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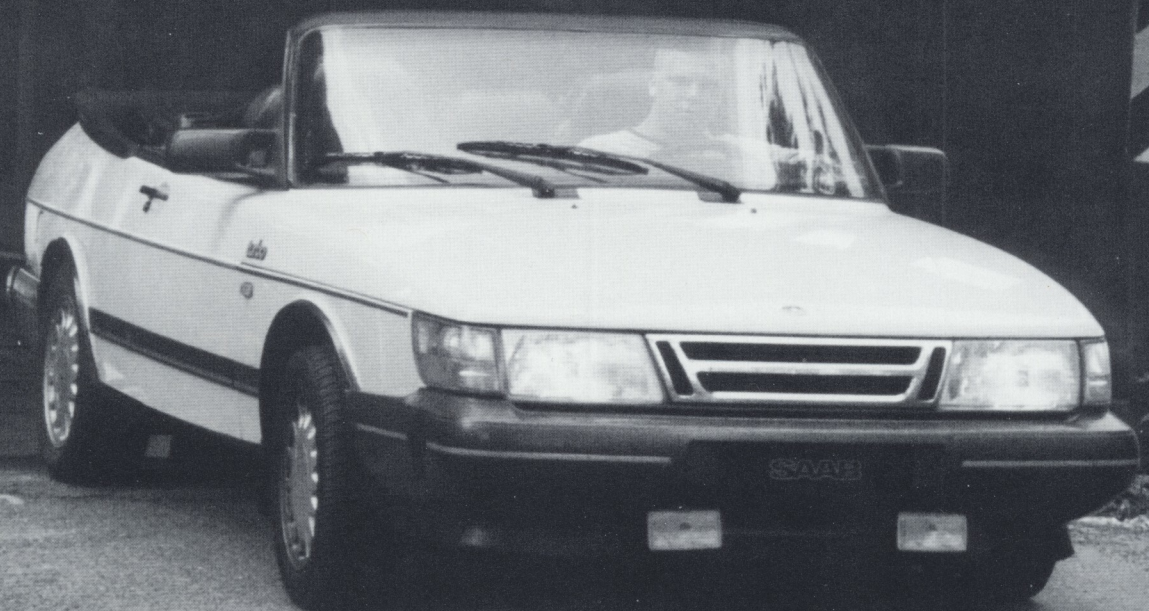
January/February

2001



Nines

The SAAB Club Magazine



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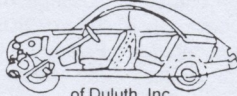
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We will again have a "spring cleaning" special for parts in our May/June issue. See our next issue for details.

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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Machine readable formats are preferred. We cannot answer every inquiry and reserve the right to edit materials submitted. Those wishing to submit material on 3" IBM-formatted disks, please provide ASCII text files (<filename>.TXT), and include a printed hard copy. E-mail submissions should be in the form of an ASCII text file attachment.

Photos: Preferred sizes are 5"x7" or 8"x10". Good contrast color photos or full range black and white can be accommodated, no smaller than 3"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES and must be submitted in 8"x10" or with the original negative or transparency. For return of photos, include SASE of correct size and postage.

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Front Cover: Covered Bridge, Uncovered Car
 Photographed by Stephen Goldberger at "Saab Romp, 1999"
 Car by Matt Chegezy

Cover Wrap: Saab 9⁵ Wagon undergoing winter testing.
 Photograph courtesy of Saab Automobile AB

Letters

I traded my first SAAB for my present one. (It was) a 1985 900T, which I also bought new in August of 1985. After 50,000 miles and 14 years, how could I buy anything else? I figured I was buying the same engine with 14 years of improvements and the 1985 version (first year of the 16 valve) was amazingly reliable. It still had the original clutch!

The new 9-5 wagon has been equally satisfying, and considerably more refined. I included just about every upgrade and accessory you can imagine and after 9 months I still haven't seen another one on the highways and byways of Southern California. Complete strangers approach me with compliments every week.

17 inch wheels, sport exhaust, ventilated leather seats (noisy but effective) sliding load floor, cool box, cargo guards, air dam, wing, etc. Do I sound sufficiently enthusiastic?

