave them the facts of life, took their picture, and drove off to see what we could of the track from the road. (The Frenchmen didn't get in either). We drove to a far-off corner of

the track, got out of the car and were watching through the chain link fence as the Porsches raced by, when Pete (#959 Track Employee), drove up in his pickup and invited us inside. What a shock! He spent quite some time in leading us all over the grounds and stopped often to describe the track and what was happening. After checking out the garage area, he led us through the pits where the Porsche group was located. Our 9000T is as prepped as some of their cars were so they were doing as much looking as we were. For some reason, they had a VW, Honda, and a Mustang racing with them. Unfortunately, we were not invited on the track. Hey! This is a vacation not a car-trip! Reluctantly, we left the track and went to the Glen where we hiked the 3 miles round trip in the State Park Gorge. It was great! Across the street from the State Park, we noticed a NASCAR memorabilia and souvenir store—models, shirts, posters, flags, you name it, they had it! We only spent an hour checking it out then went off to our nearby B&B. Tomorrow would be different, right?—all vacation!

We arrived at Kerhonkson (Hudson Valley Resort) about noon on Thursday but registration wasn't to start until much later that day. We decided to plan our afternoon agenda. We could (A) go to Hyde Park and visit the FDR House and Library or we could (B) go to Lime Rock and watch the Saabs at the track. By the time, we had finished our tour of the FDR House and perusal of the library, we didn't have time to visit the Vanderbilt mansion, which was next door—maybe next time. Later that evening we were joined by Don Andrews and Jason Strawn, our new Parts Manager. We stayed overnight in Kingston so we could check out Roberti Saab.

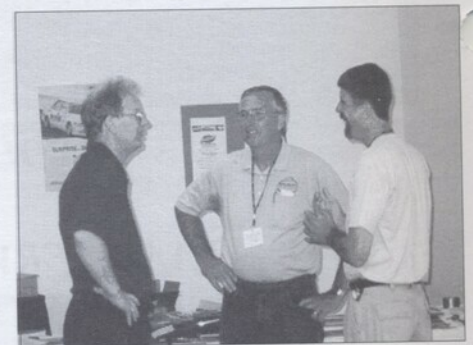
Friday morning we toured Roberti's and attended the Rhinebeck Airshow that was a side-trip of the convention. We had a great time but didn't opt for a \$30 ride in the bi-plane over the Hudson River. Don't talk motors! In the afternoon we got back to Kerhonkson. We enjoyed the convention events but eventually went to the outdoor swap space. Many companies and



Simo Lampanen, Per Eklund, and Peter Backstrom judging Eric Johnson's restored RAC racer.

individuals had parts to swap or sell. New Salem Saab had two tandem trailers and a tent full of Saab parts for sale. Some of the deals were too good to resist so we started shopping! We soon had more parts than we thought we could haul in our cars so New Salem Saab agreed to ship the parts. It didn't seem that there was any way that we could haul that much in Don's 87-900T CV or our 87-9000T.

We had a good time at the convention, looking at the cars, talking to our old friends and making new ones. The



Don and Chuck Andrews chatting with Ed Abbott (see NINES #241)

concours was a treat to have such distinguished judges. We always enjoy the good job that the convention planners do and



John Plankey and family and their Sonett II with 16V Turbo power.



AW80 Car #38, a 1953 Studebaker, at Watkins Glen Gate #2.

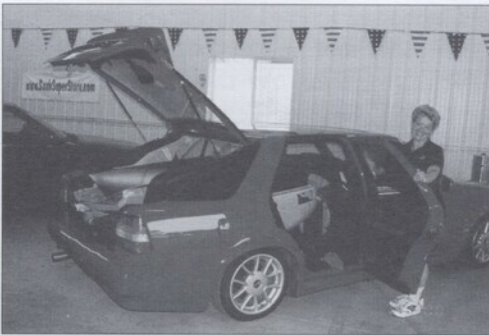
take advantage of all the activities that we have time for. A nice touch this year was the fireworks provided by Roberti Motors after the banquet Saturday night. Good Job, Lou!

All too soon, it was Sunday; the last of the seminars were being presented and it was time to leave. Don, Jason and Linda were out packing the cars while I took in the Dan Chasins seminar. They were up to the challenge and they packed in the 9000T the following list:

- 2 suitcases
- 2 15 foot flag poles and wheel stands
- 2 9000 alloyed wheels
- 3-Saab Airplane Models
- 2-900Classic front sail panels
- 4-9000 rear wheel bearing hubs
- 1-96 quarter panel
- 2-9000 5-dr quarter panels
- 1-99 Sedan quarter panel
- 5-900 Classic door skins
- 1-9000 front air dam
- 1-NG 900 front fender
- Linda and myself
- 2 dress bags
- brochures, t-shirts
- 3-sets of floor mats
- 1-9000 bumper splash shield
- 1-900 Classic 3-dr front 1/2 qtr panel
- 1-99 front fender
- 2-9000CD quarter panels
- 1-900 Classic 4-dr quarter panel
- 1-900 Classic trunk lid
- 2-9000 front bumper covers
- 1-900 Classic outer wheel house
- Box of tools (yes, this year I remembered to bring them)

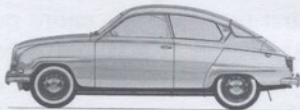
All that needed to be shipped was 6-header pipes, 1-9000 door skin and trunk lid.

All the doors closed and we left about noon for Cleveland. If you've never hauled sheet metal like that, I don't recommend it. The load squeaks, rattles and scrapes continuously. Our 9000 with its short springs and 45 series tires didn't help matters. We were still sane by 10 P.M. when we arrived in Cleveland 500 miles later.



Linda Andrews views a scene worthy of a NINES "What I have Carried" survey contribution.

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Monday morning we were up early and drove the 800 miles home. A great week! In total, we had driven about 3300 miles but the moral is, "You need to bank your points before going to an owners convention." It seems like I'm drawn to cars and Saab-related activities.

A week later, Linda is ready to go again but I think we'll plan our non-car activities better. I happened to mention caravanning with one of our vintage cars, you know, like Tom Donney, Marty Adams and Eric Johnson did this year on their way to Kerhonkson. I don't think I'll ask Linda again, at least not until next year. Aren't Saabs great fun! By the way, we averaged over 31 mpg using all the preventative measures I wrote about in the last issue of NINES. (Exception: trunk junk on our way home).

If you missed the convention, you should start making plans now for next year. There are many exciting things in Saab's future.



Two Strokes To The Track

Now that we're all home from the National Convention, and a few of you have come to realize how much of a threat a 30-40 year old SAAB is to your new SAAB in competition, I thought this would be a good opportunity to do a quick report on the Vintage SAAB Racing Group's debut at the Virginia International Raceway's Grand Re-opening and Homecoming in Danville, VA June 9th through 11th.

The VSRG has seen two new drivers enter its ranks in the last year, and the return of one of its older competition cars. Craig Disney, an offshore powerboat racer and master outboard mechanic from Ft. Myers, FL, met VSRG co-founder Randy Cook at a race sometime in 1999, and ended up with a 'stroker of his own to prep into a race car! Randy provided Craig with a 1960 93F which he had in storage, and Craig let loose on this car, bringing it up to competition spec. First race of the year at Daytona, Randy drove Craig's car and was doing quite well until an encounter with a Formula V sent Randy på taket (*on the roof - Ed.*)! Word has it Craig's car is again nearing completion...

The other driver is Bill Harding in Richmond, a veteran SCCA driver and old Alfa enthusiast who borrowed Wendell Francis' old '60 93F last September and managed to get it on its roof! Needless to say the previous owner of the car, Tom Cox, had a "you break it, you buy it" deal with Bill and you can likely figure out the rest! Bill's got the car resprayed and almost running at this point, VSRG have found him a proper oil injected GT motor to run after the problems you are about to read below surfaced at V.I.R...

Danville is in the middle of nowhere in southern VA, so far south that one must traverse into North Carolina to reach it via a back entrance! But it was close enough for this Virginia resident to attend and keep after the cars. We pulled in around 11AM, after Randy and Tom had fitted another distributor to Bill's car as the welded mechanical advance had come undone after many years of hard use. I wired up his ballast resistor, fired the car off, and it sounded as though he was ready to go! Randy's proven '60 93F was ready for sure; after a

batch of bad luck experiences in the last two years the red car is back on track, so to speak.

Qualifying heats were beginning, and a few of us popped Bill's hood back on the green 93 to get her ready. Crank crank sputter sputter cough. After checking the obvious, I pulled the air cleaner off. The 2 barrel Solex 44PII had a float level problem and was pouring gas into the front barrel. No good. Pulled it off quickly, swapped needle valves, and then we had no gas. Further adjustments could not easily be made as the carb had been rigged so many times over the years and we didn't have the book on that carb with us. Bill was out of the running for Saturday.

However Ed Diehl was behind the



Vintage Saabs take to Lime Rock Park during the 2000 Saab Owners' Convention.

wheel of Randy's 93F and running great. The red 93F placed at the head of its class by the end of the weekend. Randy's words were: "I never used to beat the Fiats!". Ed's rebuttal was that he had not driven this track in 25 years but it only took him a couple of laps to refamiliarize himself. More excitement followed the qualifying; during the Alumni race later in the day, a Fiat Abarth 850 tagged a troubled Alfa Giulietta and ended up in worse shape, being towed off the track with a severely bent-in right front corner. Chuck Christ, the owner of the SAAB Sports Racer in PA has this particular car in his shop right now undergoing rehabilitative treatment, much of which was needed before the Fiat hit the track that weekend! We were lucky to have Chuck on hand throughout the weekend as he took Bill's Solex to the hotel with him that night and on Sunday morning had the little green 93F running again. Alas, one

lap around the track and the car was running hot and fouling plugs.

If you would like to help out in future VSRG events, please contact Tom Cox at 410-922-4256 / email: tkcsaab@maxinter.net or Chip Lamb at 804-829-9040 / email: chip@wmsbrg.com

At Least The Key is on the Column! Fitting a Clarion CDC-635 CD changer in a '92-'93 900 or 9000

Having just acquired a low miles 1992 9000 turbo hatchback in excellent condition as a road warrior and light-towing-duty operator, I decided to spend some of the money I saved not on another 96 but on some meaningful long trip accessory items. As the Big Jeep a.k.a. Regular Towing Duty Operator and Kyndra's present Richmond Chariot of Choice just got a Blau changer to match its existing (thanks, Previous Owner!) dash unit I figured the 9000 deserved similar treatment.

The 1992 model year saw an improvement in the factory audio system. While still manufactured by Clarion for SAAB, the head unit in the turbocharged models received a weather band and a reputedly more reliable full logic cassette deck. Non turbo models got full logic cassette for the first time, and the entire range got a slightly clearer display and larger buttons. But perhaps the most notable difference was that a combination in dash CD player and equalizer became available with CD changer control built in. Previously, only 9000 owners could enjoy a CD player and an equalizer due to the 1988-1991 system requiring a separate unit and thus three DIN slots; and here one loses the cigarette lighter and ashtray in the bargain.

The CD changer available from SAAB for all models with the high-spec EQ or CD/EQ unit is still available, but lists for well over \$500 in the most recent dealer price guide. Anyone with half a wit should realize a six-disc changer with 8X oversampling, no matter how good it is, is not worth that amount! Creative minds among us flock to eBay (<http://www.ebay.com/>) for many a SAAB part, and these changers were essentially the

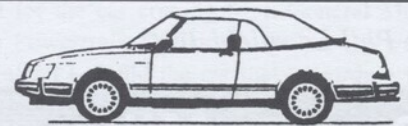
forebearer to Clarion's model CDC-635. I found one out there for \$125 and am currently awaiting its arrival. The CDC-635 is a slightly smaller unit than the original SAAB unit, but not so small that the SAAB brackets cannot be modified for its use.

On a 1992-1993 900 (and 1994 convertible, of course), the DIN cable is not present and you will have to acquire a Clarion cable. Best part here is that you can place the changer wherever you desire. This cable will plug into the back of your CD/EQ bracket in the center console. To remove this, simply remove the four screws for the carpeted portion of the center console, remove the bellows between the gearshift console, two screws which hold the console to the center tunnel, then remove the ashtray drawer and the 10mm bolt holding the console to the knee bolster. Carefully move the center console out and inspect the cables running to and from the rear of the CD/EQ unit, and connect as necessary.

On a 1992-1993 9000 equipped with a changer controlling equalizer or CD/EQ, the DIN cable has already been run to the area just forward of the antenna motor.

Remove the left rear tail lamp access cover (thumbscrew), remove the sill plate from around the hatchback or trunk lid (T-25 Torx screw) and carefully prise back the molded carpet along the left rear inner fender. You will spot the antenna motor, and the rear wiring harness through one of the access holes in that left rear bulkhead. One of these is a thick black cord with a 90 degree plug and a number of small pins in a round connector. It is most likely wiretied loosely to the car body. Pull this out and route it through one of the bolt access slots along the top of the molded carpet, then make sure the carpet back there is properly reclipped in the bracket running along the bottom of the C pillar inside the trunk or hatch.

Mount the changer using the bracketry from SAAB in either case, or use the brackets which come with your new-in-box Clarion changer, this I leave up to you. Consult the Audio System manual in your Owners Manual pouch for changer operation from the EQ or CD/EQ units, and enjoy a trip's worth of music without opening one jewel box!



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Ramblings and Demands

by Phil Lacefield Jr.

Rumor Mills and Old Crows

What's all this then? Talk of a Volvo V70 XC-like AWD 9-5 wagon? A GM-based SUV? Even the rebirth of the Sonett? Great jumping jimminies, us folks in the automotive press make it sound like something's actually *happening* in Trollhattan, and good somethings at that.

Let's see if we can get this all straight: barely three months into the new reign of The General, and reports of burly new pseudo-diggers and sports coupes start flowing out of Norcross like self-appreciation speeches at the Republican National Convention. An obviously Detroit-named "Country Master" 9-5 based 4WD wagon will tackle the rougher driveways and Wal-Mart parking lots on the planet, while an even more inconceivably named "Country King" SUV, based on the homely Pontiac Aztek, will take new clothes and the trusty four-banger turbo engine on excursions where no mortal sport-ute dare tread. Topping the list of gotta-haves for the 2004 model year is the two-seat sports car, both drop top and solid roof versions, based on the next-gen 9³ platform (read the next Opel) and offering a V6 reworked for about the fifteenth time to make it somewhat sporty. Whether these potentially juicy offerings have been in the works for some time or whether they're the recent work of El Generalissimo is unclear, since no one at Saab is talking right now.

One rumor says an all-wheel drive based 9-5 platform, as it sits now, is just plain silly; others disagree. Another rumor has the \$35K sport coupe (can you say Sonett IV?) being penned by

the same chap who brought us the Mercedes SLK roadster, not a bad thing to look at by any standards. If his previous work is any indication, our newest obsession may turn out to be quite the beauty indeed, but which spot would get the key: Column or floor?

Still more rumors abound that some of Cadillac's recent Le Mans racing goodness will filter its way through the GM bloodlines and that, heaven forbid, we may one day before we all die see an actual Saab factory sponsored race team at a major European venue taking on all comers.