*Kent J. Krizik
Vista, CA*

Saab is the only other woman of significance I will allow my husband to have a passion for. He has developed this love affair with them since we bought our 1st Saab

for our favorite middle daughter, Kristin, when she turned 18 (4 yrs. ago). That would be a green '85 900S AKA "Bob the Saab." Right after that, our favorite oldest daughter, Shannon, was in a minor accident which did in our Aerostar van (I was totally ready to get rid of it!). Shortly after, David acquired "Tucker T. Turbo" (which he has also affectionately dubbed "The Sweet 88") a black '88 9000.

In 1997, we spent the year focusing on celebrating our 25th anniversary. As part of that celebration, for fun, we test rode a '95 9000 (also black) Saab. She came home with us the next day. David has affectionately dubbed her "Anna" (for anniversary).

You'd think the story would stop there. It doesn't. We also have a favorite youngest daughter, Heather. Well, Heather & Kristin are both seniors now. One in high school & one in college. Kristin will be doing a 6 month internship soon. We still believe in Bob (the Saab)'s faithfulness, but since Kristin will be on the road more often, David wanted something a little newer for her (Did I mention he is also convinced they are the safest vehicle to drive?). So, we looked, and we looked, and we looked. We finally settled on - yet again, another black - '91 900 Saab.

Kristin has named her Betty. Bob has been passed on to Heather who tools all around town with him. And, David is a happy man knowing the women in his life are safe and well taken care of.

If people in our neighborhood do not know our name, they just refer to us as the Saab family. As an engineer, David has done all kinds of repair and cosmetic work on our extended family members. If they go in for some maintenance or repair work, he preens them, making sure they are in tip-top shape, with "no holes in their underwear" (if you know what I mean) when they get to the shop. In fact, I tell him that our neighbors must think he lives with a contentious wife - he spends more time in the garage working with them on the weekend than he does with me (well, at least it seems that way). Even his lunch hours are devoted to cruising the Saab network.

I keep trying to convince him he'd make a great salesman for Saab. Anyway, this is just one of a million Saab love stories. Maybe we'll see you at one of the conventions.

*Sue Scarlett
Feeding Hills, MA*

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Mr. Steve Jenkins
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Dear Mr. Jenkins:

I wish to thank you for the help you and Motorsport rendered personally and as a dealer earlier this month when I urgently needed a replacement for a highway debris damaged Michelin tire on my Saab 9⁵. Your efforts to search for and special order the tire, and then to pull a tire from a new Saab so my wife and I could get on with our trip through your fair state while UPS struggled to deliver the new tire constituted exemplary service that was sincerely appreciated.

I am sending a copy of this letter to the editor and publisher of Nines -- The SAAB Club Magazine in the hope that other Saab owners might learn how the only Saab dealer in Kentucky actually provides good service!

Please express my appreciation to Mr. Preston Ford (Service Manager) and to Ms. Connie Mitchell (Sales Consultant) for their role in this experience.

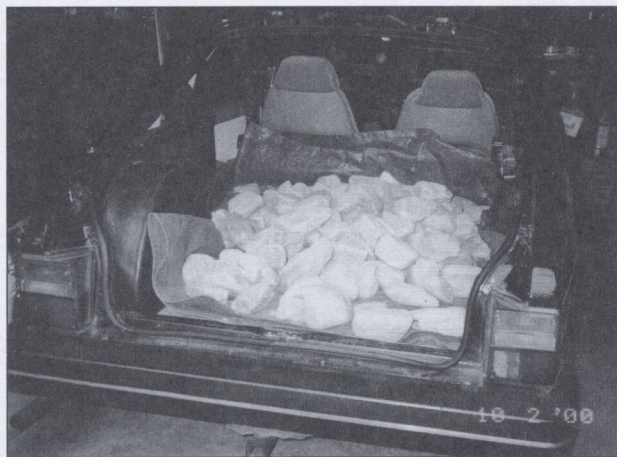
*Paul Yoder
Norwalk, CT*

What I Carried

Our 9000 SAAB was one of the official "Service Vans" for the "Making Strides" Canton, Ohio division of the American Cancer Society's breast health program walk-a-thon. As such we transported many 5 gallon containers of drinking water along with boxes of paper cups, tired-walk-a-thoners some of whom were in active chemo and radiation treatment, and volunteers. I thought it worthy to show what our SAAB carried for this column. 1800 walkers raised \$120,000.

Norma Goldberger

Saab Pickup Truck



650 pounds of river rock in the "Saab Pickup"

Looking at the enclosed photos, you may be confused about the year of the 5 door. Chuck Andrews made it for me. It is essentially a 1990 900 16v 3 door, that had the roof, doors and rear end changed to a 5 door. Since the parts from 2 cars were being joined together, I got choices. I wanted a real spare tire. It has the newer 900 doors with the safety sidebars. Also I had Chuck key the locks on car to match my '85 900. This is

real convenient! There is only one non-standard Saab part on the car and it is the small piece of exhaust pipe to joins the 1990 muffler to a 1979 tailpipe. Chuck took some pictures of the car as he was building it. If anyone is interested, I can put them up on a web site. Just drop me an e-mail at: k_swenson@halcyon.com.

I have found it interesting what people have hauled in their 900s. My hauls have been primarily building materials and yard stuff. When I go to the Cedar Lumber Yard, the yardman refers to the car as my Saab Pickup. One time, I thought I may have pushed the roof top carriers limit, when the lumber yard man used the fork lift to position my deck's main support beam, 4x12-20'. That was one heavy piece of wood.

*Ken Swensen
Mercer Island, WA*

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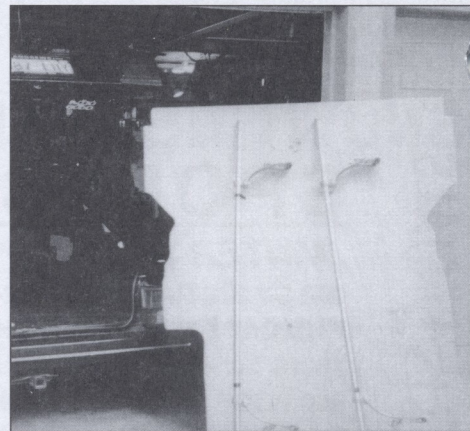
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1980/1990 Hybrid 900 5-door with plywood floor liner and cartop carriers.

Executive Clemency

Personally, I've deserved every ticket I've ever gotten. I've gotten away with a lot of warnings.

One day on the way to work, I got into a little race with a Lincoln towncar. He had passed me first. We kept passing each other for about 15 miles. Finally, we got to a long straight section of interstate. Not to be out done by a Lincoln (this was back when I had my Jetta) I floored it. When I floored it I was at about 90 mph. By the end of the straight, I was well above 110. To my surprise the Lincoln was closing on me (V8 power and no curves). Next thing I know,

blue lights are flashing out of the grill. Shit!

Comes up to my car with a grin on his face. "Quite a little hot rod you have here." I say "yes sir". "You walked away from me when I was at 100 mph." I say "uhh yes sir". "Could I have your license, registration, and insurance card please?" I say "certainly". At this point, I'm trying to decide how I'm going to ride my bicycle to work for the 55 mile commute. He comes back, "The Governor suggests you take it easy from now on." He gave me my stuff back. "I'm going to pull out first, I suggest that you avoid passing me." I say "yes sir". As he pulls away, I try to remember if I have a clean pair of underwear in my gym bag. I swear to God this is true.

At the time, I was the Income Auditor for the Radisson Hotel in Burlington, VT. We were hosting a Law enforcement dinner. Janet Reno was to be the guest speaker at the function, and the Governor was on his way to the event. The Driver is the head of the Governor's security detail. He did ask me where I was working, and I told him, so that may have influenced his decision.

In case you're wondering the Governor has two license plates. The limo is tag #1. His normal every day Lincoln is 2417. They have since changed to a Suburban, with a different registration. In all honesty, I think he just doesn't carry a ticket book in his everyday duties. Not to mention he egged me on a little. I've voted for Gov. Dean ever since.