Is there any truth to these whisperings and back-room mumbling? Are they brought forth by a hopeful Detroit that sincerely wants to breathe some fire back into the current two-car lineup? Or are they merely a continuation of every other rumor we've all heard through the years (and in some cases started, right here in these very pages) just to keep our hopes alive? Only time will tell, but from what I could gather from the closed-lipped smiles of the Saab elite at the recent Saab Owner's Convention, things are indeed looking up all over. We'll keep you informed.

On another note, it recently came to my attention that my column in NINES #245, titled "A Match Made In Michigan", didn't sit well with certain people. In it, I pointed out what a terrible idea merging Saab with Saturn would be, while doing to Saab what Ford has done to Jaguar would be a fantastic thing indeed. Please keep in mind, I have no use for the soulless disposable cars Saturn churns out. I didn't like the overly friendly sales staff that didn't particularly know what the hell they were talking about (my experiences only, your mileage may vary). Yeah, they don't haggle on prices, and they're all khaki-wearing preppie young fellows, but the atmosphere was just all wrong, and sent me away with a terrible impression, never to return. I do, however, like the khaki-wearing young men at Just Saab in Fairfield, Ohio, my dealership of choice and the home of some of my favorite people to talk Saab with in the world.

When I needed a new daily driver in November '98, I was introduced to Joey Conley, a long-haired mellow salesman of the instantly likeable variety who quickly became my favorite guy to kibbitz with when visiting the shop. Joey wears khakis, and doesn't haggle on pricing. The entire used car buying process there was phenomenal, and I was floored by not only the fantastic deal Joey made me on the 9000, but by the follow ups of hand-addressed Vigen promotional flyer mailings, support for last year's SOC, friendly answers to my silly phone questions, and the overall level of service and support that I just didn't expect to receive from the entire dealership - especially since I'm much more the fanatic about Saabs than 99.9% of their other customers and therefore more likely to dicker with them or do my own service work. Since then I've gotten to know Joey; Kevin, who serves up parts; most of the service guys; and of course owner Dave Horstmeyer better and better, and consider them all pals. Which is why I must apologize for pissing some of them off with my article, in some way. Gang, I just don't like the local Saturn dealership, OK? Nothing offensive was meant to be hurled at your fine organization or the way you do business. Quite the contrary: were I, heaven forbid, to set up my own dealership, I would proudly base it on the Just Saab model, and proclaim to the world just how swell I thought it was. When the Tri-State Saab Club gets back into full swing again (hopefully this winter now that Lacefield Baby Number One has made her appearance) I'll be counting on these fine folks more and more for support and guidance, and for the life of me I'd never think of making fun of them or taking shots at the way they do business - in my book, these guys are the best, bar none. So gentlemen, please accept my mouth full of fresh crow, and remember to get me that mailing list of names sometime this year so I can get the club going again. Unless, of course, you're too busy not haggling and getting the Dayton branch opened up, in which case I think I can wait a little longer.

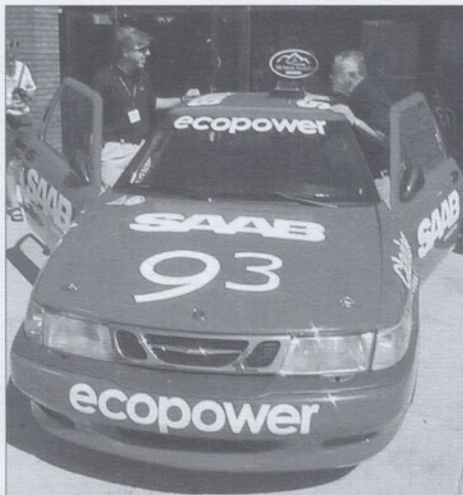
Behind the wheel of a 750 horsepower Ecopower Saab 9-3 Viggen, Per Eklund, the 1999 European Rallycross Champion, realized his dream of competing at Pikes Peak. In an impressive rookie performance, he captured first place in the Open Class, set a new record for this top division and finished with the second fastest overall time of the day at 11:21.58.

For Swedish rally driver Per Eklund, dreams really do come true. In his first time racing the fabled Aephelia Pikes Peak International Hill Climb, Eklund won the Open Class and finished with the second fastest overall time of the day. "This has been my dream. I started rally racing 36 years ago, and this is my most exciting victory," said Eklund. That's quite a statement considering his history of European rally wins and the fact that he is the reigning European Rallycross Champion. "This 9-3 Viggen was perfect today," he added. "Even at this elevation, the high-output turbo engine was very powerful. A careful right foot sure helped me today."

The Saab Ecopower 2.0-liter engine helped Eklund set the Open Class record. It had been broken earlier in the day by Paul Choiniere. He finished an 11:26.05 run in his Hyundai Tiburon a few minutes before Eklund came across the finish line in 11:21.58. Pikes Peak veteran, Larry Ragland, driver of the Vortec-powered GMC Envoy with an inline 6-cylinder engine, and running in the "Unlimited Class" captured first-place overall with a time of 11:17.66, giving General Motors an impressive 1-2 overall finish.

The route to the top of Pikes Peak is not a challenge for the faint-of-heart. It's a 12-mile course of both pavement and gravel that starts at an elevation of 9,402 feet and ends at 14,110 feet. Known as "The Race to the Clouds," this event is the second oldest automobile race in the U.S. (after the Indianapolis 500) and features 156 turns with no guardrails.

At the Saab Owners' Convention, Kevin Smith, Saab's Manager of Public Relations, explained the "rules" of the Pike's Peak "Open Class" as he demonstrated some of the car's features. "The front bumper, rear bumper, roof stamping, front fenders, rear quarter panel stampings, and engine block and head must be regular production parts. The wheelbase must be approximately equal to that of the produc-



Per Eklund (right) and the winning Saab at the 2000 Owners' Convention.

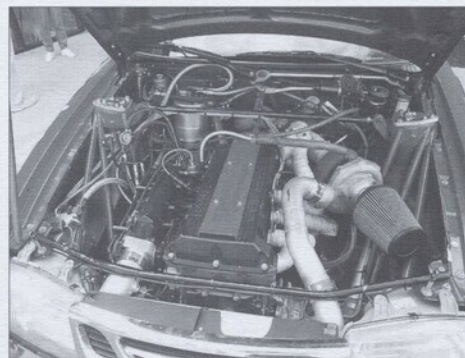
tion car, and the shape must be like the production car," he told us. The Pikes Peak Saab went a little beyond those specifications, with a Saab DI cassette ignition. Otherwise the car was pretty based on the championship Saab European Rallycross car. Using a tubular steel space frame, the engine is mounted in a longitudinal, not transverse, direction, with an all wheel drive transmission (see technical specifications). Sporting a turbocharger with a size more appropriate to a Scania HD Truck than a Saab car, the radiator is located in the passenger compartment behind the driver.

The doors, hood, hatch, and floor were made from carbon fiber reinforced resin, for minimum weight. Rallycross is a "bump and go" kind of race, where the strength and ease of repair of steel bodywork is important. The pikes peak car has more power than the Rallycross cars because European championship rallycross racers are required to have intake restriction plates to limit the power.

Eklund's victory at Pikes Peak stands even more impressive considering that this was his first attempt at racing Pikes Peak, the car was finished barely in time to make the practice and qualifying rounds, and the practice and qualifying rounds (as well as the race) took place in the middle of the 2000 Rallycross Championship Series. Eklund reported that at a celebration banquet following his 1999 European Rallycross Victory, he was "handed a piece of paper" stating that he would be sponsored for an attempt at Pikes Peak. Final authorization to build the car did not come through until early spring, with major sup-

port for the car coming from General Motors Powertrain Division. So intense was the effort to build the car that, according to Kevin Smith, "We would call to check on the progress of the car at 5:00 PM or 5:30 PM Eastern Time, which is like 11:00 PM in Sweden, and they would still be working."

Said Eklund at the Owners' Convention, "When the lorry arrived at 9AM to take the car to airport to be flown to Colorado, we still needed more time. So we asked the driver if he could wait until 11:00 AM, so we could finish the car." For the last part of June, Eklund was at Pikes Peak during the week for practice and qualifying rounds, returning to Europe to compete in the Rallycross Championship series over the week end.



Engine Compartment of the Pikes Peak Viggen

Technical specifications of Per Eklund's Pikes Peak Ecopower Saab 9³Viggen

- Engine
- Original Saab engine block and cylinder head. Engine tuned by Trollspeed of Trollhattan. Longitudinally mounted, four-cylinder,
 - 16-valve with twin overhead camshafts
 - Garrett turbocharger with intercooler (3.0 bar or 42.8 psi)
 - Displacement: 2.0 liters
 - Bore/stroke: 92/77 mm
 - Compression ratio: 9.0:1
 - HP Rating 750 HP at 8,000 rpm
 - Peak torque 518 lb.-ft. at 6,500 rpm
 - Transmission Four-wheel drive with programmable active differentials and six-speed Prodrive gearbox
 - Weight 2,090 lbs.
 - O - 60 mph 2.3 seconds
 - Top speed 155 mph

Photographs by Chad Payne

Ward's Automotive Reports predicted that Saab Automobile AB will expand its lineup with a new car-based sport/utility vehicle (SUV) culled from the upcoming Buick Rendezvous/Pontiac Aztek platform. The new crossover vehicle is part of a recently announced \$3.38 billion product initiative parent General Motors Corp. has planned for Saab between now 2004. Ward's quoted Peter Augustsson as saying that in the end, Saab's product lineup will expand from five models today to "more (than five) but below eight." As NINES has reported, Wards predicted it will be based on the platform used by the Rendezvous/Aztek and will hit the market in late 2002. It will also be one of the first GM cars to be developed in just 18 months from design freeze to start of production. Despite the shortened development time, the Saab SUV will have its own body, sharing no exterior panels with the Buick or Pontiac.

Ward predicts that Saab will offer the vehicle with Saab-engineered versions of the GM Corporate 2.2 L 4 cylinder (See NINES #243) in a low-pressure turbo-charged 170-hp rendition and a high-pressure 250-hp version, along with the LPT V6 from the 9⁵. These engines are also predicted to form the basis for the next generations of 9³ and 9⁵.

Wards crystal ball was working overtime with a vehicle described as being based on the Saab 9-5 wagon but with a higher ground clearance and 4-wheel drive for introduction in the U.S. this fall, using the existing 9⁵ powertrains.

Again Wards quoted Saab Automobile AB President Augustsson as saying that a smaller, entry level Saab is not going to be built. "In my priorities, it was either "up" or "entry," and it was more important to penetrate the high end," they quote. "Besides, it is not possible to have a small car on our Epsilon platform. We would need a smaller platform, but I'm not sure a small sedan would work in the U.S., there are more efficient concepts."

When we saw a cut away GM Corporate 4 at the 2000 North American International Auto Show, we predicted that it was likely to replace the venerable Saab 4. We based this in part on the engine's apparent quality of design, including its chain driven dual overhead cams and block-mounted balance shafts. We also

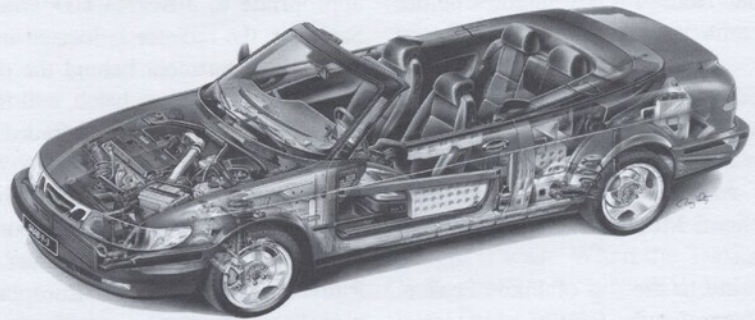
based the prediction on Saab's engine factory being located within the Scania manufacturing complex. We further predicted that Saab would be relatively late in adopting the new engine, because of the high quality of the current offerings as compared some 4 cylinder engines sold by other divisions.

Since that time, we have observed the GM Corporate 4 in the engine compartment of the Saturn LS. To be brief, there is an awfully lot of space around the engine. One might expect the coming 9³ chassis to be designed to exploit the pack-

aging characteristics of the new motor. As for the SUV, we would really be surprised to see a LPT version in a USA Saab version. Rather, the LPT SUV will, we predict, be the 200 hp V-6, with a more performance oriented version being the full turbo 4. As for an AWD version of the 9⁵ Wagon, sources at Saab Cars USA, who repeatedly answer questions about future products with either vague generalities or "no comment", have labeled such a product as unlikely to occur.

Based on a story copyrighted by Wards Communications.

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This information is preliminary and subject to change. All 2001 models go on sale October 1, 2000. Information from Saab Cars USA, Inc.

SAAB 2001 MODEL YEAR NEWS

Saab will provide OnStar Generation 2.6 as standard equipment. This latest generation OnStar system includes voice-activated, hands-free personal calling and personal e-mail, in addition to voice-activated internet connectivity for information like stock quotations, customized news, etc. Customers can configure vehicle settings from the Saab USA website. OnStar's continuing safety and security features like automatic airbag notification and route guidance enhance Saab's real-life safety philosophy. Twelve months of premium service is included. Saab is the only European brand to offer such advanced voice-activated telematics across its entire line.

Saab will continue No Charge Scheduled Maintenance Program, covering Saab 9⁵, 9³ SE and 9³ Viggen models for 3 years or 36,000 miles, whichever comes first. This Program covers all the factory recommended scheduled maintenance (excluding wear and tear items). In addition, all Saab models now feature a new keyless entry control that is integrated into the key.

The Saab Traction Control System (TCS) is now standard on the entire 9³ model line (Viggen owners: note "TCS Off" switch). Saab's TCS is an "all-speed" system that modulates ABS braking and electronic throttle to optimize the traction of the front drive wheels. The base convertible model has been discontinued, and instead a value-priced SE Convertible model will be offered. It will feature Saab's 205 horsepower high-output turbocharged 2.0-liter engine, 16" alloy wheels, an exterior body kit and an upgraded audio system for \$39,995 (excl. destination). A premium package will be available that includes Automatic Climate Control, power passenger seat and driver's side memory, a rear spoiler and leather-wrapped sport steering wheel.

In the 9⁵ model line, the LPT 2.3-liter turbocharged engine now provides 185 horsepower (up from 170 HP) for enhanced overtaking power. 9⁵ 2.3 LPT owners will thus be spared the indignity of having the lowest powered Saab sold in the USA. In our test of a 2.3 LPT wagon (NINES #243) we found that part of the engine's performance lacking, and we are certain that owners will appreciate that extra urge.

We also said in our Wagon Test in NINES #243 that having all the additional Wagon features at the same price as its sedan counterpart was nothing less than a thousand dollar gift from Saab. The pricing for 2001 shows that most of that gift has been taken off the table, with each Wagon model now costing \$700 more than its respective sedan. Otherwise, there has been a distinct compression in the pricing structure, with the less expensive models prices rising much more than the top-line models. This is especially true in the 9⁵ line, where the base model price is almost \$1500 more than last year, while the Aero Sedan's price rises an inconsequential \$180. With OnStar as standard equipment, the price for an OnStar equipped Aero in 2001 is well under the 2000 price.