Seth Achilles
Warren VT



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The tyre issue or "Cops 'n Rubbers"

As I left for work yesterday morning I noticed the drivers side front tyre was a bit on the soft side. So lunch time I went out to the car park and used the 12V compressor in the back of the Carlsson (*Saab's Sports models in England sometimes carry the "Carlsson" label, and in this case the vehicle in question is a sports version of an early '90s 9000*) to pump it up. Whilst waiting I noticed the wear was now on or past the wear indicators so I thought I'll need to replace these fronts soon. For no reason what so ever, when I'd finished pumping up the tyre, I turned the wheel and looked at the passenger side front - can you say "Racing Slick" - there was no tread left at all!! Instant panic attack but I still thought I'd wait till the weekend though, as the front airdam and side skirts hide the tread from view. The rear tyres are still fine so no worries about being seen from the back.

I left work early to take Tanya to the shops and - enroute home - nightmare time struck!! I got pulled by the police. They drove past me in the opposite direction whilst I was waiting to turn right at the lights and I noticed the driver looking down at the front of the Carlsson. With a sinking heart I watched them pass the Carlsson and, in

the mirror, slow down and do a U-turn in the road. As soon as the lights changed, and I'd turned right, on went the blue lights and the flashing headlamps. I pulled over.

Up wander the two officers:

"Excuse me sir - your front tyres aren't exactly legal are they?"

"No officer - I hadn't realized they were that bad so I'm off to Elite Tyres on the A13 to get two new ones fitted now - it's all booked up!" Fingers crossed behind back whilst talking...

"Are you now sir - well, we'll just escort you there - in case of accidents"

Heart sank into boots as I thought, "I'm lumbered now." So I got a police escort for the couple of miles to Elites. Then one of the officers accompanies me into the shop area and says to the clerk behind the counter "Have you an appointment for this gentleman to have two tyres fitted."

The clerk behind the counter looked at the copper then past him to me then out to where the cop car was parked beside the Carlsson and said "Yes officer - a red Saab, it was booked in today - two Goodyear F1's."

The copper then left and I thanked the counter clerk for his help. He just said "no problem, you're a regular customer and we look after our customers. He then dialed up the tyres on the counter terminal and said "These F1's are retail at £110 plus vat etc - as one of our regulars you can have them for £75 plus vat & fitting costs" The clerk knows me, and knows that Goodyear F1's are all I put on the Carlsson. Had the car back, wheels fitted and balanced and cleaned for me, in 30 minutes - total bill of £186.

And no conviction or fines. That made me happy.

*Neil Plucknett
Essex, England*

Saab Surgery, Texas style

I had an eventful day yesterday. It started off with me trying to get an inspection for my daily driver, an 84 900S (8V). It failed the emissions test, with the following numbers:

HC (ppm) Standard: 220 My reading: 410
CO (%) Standard: 1.2 My reading: 9.69

I had noticed my mileage had dropped off a bit recently, so I pulled out the Bentley manual and started going thru the CIS tests. It didn't take me long to get to the O2 sensor, which was reading a negative voltage (about -.15). My pulse-ratio meter would lock on about 50 when I disconnected the O2 sensor, but would peg the needle at >90 when I plugged in the sensor. Way too rich.

So I found the part number for the Bosch universal with the correct connector (\$30 at O'Reilley's, go figure). I get not one, but two different O2 sensor sockets. Using my 1.5ft breaker bar, no dice. The O2 socket starts to round off the sensor. (The O2 sensor is in full view on the NA cars. Plenty of room to maneuver. I'd hate to do this on a Turbo!) So, a call to the tool man (Paul Robert Berger) is in order. I arranged to meet him at his house when he gets off work.

We first tried his 2 ft breaker. Nope. Then we determined that the O2 sockets aren't going to work at all, and then proceeded to hacksaw the sensor in half, allowing us to use a 22mm shallow socket with his 2 ft. breaker. Still no luck.

Then I heard an evil chuckle in the background as Paul Bob appeared with a MAPP gas torch, proclaiming "Stand back, I'll fix it!" We removed the battery for safety's sake, and PB lit up the exhaust manifold for a bit. Enter me and his 2 ft breaker,

and 'lo and behold,' the bolt squeaks. Ten minutes later the new sensor is installed (with anti-seize, thankyouverymuch) and my pulse-ratio meter is lightly oscillating between 45-55 (right on spec.)