2001 Saab Prices

9 ³ Models	Model Code	MSRP
3-door	323	\$26,495
5-door	325	\$26,995
SE 5-door HOT	355	\$32,595
SE Convertible HOT	352	\$39,995
3-door Viggen	383	\$37,995
5-door Viggen	385	\$37,995
Convertible Viggen	382	\$44,995

9 ³ Options	Model Availability	MSRP
Automatic	All (except Viggen)	\$1,200
Sunroof	3dr / 5dr	\$1,150
Leather Package	3dr / 5dr	\$1,350
Premium Package*	SE Conv	\$1,495
Front Heated Seats	All	\$450
Mica/Metallic Paint	All	\$395

*Includes ACC, Power Passenger seat with Memory on Driver Side, rear spoiler and Sport Steering Wheel

9 ⁵ Models	Model Code	MSRP
2.3t	504	\$33,995
SE V6t	574	\$38,650
Wagon 2.3t	505	\$34,695
Wagon SE V6t	575	\$39,350
Aero	584	\$40,175
Aero Wagon	585	\$40,875

9 ⁵ Options	Model Availability	MSRP
Automatic	All(except V6t)	\$1,200
Premium Package**	Sedan, Wagon 2.3t	\$1,995
Front & Rear Heated Seats	All	\$595
Leather	All	\$995
Ventilated Seats***	All	\$995
Mica/Metallic Paint	All	\$395
BBS 17" 2-Piece	All	\$1,650
Wheel Upgrade	Aero ONLY	\$1,650
BBS 17" 1-Piece	All	\$1,650
Wheel/Tire Pkg.	All (except Aero)	\$1,650

**Includes Leather, Memory Driver's Seat, and Harman/Kardon Audio
 ***Requires Premium Package on non-SE models

All Models	Transportation Charge	\$575
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Saab News

Saab's sales continued to be strong in June and July, selling at an average rate of 3910 cars. Saab is on track to reach their 2000 sales goals of just over 40,000, so long as sales don't wither in the last quarter as they did in 1999. Again, the year-to-date "fleet sales," or sales to rental car companies, are minimal, but Saab expects their total fleet sales for the whole year to approximately match 1999.

Saab's sales of 181 Viggens is consistent with the US allotment of 1000 per year. Convertible sales were about equal to the previous two-month period, while the 9³ sedans improved significantly and the 9⁵ sales slackened slightly. Folks continue to find 9000 and 900 models in the back corners of some dealers' lots.

	JUNE	JULY	period
model 900	4	1	5
coupe 9-3	55	63	118
viggen coupe	19	23	42
sedan 9-3	692	776	1468
sedan 9-3 se	342	389	731
viggen sedan	26	38	64
convertible 9-3	474	511	985
convertible 9-3 se	225	341	566
viggen convertible	35	45	80
campaign convert.	138	103	241
total 9-3	2006	2289	4295

model 9000	1	1	2
sedan 9-5	822	586	1408
sedan 9-5se (4cyl)	8	4	12
sedan 9-5 V6 (se)	260	276	536
aero 9-5	229	195	424
wagon 9-5	416	265	681
wagon 9-5se	153	152	305
wagon 9-5 g fisher	24	42	66
aero wagon	43	44	87
total 9-5	1955	1564	3519

current year (2000)	3966	3855	7821
last year (1999)	3729	4014	7743
percent increase	6.36	-3.96	1.01
Year to Date			21380
1999 Year to Date			22771

900 - 9000 - 9³ - 9⁵



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25291 Morse Ct.
Hayward CA 94542-
510-582-1858
Email:saab_club@prodigy.com

Carolinas Saab Register

Jason Henske
2830 16th St. NE Apt. #99
Hickory NC 28601-
704-256-9211
Email:NCSaabreg@AOL.com

Central Penn SAAB Club

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

Central States SAAB Club

c/o Kyle J. Poppert
4015 N Street
Lincoln, NE 68510
402-488-5730
saabarts@aol.com

Delaware Valley SAAB Club

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

Gateway City Saab Club

Greg Cassidy
3256 Bainburry Ct
St. Louis, MO 63129
314-318-8508

Great Lakes SAAB Club

Jim Laman
617 Beechwood
Holland MI 49423-
616-335-5215
Email:lamanjim@juno.com

Green Mountain SAAB Club (Vermont)

Cathleen Pembroke
RFD #5, Box 2758
Montpelier VT 05602-8812
802-476-7994
Email:sbprods@earthlink.net

Gulf Coast SAAB Club

Ron Hernandez
2422 Killdeer St.
New Orleans LA 70122-4316
504-283-0822
Email:rthmandz@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 Owners' Club

Larry West, Chairman
465 Tappan Avenue
North Plainfield, NJ 07063-1823
908-507-6691
njsoc@pobox.com

Northwest SAAB Owners (Washington, Oregon, British Columbia)

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

Rocky Mountain SAAB Club

Jerry Danner
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Denver CO 80204-
303-595-4646

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Email:dorzano@compuserve.com

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email: info@myersaab.com

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e-mail: pm3000@ibm.net

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914-339-7222

SAAB Club of NE Pennsylvania

Ron Augelli
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Scranton PA 18508-
717-969-9863

SAAB Club of Texas

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806-364-6094
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(937) 254-6975
phil@lacefield.com

Utah SAAB Club

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

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Local Club Calendar of Events

Bridges of Lancaster County

Set aside Sunday, September 17th, for a day of Saab-ing. The Central Penn Saab Club is hosting a tour of the 23 remaining Covered Bridges in Lancaster County, Pennsylvania. The meeting location is the Park City Shopping Center, near Route 30 and Harrisburg Pike, at 8:00 AM. The first car will be off at 9:00 AM. Bring your camera and lots of film.

A lunch break is planned at Shady Maple, near Blue Ball, so bring your appetite as well. Lunch can either be in the snack bar downstairs or the smorgasbord upstairs.

The organizers are receiving calls from all over about this event. Join both members and non-members of the CSPC. This is a non-speed touring event, so everyone is sure to enjoy the drive and the history of the area in covered bridges that will be crossed along the way. Even if you think you know the area, the organizers have plans to surprise you with some roads you have never driven on.

For more details, call Marc Fails, 717-295-9191 (work number) or George Basehore, 717-944-2915.

SAABtoberfest

Last call (in NINES) for SAABtoberfest 2000.

Saturday October 7, rain or shine. Bloomsburg, Pennsylvania will be our meeting place (exit 34 at the Columbia Mall just off I-80). It's a day-long event (free), full of driving, Saab talk, Saab ogling, door prizes, picnic, etc. etc. Last SAABtoberfest we had 48 Saabs, arriving from as far away as Georgia and Maine, so YOU'RE not too far away to join us!

This year we will be doing things a little differently. Rather than a caravan-style drive through the countryside, we'll be having a "lime bag rally". Drivers will leave for the drive at 1-minute intervals, and turn at any intersections where they see a lime splotch in the road. Right, left or straight is up to them. If they see another lime splotch within a quarter mile, they've turned the correct way. If not, they must turn around and try a different road.

This will greatly reduce my stress levels, as folks can drive however they want, stop whenever they want to take

pictures, go potty, sightsee, etc. We won't need to worry about everyone staying in a group or getting lost. We won't need to worry about all those "near hits" we've had in the past. The roads will still be fun, but will be at your own pace.

Hopefully we'll have really cool SAABtoberfest shirts again this year too. Once we get closer to the date, I'll be requesting information as to who plans to come etc. so I can get goody bags put together, name tags made, shirts ordered, etc. Mark your calendars and stay tuned for further information!

*Deb "Blaithin" Lusby
your friendly tour guide*

*To be on the distribution list, please email Deb Lusby Internet challenged individuals may also contact her by phone at (570) 286-9277 **before 7:00 Eastern Time.** (Deb loads up those lumbering brown United Parcel Service trucks starting about when most folks go to bed. -Ed.)*

Calendar of Events Continued on Page 25

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Following are the winners of the Concours competition held at the 2000 Saab Owners' Convention in Hudson Valley, New York. Along with each class description is the number of entrants in each class.

Concours Photos by

Thor Carlson and Kevin Quigley

A/B - SAABs through 1964 (7)



1 - Bruce Turk '63 95 White



2 - Leo O'Hagan '60 93F Black



3 - Bruce Turk '58 93B Black

C/D - Long nose SAABs through '74 (7)



1 - Ed Lorenz '66 96 Yellow



2 - Regina Alcorn & Terry Casper '68 95 Red



3 - Bruce Billing '66 95 Yellow

E/F - Sonett II and V4 (5)



1 - Tom Donney '67 Sonett II Orange



2 - Bruce Turk '68 V4 Red



3 Dean Gordon '68 V4 Red

G - Sonett III (7)



1 - Tom Langdon '74 Yellow

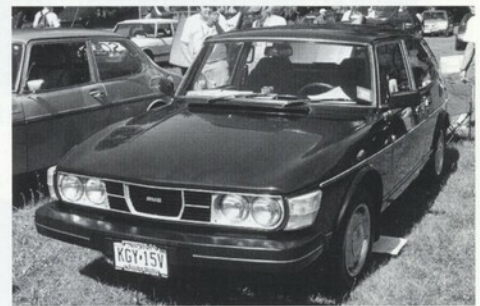


2 - Bruce Turk '74 Blue



3 - Ed Lorenz '74 Yellow

H - 99 (7)



1 - Kurt Krauss '80 99 Gli Dorado Brown



2 - Rich Kushner '77 99T Cardinal Red - Test Car # 934

Concours



3 - Garry Stottler '78 99T Black



2 - Gary Petrof '93 900 Black

N - 9000 All (4)



1 - Chip Lamb '92 9000T Scarabe

J - Classic 900 '79 - 86 (7)



1 - George Basehore '85 900S Slate Blue



3 - Alan Snelson '91 SPG Beryl Green

2 - Ken Adams '93 9000 CSE Green
Apologies go to Ken Adams for the Committee having missed photographing his Concours winning 9000.



3 - Jerrime Danner '88 9000T Grey



2 - Paul Murray '80 900T Black

Q - Classic 900 Convertible (6)



R/S - 9³ - Viggen (4)



1 - Rich Chuma 2000 9³ Silver



3 - Dimitrios Valtanis '86 SPG Grey



1 - George Lloyd '93 900 Red



2 - Bruce Billing '99 Viggen Blue

K - Classic 900 '87 - 93 (6)



1 - Maria Chasins '90 SPG Talladega Red

2 - Ken Steele '93 900 Black



3 - Jeff Armitage '92 900T Green



3 - Wade Evans '99 Viggen Blue

L - New Gen 900 (2)



1 - Keith Beaudoin '96 900 SET Ruby

U - Unlimited



1 - Jack Lawrence Sonett III Yellow



2 - Eric Johnson '60 96 Red

T - 9^s (3)



1 - Robert Lyon '99 9^s SE White



3 - Steve Church '73 Sonett III Yellow

M - Modified (9)



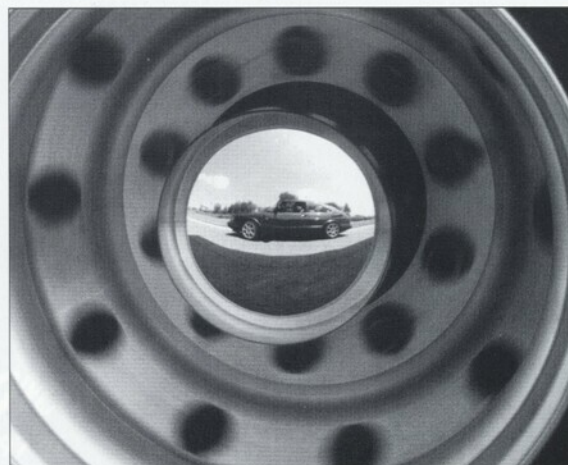
1 - Jeff Proposki '88 900SPG Lightening Blue



First Place - Portrait - Ed Lorenz



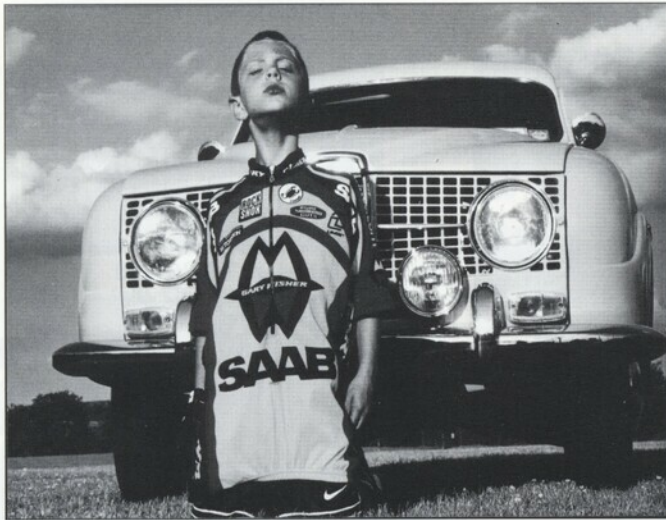
2 - Todd Campisano '90 900S Black



Second Place - Portrait - delRosaro



3 - Lisa Uhl '95 900 Red



First Place - Snapshot Riley Lorenz



First Place - Competition - Sheila Perry



Second Place - Snapshot - James F. Hadley



Second Place - Competition - Sheila Perry



Third Place - Competition - Sheila Perry



Third Place - Portrait - Chad Payne



Third Place - Snapshot

Hi Norma;

I'm enclosing a report from "Consumers Report" (April 1999, page 23) on 50 Series tires. VOLVO is replacing tires or offering \$500.00 cash or \$1000.00 voucher. Some Saab Turbo owners in Montréal have damaged sidewalls on their Michelins, and had to pay for them as they were Road Hazard problems. As far as I can find out VOLVO in Canada is not offering the same program.

For years, most of the original members from the 1980's were still driving their old cars. When G.M. bought Saab in Canada, all of the dealers were closed and the franchises went to Saturn Isuzu dealers, which were called PASSPORT. The Montréal Saab Club was lucky; we have 3 SAAB Master Mechanics who have been keeping the cars running. One of the Master mechanics even opened his own garage and takes care of most of the Saab Clubs members cars, plus their other cars and vans/trucks.

It's been a long time before members started buying The Generals SAABS. But in the last year 3 new and 3 off lease

have joined the club, all from Gravel / Place Ville Marie and 1 new from Saab on Decaire.

Finally, confidence in G.M. is on the rise. We have a good Segment Brand Manager in Oshawa, who is helpful to the club. The Montréal Saab Club will be holding a Sunday Brunch in October or November in a private curling club where the people from G.M. in Oshawa will give us a presentation on upcoming models and technical news, then answer questions. Montreal dealers will be invited to attend, but must bring a new model for the members to try. Our own personal Car Show.

This will keep you up-to-date on your members to the north. We enjoy the new Nines and compliment Stephen and you on taking on this project.

John Donald

Town of Mount Royal, Québec, Canada

We're glad to have another Club in Canada to add to our list. Perhaps US members from Upstate New York, Vermont, New Hampshire, etc., will join in the Saab Club de Montréal's activities.

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The MN Saab Club has been active since the 1970's. Over the years, the club has become more and more interested in vintage cars. Following the 1999 National Saab Owner's Convention at Keystone, CO, several MN Saab Club members, Marty and Annette Adams of Meyers Garage and Chuck, Linda, Don & Denise Andrews from Andrews Inc. made a commitment to host a vintage event. An influencing factor was the successful "Heart of America" event in 1998 hosted by the IA Saab Club which included an auction of Larry Williams' vintage parts. So, a committee was formed and plans were made to have an informal get-together with an auction to help redistribute old vintage parts (that means we could all clean out our garages). The Vintage Saab Convention would be held on June 9 and 10th at Princeton, MN. The title of Bla Rok (Blue Smoke) was chosen to encourage and promote the two-stroke vintage cars.

The weekend started with our Friday evening event at the Princeton Speedway. We scoured the country to get any competition Saabs to race for a \$1000 purse. The track is a 1/4 mile, high-banked clay track. Even with all the promotion, we were only able to get four cars to race. This was part of the regular Friday night races and is attended by over 2000 fans. They were treated to the unique sounds of 4-cylinder engines instead of the Detroit V-8s that run in the regular program. Of the four Saabs, the 99 ice racers of Dan Burhans and Bob Swinehart were underpowered compared to the 900 of Brad Schafner (driver, Dave Cotterman) and Sonett II (16-valve turbo with A/T) driven by Joe Hauser. In both the heat race and the feature, the Sonett led until the last lap when the 900 got by for the win. In the feature race, Joe driving his Sonett II, hit a hole in the track and bounced out in front of Dave, driving the #94. There was a crunch and the Sonett went over the end of the track! To the crowd's amazement he came back into sight, on the track

and was able to still finish in third place. Great Fun! They want to do it again next year, but we need more racers. Are you out there?

On Saturday morning, we awoke at 6 A.M. to thunder. We had a back-up plan if it rained but soon the clouds cleared out and we had a sunny, hot day to enjoy. The Saturday activities were held on the grounds at Andrews Inc. of Princeton. The seminars started at 7:45 and continued till 10:30 A.M. All were restoration-oriented and were well-attended. Our goal was to keep people thinking about rescuing those old Saabs and maybe being able to do the restoration themselves. While the seminars were going on, the Swedish folk events were in full swing. With strolling minstrels, dancing, balloons, face-painting, crafts and raising of the Swedish Mid-Summer pole, it was very busy. Did I mention that the Concours cars were being prepped and the vintage parts auction was being catalogued as well?

At 11:00 A.M., Phil Duckert got all the Saabs that wanted to be in the parade, lined up and off to town. Between 5 and 6,000 people attend the Rum River Festival Parade which had 72 entries this year. Our Saab Club entry had over 30 Saabs ranging from strokers to a new 9-5 Aero wagon. We get maximum exposure for the marque in this parade. People talk to us all year long about cars they saw.

Shortly after noon, we had a traditional Swedish dinner and the long, awaited stroke-tronic talk by John Moss. Following this seminar, John and the rest of the crowd retired to the auction area. For most of the next 3 hours, John identified vintage Saab treasures and Auctioneer Bob Hulett auctioned them off. There were some highly sought after pieces and a few that weren't. All total, 180 lots of parts were sold. A great time!

The auction went so well that we ran the tour while it was still going. We had to drag the "gear heads" away from the parts for the 6:30 banquet. The catered banquet was held in the new 14-bay addition. As a part of the program, three cars were driven inside so their origin could be explained. Eric Johnson showed slides and told the story about his 96. Tom Donney told about his Sonett III with 40 miles on it. I told about my purchase of a 1976 99 EMS. Keep your eyes open! There are still prized cars to be

had out there.

The concours was all People's Choice so everyone had a chance to win. There were many very nice cars. I think we had three of the nicest 99's in the country competing including the following: Gary Stottler's 78 turbo which won best of show in 1997 at the Waterville Valley Convention and numerous awards before and since, driven from Michigan with his son Kevin, and John Moss. Bruce Harbison's 77 EMS which was the 1999 Keystone Convention winner driven in from Colorado and Don Andrews 76 99 EMS which was the 1997 1st place winner at Waterville Valley. Competing in the 96 Class was Eric Johnson who has won awards for several years and Marty Adams' 96 which was People's Choice at our event in 1999. Competing in the Sonett Class were Tom Donney's Sonett III and Chuck Andrews' Sonett III which were first and third at Waterville Valley in 1997. Also competing was the T-top Sonett owned by Jay Iverson. As you can see, there was no shortage of good competition.

It was not a surprise, though, that Scott Reeson with his 63-96 won Best of Show. It is a very, very nice car! Steve Faltsek won first place in the 95-96 Class with his 95 wagon. Greg LaBaron, with his yellow Sonett II, which is also very nice, won the Sonett Class. The winners drove their cars into the banquet hall so everyone could see which car went with whom. Trophies were awarded and pictures were taken.

By 9:30 PM the sunburned crowd of about 150 were loading cars, and parts and getting ready to head home. With attendance of well over 200 throughout the day, the club was well-satisfied with the effort and the result. Door prizes and support for the event came from: Meyer Garage, Andrews Inc., Mile-Hi Body Shop, Saab Rescue Mission, Tom Donney Motors, Dent Wizard, 3M, PPG, Car Quest, Rum River Mobile Services, Wurth, Justice Brothers Products, and others.

We appreciate the support and attendance from Colorado Saab Club, Central States Saab Club, Milwaukee Saab Club, Michigan Saab Club, Iowa Saab Club and other interested and committed Saab owners.

A complete set of Bla Rok photos is available on our website at <http://www.SaabSuperStore.com>

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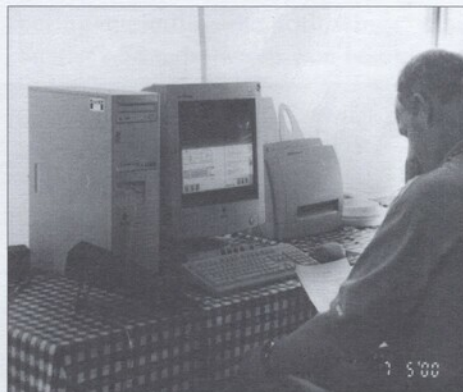
While owners were whizzing around Lime Rock Park and experiencing the performance capabilities of Saab's 2000 model line, a dozen of the best Saab technicians in North America were busily solving the most fiendish puzzles that the Saab Technical Trainers could dream up. The 2000 challenge was noteworthy in that it was truly a North American event, with contestants and trainers from Saab of Canada in attendance for the first time.

As was the case in 1999 (see NINES #240 and 242), selection was determined by the scores on a written test. The top 12 scoring Master Technicians were given full expense paid invitations for themselves and their respective spouses to attend the competition and the following day's Technicians' Convention. In addition, the next 88 highest scoring Technicians (among both Master Technicians and Technicians) received full expense paid invitations for themselves (spouses and family members paying their own transportation costs but given room and meals) to attend the Technicians' Convention.

Speaking with Randy Risley, Saab's Technical Training Manager, revealed some details about the history of the annual Tech Challenge of which we were unaware. One surprise is how recently the program was founded. It started when Saab Cars USA was asked to send representatives to Sweden for Saab Automobiles's International Technician Competition in 1996. Lacking any prior planning or budget, a "stand alone" event was bootlegged at the Training Center. This experience motivated the formal Master Tech Challenge, with a written test to select finalists and the finalists competing "hands on" in conjunction with the Saab Owners' Convention. The 1997 Owners' Convention in Waterville Valley, New Hampshire, was the first of what has become an annual event. The Tech Challenge is taken very seriously at Saab Cars to motivate technician training and to enhance technician recruitment and retention.

The Challenge consisted of six stations, each of which could accommodate two contestants simultaneously. The sta-

tions can be named summarily as "data, no car", "convertible bug", "customer satisfaction", "name that tool", "intermittent wiring defect", and "a/c quit yesterday."



Computers are important for diagnosing problems in today's Saabs

"Data, but no car" was a variation on a theme used successfully in the 1999 challenge. In the 2000 challenge, a Tech II contained the data from a test of the car with sufficient clues to allow a diagnosis to be made. In this case, it was a car with a "gummed up" idle control valve. The data showed a car which would barely run when cold, yet idle very high when warm. The data also showed that the car computer was demanding "more idle speed" when the car was cold, and "less idle speed" when the car was warm. Other data requested from the Tech II included the minimum and maximum measured idle speed.

"Convertible bug" is an annual theme, and no wonder. In some months convertibles make up almost half of the 9³ sales, they are the most costly of the Saabs sold, and at best a convertible top



Tech Challenge participants can plan of a "Convertible Bug"

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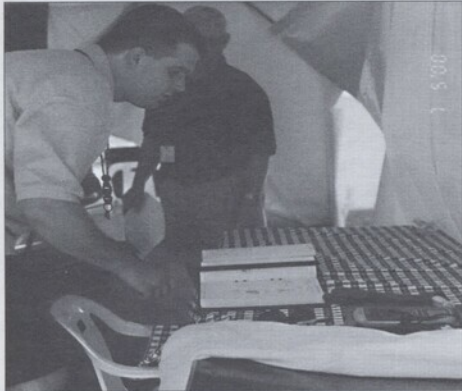


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is complex and requires care and maintenance to keep operating correctly. This year's flaw involved faulty relays, among other problems.



Sometimes the old fashioned book is the way to go.

The "Customer Satisfaction" test was also an object lesson. Among the issues discussed by the "customer", many could be traced back to a poor "PDI" (pre-delivery inspection). For example, the car was still programmed in its "transport" mode, meaning that the remote door lock controls were not working. The quality of the PDI can have a major impact on the customer's satisfaction with the car.

"Name that tool." In the words of Bud Watson, the trainer manning this station, "they either know it or they don't." In some cases, the tool had more than one function, and full points required a listing of all the functions. For example, the "upper chain sprocket puller" tool was also designed to be used as a "drift" for removing and installing a bearing in the classic 900 primary chain housing.

"The intermittent" wiring defect was brought to the convention by the

trainers from Saab Canada. The "bug" simulated an intermittent short circuit in the car's fuel tank pressure sensor. When sensing an "out of range" sensor reading, the 9-5 test car's control module would reset to a "default" fuel delivery mode, causing an engine misfire. The problem would "correct itself" when the examiner let off the remote control activating the "short", preventing an "error code" from being set. The diagnosis technique was to "snapshot" the car's operating state during the misfire. One of the features programmed into the Tech II is a copy of the car's wiring diagram, the appropriate section of which can be displayed by "clicking" a box on any of the relevant data screens.

"The a/c quit yesterday" syndrome was caused by two faults, one of which being a "DICE" (dashboard control module) which somehow "programmed itself" for "no a/c" - that is, a car without air conditioning. Another fault installed in this car was a blown relay fuse. These faults were selected to be readily discovered if the technician referred back to the 9⁵ HVAC (heating, ventilating, and air conditioning) book and simply followed its step-by-step guide for "no a/c" problems. Few would think to check a US 9⁵ for being programmed "no a/c", but checking the DICE programming is near the top in the step-by-step guide.

Listed here are the names of the Master Tech Challenge contestants and their respective dealerships. The names with the asterisks are the techs who had the high scores in the competition and will be competing internationally, but from an owners' point of view, all 12 (with their dealers and customers) are winners.

Cesar Arce	Saturn Saab Isuzu Downtown Mississauga, Ont., Canada
Jim Cordes	Southtowns Saab E. Aurora, NY
Ian French	Hyannis Saab Mashpee, MA
*Kevin Green	Hunt Valley Saab Sparks, MD
David Lawrence	Herb Chambers Pepperell, MA
Jeff Libby	Gary Blake Somersworth, NH
*Nick Muti	Spreens Mahwah, NJ
Mark Nicotera	Lehman Mechanicsburg, PA
Brian O'Donnell	Mike Saw Saab Parker, CO
*Pat Valleau	Brownell Motors Pleasant Valley, NY
*Brian Warden	SportsCarCenter Central Square, NY
Dan Waris	Saab Nashua North Milford, NH
* - National Champions: 2000 Master Tech Challenge.	

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Since the floor boards on my 1961 96 resembles the ones on Fred Flintstone's car, I didn't think that anyone would mind if I butchered it a little for the greater good. The last few days have been extremely hot in the Northeast, with temperatures around 90 degrees Fahrenheit. My 96 was having a hard time keeping its cool on the New York State Thruway (Route 87) traveling at 65 MPH. The car has an original cooling system, a tiny little radiator behind the motor, supplied with water from the ever popular "water pump/generator." The temperature gauge hovered near the red zone each time I started up a long hill. Turning the heat on momentarily would drop the coolant temperature just enough to make it to the top. This heat on, heat off ritual is all too familiar to Bullnose drivers.

One great fix for this problem is to recore the three pass radiator with a four pass. This has been discussed on VSAAB (VSAAB is an internet mailing list devoted to "2-digit" Saabs; i.e., models 99 and earlier. Instructions for joining the mailing list can be found on their web site: <http://www.vsaab.com> -Ed) before and works great. Both my 1958 93B and 1963 95 have four pass "high efficiency" cores, which allow them to keep their cool in all but the hottest weather. I was determined to cool down the 96, but didn't want to invest any money in a recore.

When Larry "Stroker" Williams was at my house several years ago for a vintage Saab picnic, he said that he always wanted to plumb in a heater core to the right of the water pump/generator. He was certain that this would provide a substantial increase in cooling capacity.

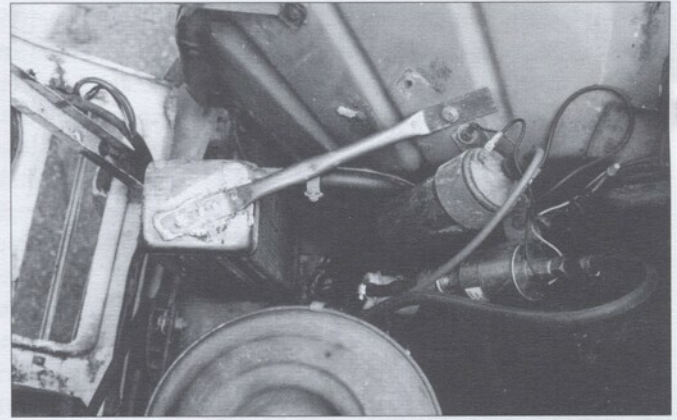
Today was the day, 90 degrees F and the 96 was running super hot. I pulled in the garage and got to work. I used a Bullnose heater core, but a 1967 through 1969 Sonett core can also be used. Mount the core vertically, with the inlet/outlet pipes facing rearward.