I took the car back to get re-inspected this morning. The tech, named Homer, seemed surprised to see me back so soon, and more surprised that it passed with flying colors.

HC (ppm) Standard: 220 My new reading: 12

CO (%) Standard: 1.2 My new reading: .04

Since doing this I'm amazed at the new found power my car has. I had just assumed the engine was getting 'tired' after ~200K miles. Thanks tool man!

Moral of story #1: O2 sensors are important
Moral of the story #2: Be very afraid when Paul Bob starts with the evil chuckle..

*Matt Wilson
Dallas, TX*

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LIABILITY

Product liability is a big issue today. If it weren't for our presidential election, we would still be hearing about the Ford/Firestone situation. See NINES No. 248 "Looking Out" which features some of the facts about the Ford/Firestone issue.

As in the case of the tires, I think that it is very difficult for a manufacturer to build a product that isn't scrutinized and most faults found and exposed—the most recent example being the Ford/Firestone recall. Today, in the Information Age, news travels very quickly.

There have been a couple of stories about the tire recall and how widespread the defect was. Lee Copeland wrote in "Computer World Daily" on August 22, 2000 about the phenomena. He says that Sean Kaine, a Research Analyst at Strategic Safety LLC, a motor safety research and litigation firm in Arlington, VA, received an e-mail tip. An automotive worker in Venezuela notified Kaine about tire recalls in South America. Kaine verified the tip via the internet and uncovered similar problems in Saudi Arabia, Thailand, and Malaysia. On July 31st he notified the National Highway Traffic Safety Administration (NHTSA) and then posted a demand on his firm's website for a recall. Ford/Firestone couldn't hide from the problem anywhere in the world. Of course, you know all too well—that over one hundred fatalities were attributed and millions of tires recalled. Unscrupulous dealers resold some of the recalled tires that were removed as being defective (or did they know the tires weren't really that bad?) The purchasers of the defective tires then turned them in again for brand new ones at Firestone's expense. (Front page feature story in the Minneapolis Tribune last September)

Have you had some concern about what defects your Saab may have? Would you like to report a defect? Saab has the NHSTA phone number in your Owners' Manual so it is not hard to find. A better way may be via the internet. You can go to www.NHTSA.DOT.GOV/HOTLINE/ and you'll find NHTSA's phone numbers. The sidebar has an index of things that you can do on their site. These include filing a defect report, the recall process, and noting contacts for non-safety defect problems. This may seem a little confusing but to find

a nice list of related things, you may go to www.fueleconomy.gov/ and look at some fuel economy comparisons and then move to the link section of this website. There you will find links to Center For Highway Safety, Insurance Institute for Highway Safety, Crash Test, Insurance Cost Comparisons, and Highway Safety Library and Tire Industry Safety Council. I could go on and on. The information is there for you and if you have a problem or would like to lodge a complaint, it is easy to do on-line. I hope that consumers are aware and willing to voice concerns. Americans usually are, and unfortunately are quick to blame manufacturers for things beyond their control.

Is it the tires or the SUV's at fault for these fatal accidents or is it a combination, including the purchaser who doesn't accept responsibility for purchasing an unsuitable product? NHTSA released (as reported in SEMA News in August, 2000) a proposed rollover rating system for SUV's, trucks and cars effective for 2001 model year. Since 62% of SUV's, 42% of pickups and 22% of car fatalities are in rollovers, it would seem that this was an important rating system. To my knowledge, it was not instituted. I remember reading about lawsuits and congressional complaints. I wonder who wouldn't want this safety information exposed? How many rollovers are not caused by Firestone tires? There are still nearly 50,000 fatalities on U.S. roads each year. If 100 plus were caused by the Ford/Firestone situation, who will step up and be responsible for the rest? It certainly isn't just Ford/Firestone at fault. Goodyear is now being investigated for fewer than 50 fatalities of some particular size of tire that they make. How about the stability of the vehicles that they are mounted on, etc? In the wake of all the bad publicity that has surrounded Bridgestone/Firestone, Peggy Fisher (the tire and wheel editor of Heavy Duty Trucking Magazine) wrote in the November, 2000 issue that some trucking companies were canceling orders for Bridgestone/Firestone tires because of the publicity. How sad! Bridgestone truck tires are some of the best and I, by choice, run Firestone steer tires on our truck/

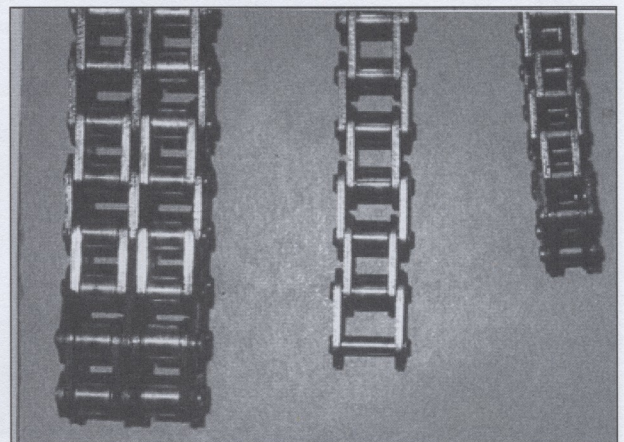
tractor. The other side of the issue that Peggy wrote about was that General Motors named Bridgestone "Supplier of the Year" for the 5th year in a row for its supplier performance in 1999. Interesting! It is good to see GM stand up for what is okay.

Meanwhile, a new day is dawning at Saab. Peter Robinson quoted Peter Augustsson, Saab Sweden's new president, about the "dark decade when GM backed away from investing in Saab AB." I read this article on www.wardsauto.com dated 10/31/00. Mr. Augustsson candidly describes where Saab has been and where they are going. Good Article! It gives great hope to me that Dan Chasins, U.S. CEO, will have the support from Sweden that may have been lacking in the past.

TIMING CHAINS

I wrote a column in NINES a while back about 2.3 Saab engines. A new pattern seems to be emerging now: one of timing and balance shaft chain and gear failures. It seems the 1991 to 1995 Saabs may have premature failures. We expect Saab engines to last 200,000 plus miles without these issues, or if they have a problem, they don't cause total engine failures.

When I decided to write about these failures, I intended to research the origin of the chain and other related parts. I have good sources at Saab and in the auto industry that would give me some inside information so everyone can know. Then it hit me! That would be a disservice. I'll explain why.



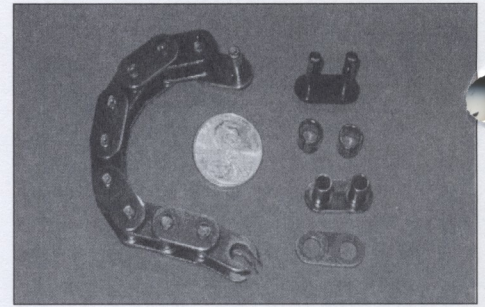
Saab Timing Chains
 Left: double row "B" engine cam chain
 Center: Single row "H" engine and 16 valve cam chain
 Right: 2.3 liter engine balance shaft chain

Professional Perspective

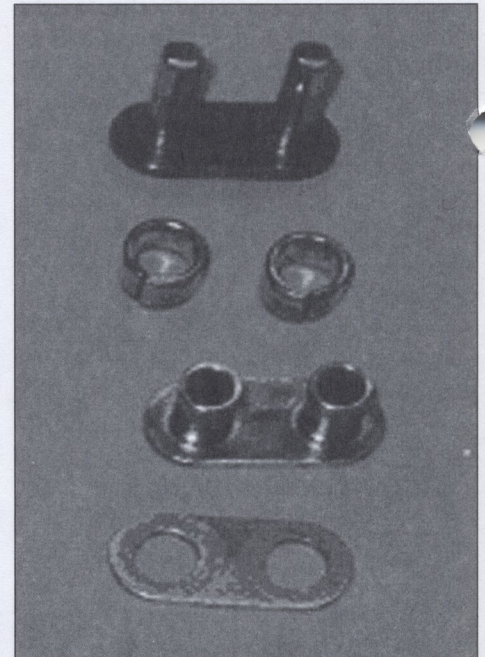
We have seen quite a number of failed timing chains in these 2.3 engines over the past three years or so. We were concerned but developed a system to check the condition of the chains. We've found that in most cases - not every one, but the vast majority, our techs can hear the chains making noise before they fail. As we discover the stretched and worn out chains, we replace