The heater core already has two mounting plates soldered to either end. Each plate has four screw holes for attachment to the sides of the stock heater core box. With the core on end, the bottom plate holes are perfect for attaching the core to the engine bay floor with sheet metal screws. A brace must also be attached to the top of the core. Without one, the bot-

tom mounting plate will crack off from vibration. I flattened out the ends of a 1/2" diameter copper pipe and soldered one end to the top of the heater core. The other end was bolted to the inner fender. Make sure that the brace will not come in contact with the hood when closed.

The right side horn must be relocated to allow room for the core, no other modifications are needed for proper hood clearance. The core is placed between the water pump/generator and the right wheel well. The hood stop strap is mounted to and the right headlight will come close to the core, but will not touch with the hood down. Plumbing is simple. The water hose coming out of the bottom of the radiator goes into the top of the heater core. The hose coming out of the bottom of the heater core loops up into the back (inlet) of the water pump.

With the radiator refilled, I started the car and headed down the driveway. The temperature gauge started to rise rapidly toward the red zone. The problem was that I still had air in the system, preventing the water pump from pumping. The heater



Top view showing the brace added to the top of the heater core.

core plumbing creates a couple of air pockets that need to be bled a few times before the pump can work. I had to back off the hoses that go to the inlet of the water pump and the top of the heater core alternately. This had to be repeated a few times with the engine hot (under pressure) to properly bleed the system. Be careful, HOT!

With the heating system now properly filled, I headed out to the highway for a high speed, uphill test. Earlier in the day, I had to drive with the heat on to keep the car from overheating, now the temperature needle stood straight up, in the middle of the green "normal" range. I cruised at 65 MPH for an extended period of time with no needle movement above half way in the green zone, all this with the heat off and in 90+ degrees outside temperatures! Once the heat wave was over, I found that the car actually ran too cold (imagine that!) when the outside temperature fell below 70 degrees F. To improve the system, I am installing a heater valve to allow the heater core to be bypassed in colder weather. The valve will have one inlet and two outlets. A push/pull knob on the dash will control which outlet the water will flow through. The valve will be mounted to the radiators outlet pipe. A "tee" will be installed just before the water pumps inlet. One of the valves outlets will go to the top of the heater core, then from the bottom of the core to the "tee." The other valve outlet will simply go to the "tee," bypassing the core completely. Piece of cake!

THANKS LARRY, you were right again!



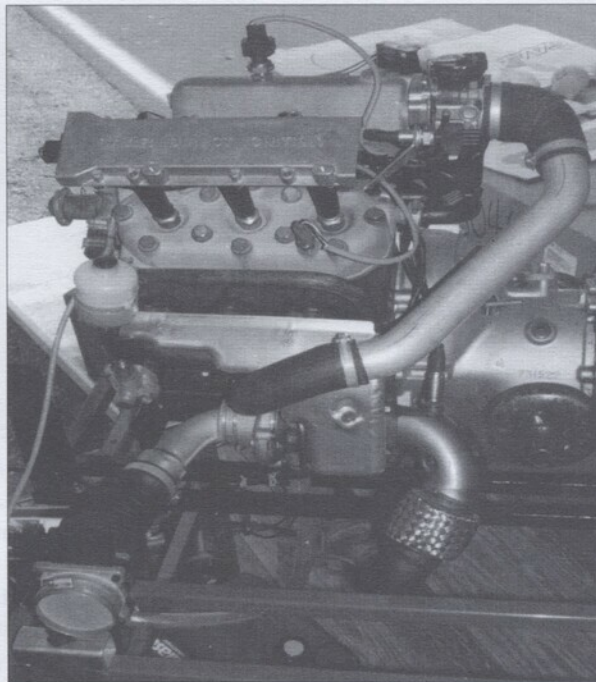
Heater core added to a Saab 96's cooling system, mounted to the right of the water pump/generator.

The primary attraction of this whole project was that it allowed me to combine two of my great loves, 2 strokes and advanced engine management systems. Throw in a touch of whimsy, a training center full of readily available bits & pieces and it didn't take too long for the whole thing to hit critical mass. I suppose the basic concept had been rolling around in the back of my mind for a while but it took the trip across country with Gary Stottler in his '64 GT 850 last year to nudge it to the fore. (See "Adventure in a GT 850", *NINES* #241, September, 1999)

If we were going to get an unknown 35 year old, 90,000 mile car across the country we couldn't afford to make many mistakes, and the learning curve associated with sorting out all the various noises and quirks of a 2 stroke is very short and steep. Some things are harmless and can safely be ignored forever while others will have you walking for help in a matter of minutes. Our biggest concerns were overheating and piston damage, the traditional enemies of 2 stroke engines. Some careful preparation had taken care of the cooling system so we were left with the pistons and the issues of spark and fuel delivery.

Both Gary (his current title at GM Powertrain reads "Engineering Group Manager, Engine Calibration Specialists") and I are used to having plenty of information available to us as we "talk" to the engine management computers of modern fuel systems. There we were, climbing our way up to the Continental Divide and wishing we had something a bit more scientific than our ageing eyes and ears to help unravel the mysteries of spark plug heat ranges and carburetor jet sizes.

Pretty soon I was regretting that I hadn't packed my trusty Fluke scope and a few basic sensors so that we could document the results of all our fiddling. One thing led to another, and by the end of the trip, (without benefit of even a single can of beer) we had worked out most of the major details and decided it would be possible to graft a 9-5 V6 fuel system onto a 3 cylinder 2 stroke. Not only was it theoretically possible, we were honor bound to try it!



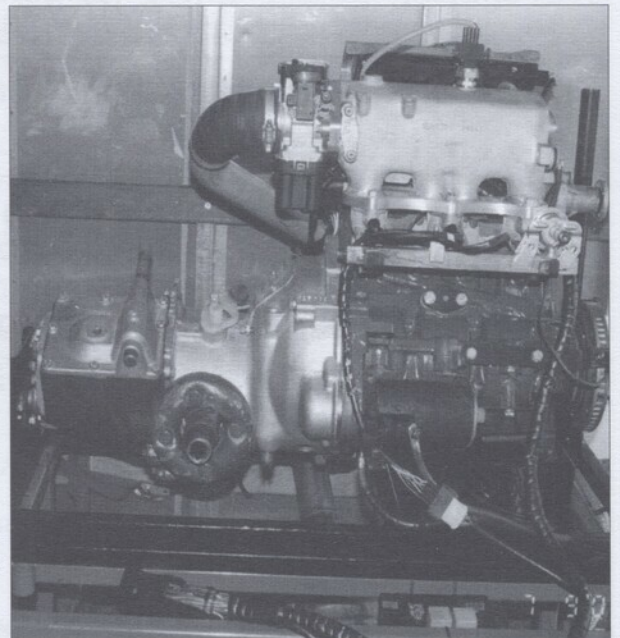
Exhaust side showing the turbocharger plumbing and mass flow meter.

Making the hardware from a 3.0 litre engine designed in Germany and built in England (at "the turn of the century!" - *Ed.*) physically fit on a 0.85 litre Swedish engine (from almost two generations prior - *Ed.*) proved to be surprisingly easy. The name TRIONIC is derived from the fact a single computer is controlling spark, fuel and air (throttle & boost). The ignition portion of the system wasn't even a challenge: the V6 ignition cassette slipped down right over the plugs without modification. The "asymmetrical" turbocharger from the front bank of the V6 almost bolted up without change. Several of the mounting studs for the manifold lined right up. I machined an adapter plate whose main function was to blend the large 2 stroke ports with the much smaller ones on the V6 manifold. The biggest part of the project, from a time standpoint, was creating an intake system which would mount fuel injectors and the 9-5 "drive by wire" electronic throttle. After a bit of wandering about and poking in corners, it turned out that parts of the intake manifold and fuel rail from a

1989 9000 S would line up almost perfectly with the lower half of the original 3 carburetor intake system. A few more hours on the milling machine and some welding gave us an intake system compact enough to fit under the hood of anything but a Sonett.

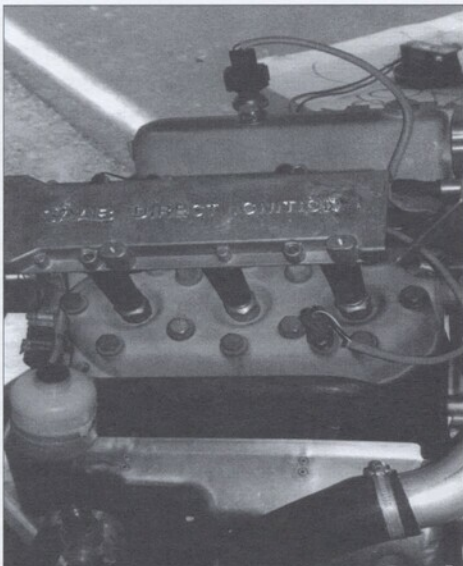
The theoretical side of things was fairly straightforward as well. I always felt that one of the best things about the V6 engine was that it had exactly the right number of triggering pulses for spark and fuel. The main problem was that some engineer put in twice as many pistons as were really needed. The 1967 engine fires 3 times per revolution, so does the 1999 V6. The firing pulses of both engines are 120 degrees apart and both firing orders start out at 1-2-3. It was meant to happen.

A wrecked company car graciously provided assorted sensors



Inlet side showing the V-6 throttle body and 9000S intake. Note the crank position sensor and tone wheel at the front of the engine.

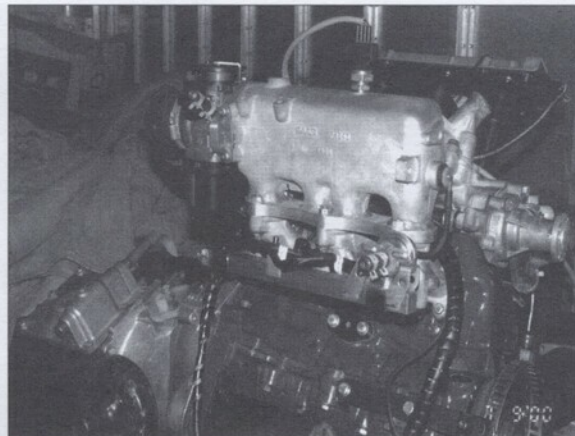
and wiring. A few hours were then spent swapping around the various trigger leads for the ignition coils and injectors so that the proper things happened in the correct order without having to go and bother the Swedes for new software this early in the project. Each fuel injector has two "trigger" leads, one from each of the natural pairs of cylinders in a V6 engine (1 & 4 -



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2 & 5 - 3 & 6). This permits us to duplicate the fuel flow of 6 cylinders with only 3 actual injectors. As DKW used to say in their advertising, "3 = 6".

The software in the engine management computer doesn't lend itself to easy



Saab's 89 9000S Intake Manifold matches the Saab 2-stroke inlet port spacing.

modification with the wire feed welder or milling machine so, thus far, we have had to make do with what the Swedes put in the box and fuss with the easily changed variables such as injector flow rates and fuel pressure. As it turns out, the amount of air swallowed by an 850 cc 2 stroke is very close to that used by our much larger (but much more efficient) 4 stroke engines. Things are close enough so that

about some really good software.

What next? Several good months of sorting out but then, who knows what the future may bring?

What next indeed! Perhaps your employer can be persuaded to put a "Turbo/Trionic Retrofit Kit" in the spare parts catalog. -Ed.

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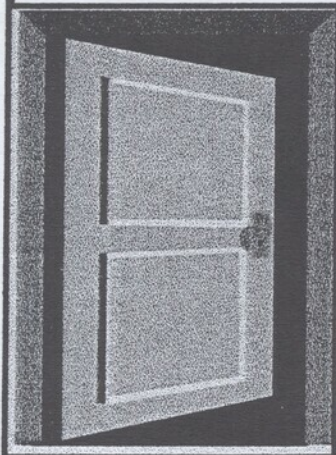
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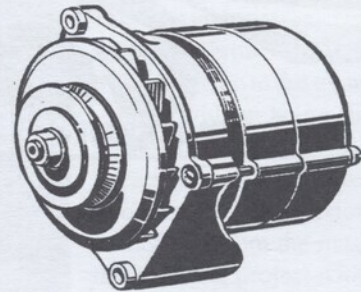
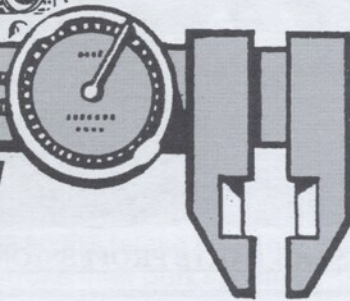
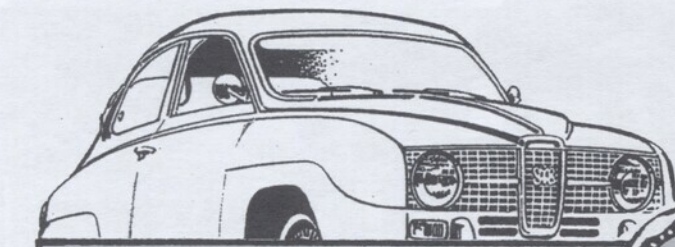
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By Jack Ashcraft

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PART 2—TESTING THE ALTERNATOR IN THE CAR

I told you the reason your car stopped was because of the failure of the alternator. But several other malfunctions COULD have caused the same problem. To test the electrical system to see WHAT caused the problem, you have to start with a fully charged battery. On the V4 powered Saabs, you can just hook up the battery charger cables to the battery (POSITIVE TO POSITIVE, NEGATIVE TO NEGATIVE) and let the charger do its work. On later model Saabs and other cars, follow the manufacturers recommendation in the Owners Manual.

You can test the state of charge of a battery in two ways. The old, time-tested method requires the use of a battery hydrometer, and assumes the battery is NOT the sealed type. You clean the top of the battery, then lift off the fill cover plate, insert the hose of the hydrometer, suck up a bit of battery acid, and read off the specific gravity on the float inside the hydrometer. The following chart shows state of battery charge as a function of battery acid specific gravity:

Specific Gravity	State of Charge
1.275 to 1.300	100%
1.225 to 1.250	75%
1.200 to 1.220	50%
1.165 to 1.190	25%
1.140 to 1.160	Barely operative
1.100 to 1.135	Discharged

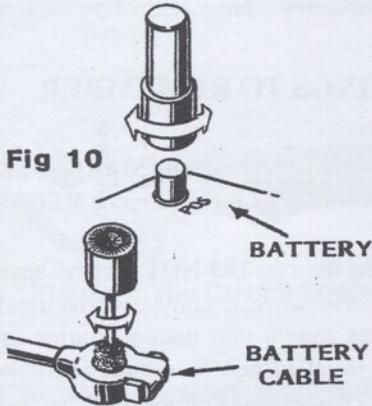
You can get a fairly accurate idea of the state of charge by testing the VOLTAGE of the battery itself. As a battery discharges, its voltage—measured directly across the battery terminals—decreases. Some modern cars—the Saab 9000 comes to mind—have a voltage indication as one of the functions of the trip computer. These on-board voltmeters may or may NOT be accurate, and you should only rely on them after they have been tested against a test voltmeter. The following chart shows state of battery charge as a function of battery voltage:

Battery Voltage	State of Charge
13.6 volts and above	100%
12.6 to 13.5 volts	85 to 99%
12.4 to 12.59 volts	75 to 84%
12.2 to 12.39 volts	56 to 74%
12.0 to 12.19 volts	25 to 49%
11.9 and below	Discharged

You can see that a very accurate—preferably digital—voltmeter is required to make this test.

An alternator often gets a bum rap because of a faulty battery. DO NOT assume that a battery is good just because it is new or fairly new. Charge the battery fully and then use a tester to LOAD the battery. Follow the directions on the tester. If the tester says the battery is BAD, replace it. If the battery tests GOOD, continue trouble-shooting. You must disconnect the Positive battery cable to make this load test, and this is a good time to clean the battery terminals and cables. Don't overlook this cleaning!

BATTERY TERMINAL CLEANING TOOL



With the battery fully charged, turn on the ignition switch but do NOT start the engine. You should have—among others—an amber charge indicator lamp “ON” in the instrument cluster. If you do NOT, the charge lamp or its wiring are bad. You MUST have a charge lamp to excite the field windings of the alternator. Without this excitation the alternator can be in perfect condition and it will NOT charge. If the amber charge lamp comes on, continue.

Start the engine. Use an induction ammeter (or similar tester), and read the current output of the alternator with the engine turning at a fast idle—say, 2000 rpm. You should read up to 35 amps on a Saab V4 with standard alternator, and much higher on later model cars with higher output alternators. The induction ammeter should be placed over the B+ wire (a heavy gray or red wire on the V4 cars), as far away from the alternator as is practical.

If you get little or no reading, check the drive belt for proper tension. If the belt is OK, check that the wires to the back of the alternator are all connected (and connected to the correct terminals—see the wiring schematic for your car). If the wiring is OK, you have a bad alternator OR a bad regulator (or both, since they are separate units on V4 cars). Chances are, it's the alternator.

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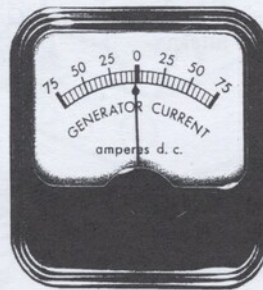
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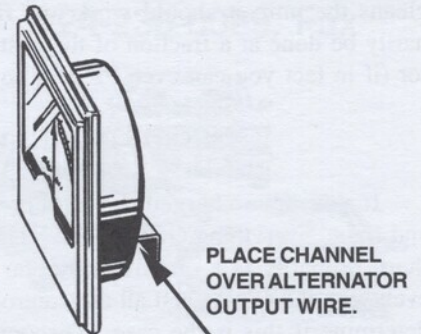
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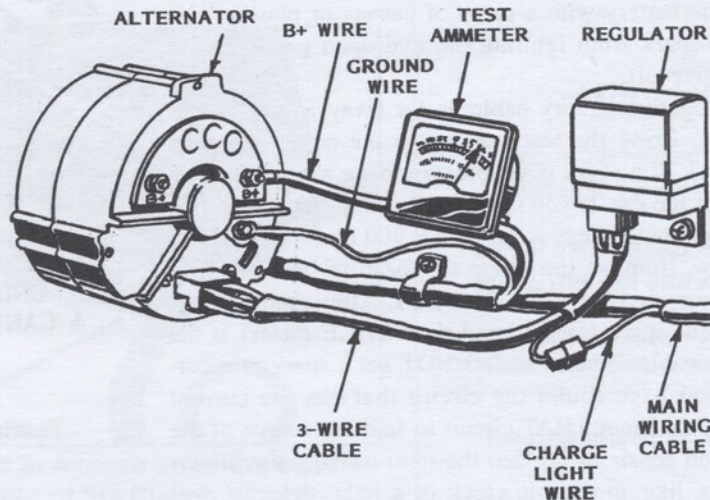
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SOME CLUES TO CONSIDER

Whenever trouble occurs on an automobile, you should always ask yourself this question: What was done to the car LAST? Was a stereo recently installed? Was a trailer hitch welded in recently? Were any electrical accessories added (fog or driving lamps, etc)? Very often the LAST thing done to a car is the cause of THIS problem. Stereo installers, for example, are notorious for drilling into things they shouldn't—wiring harnesses, fluid pipes, etc. Welding on the frame of the car can ZAP the alternator. How OLD is the alternator? If it has more than 50,000 miles on it, it is a prime suspect. Bearings and brushes wear. LISTEN to the alternator as the engine runs at an idle. We use an inexpensive mechanics stethoscope to listen for bad alternator bearings. They will sound VERY loud in your ears. Worn brushes do not make strange noises.

NEW OR REMANUFACTURED

A new alternator may not even be a (very expensive) option for the V4 Saab owner, since even the newest USA version V4 car (1974) is 26 years old. Few dealers carry the Bosch K1—14V 35 A 20 alternator for these cars. You can have a rebuilder overhaul your alternator or you can do it yourself. The procedure will be outlined in the NEXT issue of NINES. So long as the rebuilder replaces both of the bearings as well as the brush pack, turns down the commutator (the part of the armature where the brushes make rotary contact), checks the field windings and cleans the unit, it should work just fine. This work will ordinarily be done at a fraction of the cost of buying a new alternator (if in fact you can even FIND a new one).

SHORTS IN THE SYSTEM

If you have charged the battery and tested the alternator and found everything GOOD, and STILL the battery runs down, there probably is a circuit in the car that is drawing current, even with the engine and all the control switches OFF. You must determine if this is the case. Disconnect the NEGATIVE battery terminal. Attach a test lead to the NEGATIVE battery terminal. Cover the battery with a piece of canvas or plastic. This is to prevent a spark from igniting the hydrogen gas that lead acid batteries give off.

Hold the negative battery cable as far away from the battery as you can. Bring the test lead up to the negative cable. Watch for a spark. If a spark is visible, you have a good drain in SOME circuit of the car. If you cannot detect a spark, use a precision test volt/ammeter such as a FLUKE 800 or similar to read the current draw. Remove the cover for the fuse box. Remove one fuse at a time, and leave the fuse OUT. After each fuse removal, make your spark test (or read the FLUKE meter) at the negative battery cable. When you DO NOT get a spark or a current reading, you have found the circuit that has the current draw. Now trouble-shoot THAT circuit to find the source of the current draw, and repair or replace the item causing the draw.

Some items, like an electric clock or a radar detector, will

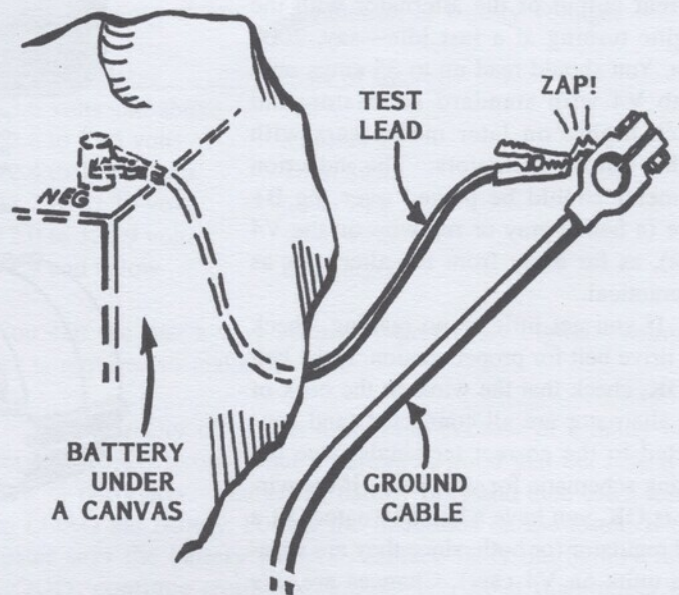
make a VERY small current draw. If the car is driven even once a week, this will never be enough to draw down a good battery. Some stereo units have an internal memory that WILL draw some current. If your trouble-shooting leads you to a stereo unit, check the owner's manual for the unit to see if the current draw you are reading on the FLUKE meter agrees with what the unit is supposed to take. You may have a faulty—even if new—stereo control unit.

SOME THINGS TO REMEMBER

- If you remove the alternator yourself, MAKE A SKETCH of the wiring connections on the alternator BEFORE you remove the wires.
- If you just purchased the car, DO NOT assume anything is good on it, particularly when it comes to electrical parts, unless the seller has shown you documentation (such as bills for a recently installed new or rebuilt alternator).
- Think about the LAST work done on the car. That work may be the cause of the current problem.

Never adjust the fan/alternator/water pump drive belt on a V4 Saab any tighter than absolutely necessary. In fact, we adjust them as LOOSE as we can. We want them to JUST not squeal when the engine is revved up quickly, with the headlight high beams (and any other major electrical uses, such as driving lights) are ON.

COMING NEXT: OVERHAULING THE BOSCH ALTERNATOR



Testing for excessive current draw without using fancy instruments.

If you "turn wrenches", and if you live where winter happens, you have probably faced the challenge of rusted shut nuts and bolts. You know that feeling as you "lean on the wrench" and you feel the corners of the fastener begin to round off. Often a better wrench helps. For socket and box end wrenches,



Figure 1: The Clench Wrench®

shaping the tool with a relief groove in the corner increases the amount of torque which can be applied before the bolt head starts to round off. This design feature was pioneered by Snap-On Tools, and has lately been available on many more moderately priced brands such as Sears' "Craftsman" brand and Home Depot's "Husky" line. "Helps" is the operative word here, because even these wrenches have a limit beyond which the "hex head" becomes a circle.

Sears has introduced a new adjustable wrench, which they name "Clench Wrench", to address the problem in an interesting and novel way. The wrench, shown in Figure 1, features a spring loaded, pivoting jaw which is pinned to the handle piece. The wrench geometry has been designed so that the grip tightens as wrench is turned. Like many of Sears' recent innovative wrenches and pliers, the Clench Wrench is made by laminating thin sheets of hardened steel, rather than being forged from a solid piece of tool steel.

Figure 2 shows the wrench with some added reference lines, and Figure 3 is a close up of the "business end" of the wrench. The handle piece pivots on the flat of the nut, at point "A" as shown in Figure 3. As the handle is pulled harder it tends to roll along the nut because of the curvature of the handle piece. This rolling action presses the nut ever more firmly against the opposite flat jaw,

surface "B" in Figure 2. The torque to loosen or tighten the fastener is applied along the flat at surface "B", with some additional torque being applied by the handle piece at point "A" because it presses against the flat of the fastener toward the corner, not in the center.

The diagonal surface, "C" in Figure 2, has no direct function on the action of the wrench. You can show this by moving the wrench away slightly so that there is no contact along surface "C", and it still works fine. In fact, you can move the wrench so far that "Point A" is at the center of the flat and the wrench works fine. This shows that surface "B" provides the torque to tighten or loosen the fastener. Rather, surface "C" is used to locate the wrench over the fastener for most efficient action. The location of the

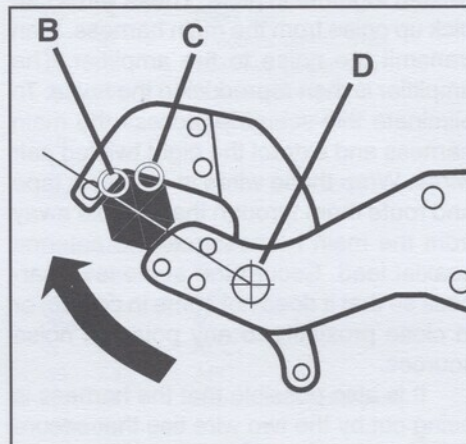


Figure 2: Reference points to show how the Clench wrench works

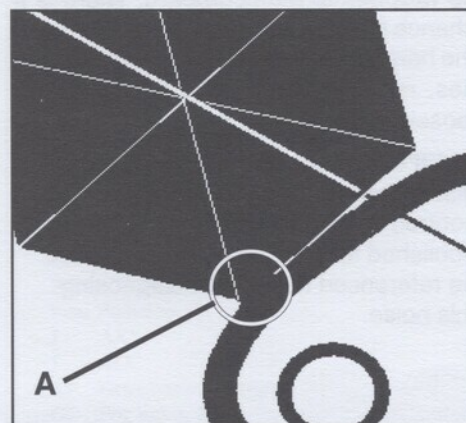
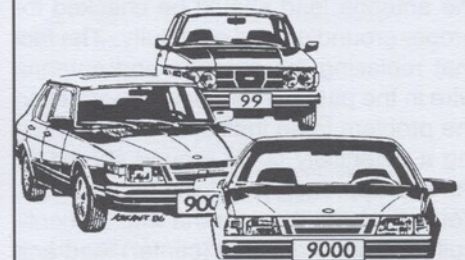


Figure 3: A close up of the contact point of the Clench Wrench

jaw pivot, point "D" in figure 2, determines whether the jaw tightens or loosens with load on the wrench handle. In fact, the wrench works only in one direction - it must be turned over to reverse the direction of the torque. Thus it allows for a crude "ratcheting" action.

So much for the theory. How well does it work in "real life." My first test was in loosening the fuel filter on one of the "non Saab" family vehicles. The fuel line had a flare fitting and nut, rather than the banjo fitting used by Saabs, and nut lacked the anti-corrosion plating that Saab uses. The flare-nut on the fuel line was smaller than the flat machined into the filter itself, and all my attempts to loosen it were failing. I soaked it overnight with penetrating oil, I used my largest crescent wrench, my open end wrench, my largest "Vise Grips", and a flare-nut wrench. Every time, I could feel the nut starting to round off before it loosened. Then I tried the Clench Wrench. It just plain worked as claimed.

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Dr. Nio's Saab Klinik

I have a problem I hope Dr. Nio can help with. The car is a 1996 9000 CSE with the premium sound system. Simply put, the AM reception is bad to non-existent, mainly because of the ignition noise in the city and almost no range in the country. Two years ago a dealer replaced the antenna and antenna cable under warranty. This made a small improvement over a short period of time. An example of how bad the AM reception is that a friend's (Toyota) Avalon parked in my driveway easily gets all AM stations up to 165 miles away while my Saab can't pull in a fairly strong station 35 miles away (engine running in both cars).

Is there any effective and durable fix for this problem, or is it simply one of those "they all do that" situations. A clue to the source of the problem is that it persists during the sixty second spark plug cleaning cycle that continues after the key is turned from the "on" to the "accessory" position.

Joseph Jensen
New York, NY

Noise from the speakers that only occurs when using the radio, especially on the AM band, is likely caused by poor radio reception. In this case, the antenna and the antenna lead should be checked for proper grounding and continuity. The fact that replacing the antenna and antenna wire in the past had temporarily improved the problem is an indication that correcting a potentially faulty ground should be the first approach to solving the problem. You can check the antenna wire for continuity in both the signal (center) lead and the ground (shield) lead using an ohmmeter, but "substitution" is the surest way to diagnose a cable problem.

Ensure that the antenna ground has a good solid ground connection. This means ensuring that the screws holding the antenna to the body are free of dirt and grease, and that there is bare metal at the connection. Next ensure that the antenna lead wire is making good contact at the antenna and at the radio head. Sometimes buffing the antenna connector contact surfaces with fine emery cloth improves the contact, and there are contact cleaning chemicals which may help.

Another step which improves the ground connection involves making a new contact to the antenna cable shield. The

shield-to-ground connection is supposed to occur in the connector, but occasionally that connection is not all it could be. At a point on the antenna lead about two feet from the connector which plugs into the antenna, carefully strip away about an inch of the outer insulation sheath. Crimp a large gauge ring connector to the shield, taking care not to crush the cable. Then loop the antenna wire and bolt down the ring connector to the antenna base. This procedure optimizes the grounding of the antenna shield.

Finally there is the problem in 1995 and up 9000 models of "static" coming from the speakers on all inputs. This is not a problem of poor radio reception since it can be present when using the cassette, CD player, or CD changer. In these cases, the fault can often be pinpointed to the main wiring harness routed through the console. This harness includes the wiring to carry the speakers signal from the radio to the amplifier. The speaker wires can be identified as the eight wires that are twisted together in pairs. These wires can pick up noise from the main harness, then transmit the noise to the amplifier. The amplifier is then reproducing the noise. To eliminate this scenario, access the main harness and extract the eight twisted pair wires. Wrap these wires in electrical tape and route them through the console away from the main harness and the antenna coaxial lead. Secure the audio lead harness so that it does not come in contact or in close proximity to any potential noise sources.

It is also possible that the harness is being cut by the two wire ties that secure it to the floorboard. Under the passenger's seat, below the beam to which the front of the seat is bolted, the speaker harness is tie-wrapped to the floorboard. There is a chance that the wire ties are too tight and the harness is being cut. If so, cut the wire ties, repair the damaged harness, and loosely re-secure the harness.

If the noise can be eliminated by disconnecting the IAC (idle speed control) valve, then PSI 03/97-0751, published for the 900 model, may also be referenced to assist in diagnosing this noise.

I am concerned about the cooling on my 9000. It seems to run too warm, which according to my dealer is typical for 9000s.

John Adair
Lancaster, CA
1994 9000 CDE

Assuming that the thermostat is operating correctly (changing the thermostat at every major service is a good practice) and that the cooling system is otherwise in good shape, 9000 models up through 1994 tend to run hot for a very simple reason: that's where the systems drive the temperature! The fan thermostats on the radiator is located at the "cool" end of the radiator - adjacent to where the water pump draws in the coolant. The setting in factory installed switch is actually above the thermostat opening temperature. This means that the coolant entering the engine must be hotter than the thermostat setting before the cooling fans will operate. For later turbo models with two-stage fans, the high speed fan switch doesn't kick in until the water temperature is around the atmospheric boiling point of water. No wonder the temperature gauge points to the sun visor mount in the summer.

The owner has the choice of accepting that the factory settings are in no way detrimental to engine life or substituting an aftermarket thermostats which engages the cooling fans at a lower temperature. Several NINES advertisers sell them, including SPG 9 and Townsend Imports.

Note that in later 9000 models, from 1995 on, the radiator cooling fans are engaged directly by the engine control module (computer) based on the engine temperature measured by the sensor in the cylinder head. In these models the temperature gauge is also controlled by the engine control module. It is programmed to keep the needle "nailed down" at the "normal" setting so long as the engine is within its normal operating range. That program is not adjustable with either ISAT or Tech II.

Almost the first day with my '99 SAAB 9³, I needed to find the fuse for the horn. The owner's manual lists them in fuse-number order, so I had to read several pages of information to find which fuse it was that I needed to check. To make this task easier, I scanned the list into my computer, and sorted it by function. I did the same on my wife's '99 9⁵, and these lists have come in handy.

I sent the list to SAAB, suggesting that they change their manuals to list the fuses 'my' way. I also pointed out a few errors and omissions that I found during this exercise. The letter I got back was a classic, saying something like "we don't intend for the fuse list to be an absolutely accurate picture of the electrical system, just enough to give the customer an idea of the functions of the fuses".

I thought your readers might find these useful. I have attached them to this message.

Sasha Lanz
Richardson, Texas

1999 SAAB 9³ fuse finder

Fuse holder on the end of the instrument panel

No.	Amp	Function
19	10	A/C
19	10	ABS
27	15	ACC
C	30	ACC
09	7.5	ACC panel
18	10	Airbag
06A	7.5	Automatic transmission
34	10	Automatic transmission
C	30	Cabin fan
03	30	Cabin fan, A/C
25	30	Central locking
06	30	Cigarette lighter
16B	30	Control module, engine mgmt system
34	10	Control module
21	10	Convertible Top
23	20	Convertible Top
22	15	Cruise Control
15	20	Daytime running lights
13	15	Diagnostics
11	7.5	DICE
17	15	DICE
35	15	DICE
02	20	Direction indicators
22	15	Direction indicators (switch?)
01	30	Door mirrors (left?)
07	30	Door mirrors (right?)
12	20	Fog lights, front (*)
19	10	Fog light, rear
32	15	Fuel pump
31	20	Headlight beam-length adjustment
27	15	High beam flash
17	15	Instruments
35	15	Interior lighting
35	15	Main instrument panel

21	10	Manual A/C
28	10	Motronic
29	10	Number-plate lighting
38	25	Oxygen sensor (lambda probe)
30	10	Parking light, left
29	10	Parking light, right
13	15	Radio
24	7.5	Radio (amplifier?)
04	15	Radio antenna
01	30	Rear window: heating
-	-	Rear window: washer
08	15	Rear window: wiper
31	20	Reversing light
34	10	SID
20	20	Seat, front: heating
17	15	Seat, front, left: memory
05	30	Seat, front, right: power adj.
16	30	Seat, front, left: power adj.
26	7.5	Seat, rear: heating (right?)
33	15	Seat, rear: heating (left?)
36	10	Starter relay
12	20	Stop lights
07	30	Sunroof
04	15	Switch illumination
11	7.5	TWICE
17	15	TWICE
35	15	TWICE
23	20	Telephone
A	30	Trailer: lights
B	10	Trailer: stop lights
28	10	Trionic
04	15	Trunk light
14	30	Windows, power, front
07	30	Windows, power, rear
31	20	Windshield wipers
-	-	Windshield washer
10	-	-
37	-	-
39	-	-

Fuse panel in engine bay

No.	Amp	Function
5	15	A/C
Maxi 2	50	ABS
5	15	ACC
13	7.5	APC
14	10	Extra heater, water pump (Europe)
15	10	Extra heater (Europe)
12	-	Extra lights
2	15	Fog lights, front (*)
8	10	Headlight, high beam, left
9	10	Headlight, high beam, right
6	10	Headlight, low beam, left
7	10	Headlight, low beam, right
10	7.5	Headlight wipers
1	10	Horn
3	40	Radiator fan, low speed
Maxi 1	30	Radiator fan, high speed
4	10	Vacuum pump
11	-	-

Relays in engine bay

Item	Function
J	A/C
J	ACC
C1	Extra heater (Europe)
G2	Fog lights, front
E	Headlight: autochecking
B	Headlight, high beam

A	Headlight, low beam
G1	Horn
I	Radiator fan, high speed
D	Radiator fan, low speed
C2	Vacuum pump (Turbo autoT.)
H	-
F1	-
F2	-

Relay holder under the instrument panel next to the steering wheel

Item	Function
I	Fuel pump
E	Ignition switch
C2	Lock motor, tailgate
L	Main relay (injection system)
H	Rear-window heating
D2	Rear-window washing
D1	Rear wiper
B	Reversing light
A	Seat, rear, heating
K	Starter relay
G	Windshield wipers (intermittent)
C1	-
F	-

1999 SAAB 9⁵ fuse finder

Fuse panel in instrument panel

#	Amp.	Function
26	7.5	ABS brakes
-	-	A/C
20	15	ACC
26	7.5	ACC
28	7.5	Airbag (SRS)
13	20	Audio System, amplifier
9	15	Audio system
B	10	Audio system
12	7.5	Automatic transmission
29	7.5	Automatic transmission
B	10	Automatic transmission
1	15	Brake lights
8	15	Car phone
11	30	Central locking
34	30	Cigarette lighter
31	7.5	Circulation pump
26	7.5	Climate control, manual
31	7.5	Cruise control
5	7.55	DICE
16	20	DICE
C	7.55	DICE
35	15	Daytime running lights
9	15	Diagnostic instrument
16	20	Direction indicators
33	7.5	Direction indicator switch
C	7.55	Door-mirrors
18	7.5	Door-mirror heating
27	10	Engine-management system
17	20	Engine-management system
37	30	Fog lights, front
-	-	Fog light, rear
7	10	Fuel injection
19	20	Fuel pump
25	30	Fuel-filler flap
-	-	High beam flash
14	30	Ignition system
22	40	Interior fan
20	15	Interior lighting
39	20	Limp-home solenoid (auto transmission)
8	15	Luggage-compartment lighting
10	15	Memory function, door mirrors

Fuse Cross-Reference

-	-	Motronic
-	-	Number plate lighting
3	10	Parking lights, left
4	10	Parking lights, right
15	15	Oxygen sensor (catalytic converter)
24	40	Rear-window heating
2	15	Reversing lights
8	15	SID
11	30	Seat, power, passenger
25	30	Seat, power, driver
10	15	Seats, rear, heating
38	30	Seats, front, heating
32	15	Seats, front, ventilation
1	15	Shift-lock override
52-56		Spare fuses
30	7.5	Starter motor
23	15	Sunroof
-	-	Switch illumination
-	-	Trionic
A	25	Trailer lights
6B	5	Trailer, brake lights
5	7.55	TWICE
36	30	Windows, power, left
6	30	Windows, power, right
37	30	Windshield wipers
-	-	Windshield washer
21	-	-
16B	-	-

Fuse box under hood

#	Amp.	Function
14	10	A/C
1	60	ABS (Maxi fuse)
-	-	APC
13	15	Autochecking of lights
14	10	Car alarm siren
5	15	Fog lights (front spoiler)
4	10	Headlamp wipers
11	10	Headlight beam-length adjustment
8	15	Headlight, High beam, right
10	15	Headlight, High beam, left
9	15	Headlight, Low beam, left
7	15	Headlight, Low beam, right
3	15	Horn
15	30	Radiator fan
6	30	Radiator fan, high speed
12	-	Spotlights (accessory)
16	10	Vacuum pump (certain model variants only)
2	-	-
17	-	-
18	-	-

Relays

#	Function
9	A/C compressor
4	Extra lights (accessory)
10.1	Front fog lights
10.2	Headlamp wipers, parking position
13	Headlight, Autochecking
3	Headlight, High beam
2	Headlight, Low beam
5.1	Horn
12	Radiator fan, high speed, right fan
8	Radiator fan, high speed, left fan
7	Radiator fan, low speed
5.2	Vacuum pump (certain model variants only)
11	Windshield wipers, intermittent function

1	-
6	-
Relay panel under instrument panel	
#	Function
I	Door mirrors heating
F	Fuel filler flap
G	Fuel pump
H	Ignition switch
L	Limp-home function
E	Main relay (engine management system)
I	Rear-window heating
J	Reversing lights
B	Seats, rear, heating
K	Starter relay
A	-
C	-
D	-

1997 SAAB 9000 fuse finder

(Presented in a slightly different format because of the way they are presented in the owners manual.)

Passenger Compartment

Fuse	Function	Rating (A)
15	?	
1	A/C	5
1	ACC	5
17	ACC	10
5	APC system	10
4	Airbag	5
19	Antenna, electric	15
3	Belt warning	10
16	Central lock	15
19	Clock	15
16	Courtesy lights	15
2	Cruise control system	10
13	EDU	10
17	EDU	10
21	Electronic throttle (V6)	25
23	Engine electr., test outlet	5
14	Fuel pump	20
22	Hazard warning lights	15
21	Horn	25
13	Injection system	10
29	Instrument lighting rheostat	15
13	Instruments	10
16	Interior lighting	15
24	Lights, Brake	15
9	Lights, Reversing	30
16	Lights, Reversing relay	15
31	Lights, daytime running	15
11	Lights, driving, relay	30
30	Lights, parking L	10
29	Lights, parking R	15
32	Lights, rear fog	15
2	Mirrors, electric	10
20	Option	max 20
28	Oxygen sensor, heated	25
3	Park interlock switch (auto.	10
19	Radio	15
27	Radio	10
3	Reading lights	10
19	SCC	15
25	Seat, electric, driver	30
26	Seat, electric, passenger	30
7	Seats, electric	10
10	Seats, heating	20

9	Sunroof	30
16	Trunk lighting	15
17	Trunk lock	10
12	Turn indicators	15
3	Vanity light mirrors	10
6	Ventilation fan	30
5	Water pump (V6)	10
18	Window, rear, heating	30
11	Windows, power, front	30
9	Windows, power, rear	30
7	Wipers, headlamp	10
8	Wipers, rear window	20
8	Wipers, windshield	20

Engine compartment fuses and relays, including those in the "ABS" fuse and relay panel.

11	A/C radiator/compressor	30
2	ABS main relay	30 eng/abs
1	ABS pump	30 eng/abs
3	ABS pump relay/control module	10 eng/abs
1	Air pump (maxi-fuse)	30
13	Air pump/vacuum pump valve	10
12	Extra lamp	15
7	Headlights, high beam L	15
8	Headlights, high beam R	15
6	Headlights, low beam R	15
5	Headlights, low beam L	15
10	Horn	25
9	Horn, relay	5
4	Radiator fan, (standard)	40
2	Radiator fan, 2 step	30
3	Radiator fan, relay	5
1	Trionic, heat pl.	maxi-fuse 60
F	A/C relay	
D	Air pump/heat pl./vacuum pump	
B	ABS main relay	eng/abs
A	ABS pump relay	eng/abs
C	Bulb test (pictogram)	
G	Extra light-fog light	
L	Horn	
A-B	Light relay	
K	Light, driving	
H	Pressure monitor A/C	
M	Radiator fan	
E	Radiator fan, 2 step	

Note: While the fuse identification tables are strictly valid only for the model years indicated, different years' wiring tends to be very similar. The greatest variations will occur between years when the equipment is not the same. For example, the model 9000 ABS fuse identities and sizes for years when the ABS II system was used. 1988-1993, are more likely to differ from those listed here than for equipment these years have in common, such as seat heaters.

-Ed.

Saab Swap

9000 For Sale

1997 Saab 9000 Aero. Mint Condition! Standard, 38,000 miles, Silver with black. Original owner, dealer serviced, 36k major service completed. Warranty. Zymol. 225 HP and 30+ MPG. Buying AERO wagon! \$26,000 John Nonenmacher, Demarest NJ jbheho@aol.com (201) 784-9079

1995 Saab 9000 CS hatchback, EC, Cirrus white, 83,000 miles. inspection report at 57k and main records since. Heated leather seats, CD changer, sunroof, alarm, A/T, 4 cyl. LPT. tires, and brakes at 57k. Make an offer. \$14,500 Gary Kemp, Collierville TN gkemp@midssouth.rr.com (901) 853-4313

1991 Saab 9000 Turbo, white with grey, standard, 94,000 miles. Every service recorded. ABS, new Falken 205/50/16 "Z" rated radials, upgraded 180 watt Blaupunkt CD detachable face, alarm. Flawless inside & out. \$7900/OBO Mychal J. Messer, Malibu CA mychalm1@earthlink.net (310) 317-9866

9³, 900 For Sale

1999 Saab 9³ Convertible Turbo 2-dr A/T, pwr/top, Pwr/windows, Pwr/drlocks, Cruise, Traction, Dual Air Bags, Heated Seats, A/C, Stereo/CD, Alloys, ABS Brakes, 19K miles, STK # SX002469, Aspen Green/Blk Leather. \$25,900. Imports Unlimited www.luxurycars.com (203) 284-8989

1999 Saab 9-3 Viggen, Lightning Blue, 6,000 miles. Showroom condition, highway miles. Drives awesome. Home remodeling projects forces sale. Own the best Saab ever built!! \$28,500 TSN Glen W Chung, Ann Arbor MI glenchung@aol.com (734) 657-5282

1999 Saab 9³ Turbo A/T 4-dr Pwr/windows, Pwr/drlocks, Pwr/sunroof, Alloys, Traction, Heated Seats, Stereo Cassette w/CD, CC, Remote Alarm, Dual and Side Air Bags, ABS Brakes, 13K miles. Stk# SX022369, Silver/Grey leather, \$21,900. Imports Unlimited www.luxurycars.com (203) 284-8989

1998 Saab 900S Convertible, gold, 32,000 miles..A/T, beige interior leather. Excellent condition garaged serviced., with documentation, by Saab dealer. wood panel dash. Heated seats, power windows and locks. Warranty still in effect. 35,000 mile service done \$25,500 Darwin Folmar, Dallas TX darwinfol@aol.com (214) 368-8410

1998 Saab 900SE Turbo 4-dr, A/T, Pwr/sunroof, Pwr/windows, Pwr/drlocks, Alloys, Heated Pwr/seats, Stereo Cass., CC, Dual Air Bags, ABS Brakes, 28K miles, STK# SW011478, Green/Tan Leather, \$18,900. Imports Unlimited www.luxurycars.com (203) 284-8989

1997 900 SE Turbo Convertible YS3DF78N1V7014751, 29 K miles, a/t, black/charcoal, spoiler, wind deflector, coer, warranty, complete records. Showroom condition. \$31,950. Jason Whong, Northern California. pk@doglover.com (650) 218-5449

1997 Saab 900S 4-dr, A/T, A/C, Pwr/windows, Pwr/drlocks, Pwr/sunroof, Cruise, Alloys, Stereo Cass., Heated Seats, Dual Air Bags, ABS brakes, 31K miles, stk# SV050669, Maroon/Beige, \$15,900. Imports Unlimited www.luxurycars.com (203) 284-8989

1995 Saab 900SE Convertible 2-dr A/T, Pwr/top, Pwr/windows, Pwr/drlocks, Heated Pwr/Seats, Cruise, Stereo Cass, Dual Air Bags, Alloys, ABS Brakes, 49K miles, STK# ss025480, Red/Tan Leather, \$16,900. Imports Unlimited www.luxurycars.com (203) 284-8989

1990 Saab 900 SPG Turbo, red, standard, 67,000 miles, excellent condition having used in bad weather. Carefully garaged and driven. Perfect car for the Saab aficionado to keep as one of the best saab 900 spg's anywhere. \$12,900 Tony Rotheray, Milwaukee WI johnrotheray@hotmail.com (414) 881-8692

1989 SAAB 900 European Aero purchased new in Sweden. One-owner, non-smoker, no accidents. U.S. SPG options, gray cloth, A/T. Many features, new parts. \$8900/obo. Will Hansen, Milwaukee, WI USA Email: whansen@eshape.com <http://www.eshape.com/saab900aero.htm> Days - (414) 617-8900 / Eves - (414) 272-2065

80 Saab 900 EMS 3 DR 5 SPD, P/S, no A/C, 148 K miles. Clean interior, many new parts, good tyers, 3rd owner, partial service records incl. original window sticker. Minor rust @ wheel wells, needs paint & trans. work. Easily passed E-check. \$550. Peter Martin, Oregonia, OH, psmartin@your-net.com, (513)993-0827.

93, 95, 96, Sonett For Sale

1974 Sonett 89 k miles, not running - easily restored. Floor pan has minor rust and needs new interior. Complete with 4 excellent soccer-ball wheels and factory manuals and some parts. Dan Georgi, Houston, TX. (281) 293-0014.

Win a Saab Sonett - Describe in 50 words or so, why you want, crave or must have this car. Submit your essay and a \$20 entry fee by Sept 30th, 2000. If 100 or more entries are received, a winner will be chosen and the car awarded. If less than 100, the fees and essays will be returned, so include a self addressed stamped envelope (SASE). This is a real, running 1973 Sonett with about 90K on the odometer. It starts easily, drives smoothly and has a lot of life left. The car is in Indianapolis, IN. Pickup is the winner's responsibility. You can enter online at The Saab Network or send your entry to:
Tom Remedios
6494 Oxford St.
Indianapolis, IN 46220
317-253-5958
tom.remedios@piusa.com

1972 SAAB 96 White rust-free daily driver. Low miles, many new accessories installed, plus box of used parts. \$4,000 OBO. SASE for photos. Will deliver - \$100 plus expenses. Ken Edwards, 296 Brethren Church Dr., Jonesborough, TN 37659. Kenosaabe@excite.com (423) 753-3153

1970 Saab 96 V4, dark green, 212,000 miles. Reliable. Owned since 1972; shop manual, owner's manual, most records; usual rebuilds; good tires and brakes working clock and windshield washer. Garaged 15 years. \$4500 TSN Rebecca Earnest / Vaughn Ploeger, Seattle WA ploearn@oz.net (206) 783-2589

White, pristine, **1969 Saab Sonett V4**. 44,565 miles. Fiberglass great, glass and bumpers good. Interior looks great. Chassis excellent. Purchased new by Granddad. pickled for 10 years, and thus must be trailered. \$3000 TSN Judd Choate, Victoria KS jchoate@unl.edu (402) 423-6934

1969 Sonett V4 Kit. Excellent yellow body, rusty frame. Includes a rust-free frame from another '69 Sonett. All the parts to make a complete car. Bring a pickup and a trailer -! \$800 for the kit. Jack Ashcraft, 4305 Dark Hollow Road, Medford, OR 97501. (541) 779-0731.

Parts, Miscellaneous For Sale

Genuine Saab (by Clarion) CD Changer New in Box with instructions. \$160 plus shipping. Changer mounting Bracket for 9000, New in Box, \$22 plus shipping. Stephen Goldberger, N. Canton, OH. (330) 497-0346, Email: nines@neo.rr.com.

15X7 five-spoke Fondmetal wheels, in the ever popular drab silver color. These are the **very last five wheels** of their kind EVER in the Saab inventory; once they're gone, they're gone for good! Get these for summer and put your scratched up old ones on in the winter. \$700 plus shipping for the set. phil@lacefield.com (937)254-6975

Less than 2,000 miles custom 17" wheels and BF Goodrich Comp T/A radials. Almost perfect and will fit just about any year Saab. "trick" hidden valve stem inside the center cap. Originally \$2,500. \$800 OBO TSN Kirk Rush, Cardiff CA kirk@rushmarketing.com (760) 943-1420

Parting out Saabs: '84 900, 85 900T, 86 900 Base, 86 900 SPG, 87 900T 16V, 89 900S 16V, 94-98 900, 900S, 900T. Drivetrains, Interiors, Body Parts, Suspension, Wheels, Misc. Parts & Accessories. Dave Anelli, Walingford, CT. 203-949-4881.

A/T with Torque Conv. 20 miles after rebuild w/1yr. warranty. Very good engine. Excellent body panels from front doors back. Good burgundy interior. All power. 4 aluminum 15" wheels. make offer(s) Lori & Scott Devoe, Staten Island NY devinecomputers@yahoo.com (718) 227-8734

1 yr. old NEW 5sp. manual transmission. 2 mo. old NEW steering rack & pump, rest of car included. Separately, FABULOUS parts cost \$3k, asking \$1k. Car runs, eats oil, may smog, suspect rings on cylinder #4. Dave Krake, Corte Madera CA daveo@gene.com (650) 225-7554

1989 Saab 900, cream, standard, unknown mileage **parts car**. Recent collision. Engine still runs great! Headlights, hood, and AC damaged, but car drives. Tires, interior, etc. are in excellent condition. \$300 OBO Belinda A Williams, Fort Collins CO kamakazi@holly.colostate.edu (970) 225-1276

1987 Saab 9000 2.0l turbo - parting out door panels complete, moonroof assy, dash & inst., engine & trans intact, fuel pump assy & cell, turbo unit, many spare parts, brakes, lights., ECU's, etc. make offers Chris Thomas, Guffey CO ctesla@msn.com (719) 689-7625

Classifieds continue on page 42

Because of Saab's early competition victories in New England rallies, ice races, and track events, especially those at Lime Rock Park, "Celebrating Half a Century of Competition Success for Saab" was the theme for the 2000 Saab Owners' Convention. It was almost a year ago when that theme was chosen. Who would have guessed that the convention would be graced by the Saab which won its class and set the class record time in the Pikes Peak hill climb, its engine almost still warm from the race.

Driver Per Eklund captivated the convention attendees with his description of the Hill Climb and his 1999 European Rallycross Championship. I confess that I had not seen a Rallycross race until I viewed the video of Eklund winning the final race of the 1999 season, and hence, the championship. Running in second place after the final start in the championship, Eklund nudged the leader and scooted past as the leader then spun out and took the third and fourth cars out of the race in the process. Said Eklund after showing the video, "Everyone has his work. This is my work. During the season, we race every Sunday. Come Friday, Saturday, during the practice (sessions), I have many friends. Sunday, after the race, I have no friends. Maybe my family."

In other competition news, teams Mike White and Mike Ronan, Jerry Sweet and Stuart Spark, and Geoff Clark and Chris Morand entered the 2000 Maine Forest Rally, an SCCA "Pro Rally" event. All three finished, a testament to the durability of Saabs and the perseverance of the crews. The

SCCA seems to have a knack for scheduling their rallies right at NINES deadline time. I plan on a story devoted to Mike's 2000 Pro Rally experiences - and those of the other teams, if they'll write them up! (Hint).

Another story planned for next issue is our annual interview with Dan Chasins, President and COO of Saab Cars USA, Inc. I always enjoy the opportunity to talk with him about Saab's present and future plans, and to share those with the readership. Blame the early schedule for the 2000 Owners' Convention and space devoted to Per Eklund for the delay.

I was not satisfied with the quality of reproduction when I printed last year's photo contest winners. This year I specified a glossy center spread for that purpose, and I was also able to borrow most of the pictures so I could do a "proper" scan rather than the digital camera stills as I had last year. I have also devoted a fair amount of space to the Concours winners. There is a lot of care and effort that goes into a producing the winners, and I am certain those owners derive a lot of pleasure from seeing their cars shine. If you're like me, you might wonder if some of the "winners" aren't just two shots of the same car. They're not; check the license plates!

We continue to print rumor and fact about Saab's new product plans. The piece from Wards Automotive News is pretty typical of the rumors, including the fanciful prediction of a four-wheel-drive version of the current 9⁵ Wagon. What is factual is that the next generation 9³ is in its development process,

and there will be more about the progress of the new design in coming issues. What is also factual is Saab's continuing success in selling convertibles. The convertible body style continues to sell just less than the 5-door, accounting for almost half of the total 9³ sales. With this kind of performance, I would be surprised if there is a year's wait for the next generation 9³ drop-top as there was with the new generation 900.

No, NINES is not going to become the print edition of "Tool Time," but I did want to highlight the Sears Clench Wrench. With every new gadget and gimmick on the market being promoted with exaggerated claims of greatness, it is refreshing to find something which both lives up to its claims and is a truly new and unique. I've had mine on my desk during the time I was preparing the story, and it's worth the price of the tool just to see up close how and why it works so well.

In the business of NINES, we have been granted periodicals mailing privileges by the Postal Service. We had been working on this since June, 1999, and approval was granted just prior to our previous issue's mailing. This is very exciting for those of us who produce NINES (Norma and myself), but it also brings benefits to our subscribers. USA subscribers, the vast bulk of the membership, should see much more timely delivery of NINES. Periodicals are supposed to receive the same treatment from the Postal Service as first class mail. For our overseas subscribers, the mailing costs are dramatically lower, and we have changed our overseas subscription prices to the same level as Canada. Overseas subscribers who have recently renewed or subscribed will have their subscriptions extended to reflect the new fees. For Canadian subscribers, well there isn't much of a change. The periodicals postage rates to Canada are not much different than the previous "printed matter" rates, and magazines were previously delivered "air mail."

Speaking of mailing, the Postal Service showed one more reason why subscribers should check the expiration date on the mailing label. We received a renewal stamped "Found In Supposedly Empty Equipment". In this particular case, the renewal was not delayed by any significant amount of time, and no issues were missed. But consider this: *the Postal Service has a stamp for letters that wander astray in such a manner!*

Books & Service Manuals: 9000 service manual: \$35. 900 (79-98, specify year) service manuals: \$15-\$48 earlier models also available. 9000 hardcover history book: \$40. See www.books4cars.com or call (248) 357-4750, or Toll Free (888) 380-9277. Alex Voss, 21849 Virginia Dr., Southfield, MI 48076.

Wanted

Looking for a **SILVER 1999 or 2000 9-5**. Manual. Leather. Sunroof. Mark Major, Lithonia GA mcmajor@aol.com (770) 981-8937

Restored Saab 99 with very low mileage in like new condition. J Daly, Lowell MA jdaly@necc.mass.edu (978) 453-9704

Car in pristine condition, willing to pay for quality. I've owned four 96s (not all at the same time) and want to get that good old feeling back — you know, when life was pure and simple (at least in my imagination!).

Please give honest, forthright portrayal of car condition. Gwenn Voelckers, Honeoye Falls NY gvoelckers@dellnet.com (716) 624-7887

DECORATIVE STAINLESS STEEL STRIPS for 96 Deluxe 67-69. These strips are attached to the outside body with steel or plastic clips and many times are a cause for rust. Looking for very good to excellent condition. Nicholas Hayden, Cleveland, OH. Opaliebe@aol.com (216) 941-5759

Wanted - Tachometer for GT 750-850 1958-62 with the text "do not exceed half throttle". Purchase or exchange. I have lots of two stroke-92-93-96 and V4-parts, also Sports and Monte Carlo parts. Bo Lindberg, SWEDEN bo.lindberg@minpost.nu +46-454-328056

For items marked "TSN" a picture can be seen in the TSN classifieds at <http://www.saabnet/tsn/class/>



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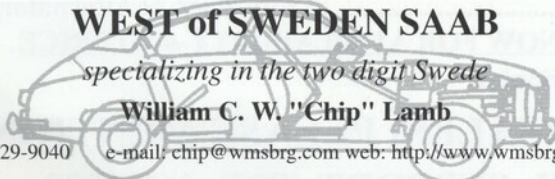
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