them before a catastrophic engine failure occurs. I got an e-mail this fall from Steve Parsons, a long-time acquaintance from Illinois, that the timing chain had failed in his 93-9000. He had the car taken to Gibson Motors, a Saab Franchised Dealer. They repaired the engine and warrantied the parts. HMMMM!!! His seven-year-old, 78,000 mile car was close enough to it's 6-year, 80,000 mile original warranty to reasonably ask Saab for "good will consideration, but it's way beyond today's four years or 50,000 mile warranty.

Let me relate a couple more recent stories. Although we'll only use two examples, there are many more that beg to be told. I'll use initials of these owners, but these really happened. LJ from Illinois had a 93-9000CDE turbo with 106,000 miles. LJ's description was that he had a great technician that

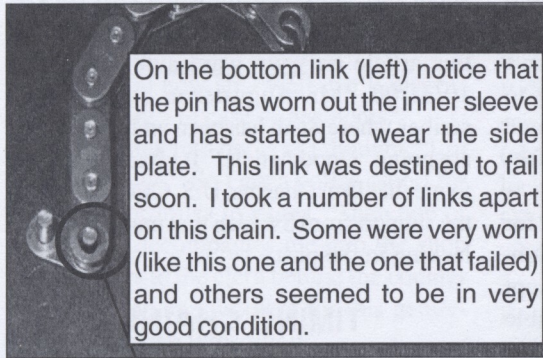


At left is a section of broken timing chain. On the right, and magnified below, is a breakdown of a chainlink. At the top are pins that don't seem to show any wear. Below the pins are two rollers that ride on the sleeves shown below. Notice that these rollers are splint, hence, this is called a split roller chain. Saab has replaced these with non-split roller chains made by another manufacturer. The next section is a side link with the sleeves still attached. These sleeves are what fail. The pin is pulling directly on the sleeves. They wear out, then wear out the end of the side link, and the chain breaks.

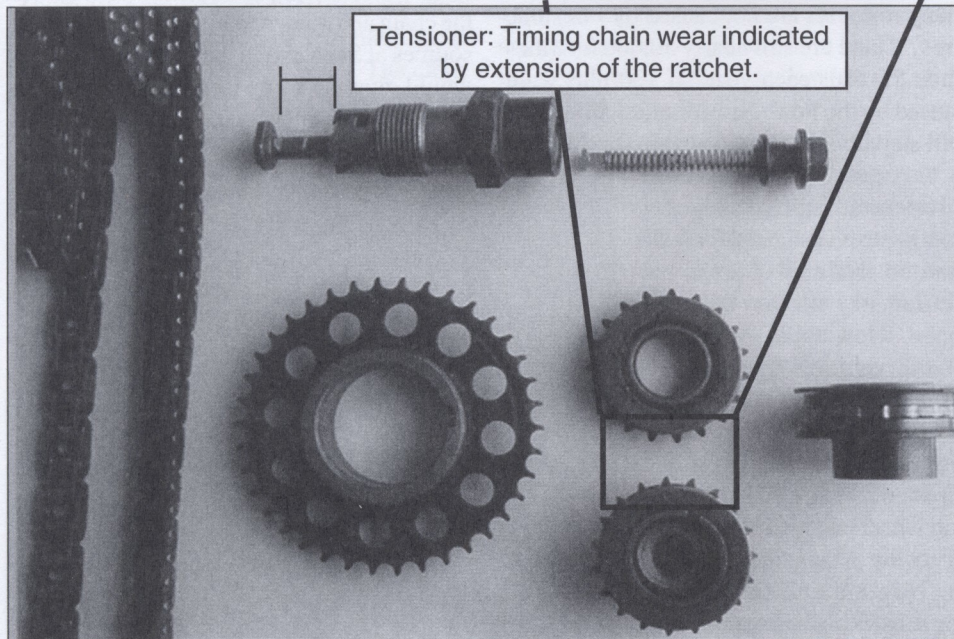
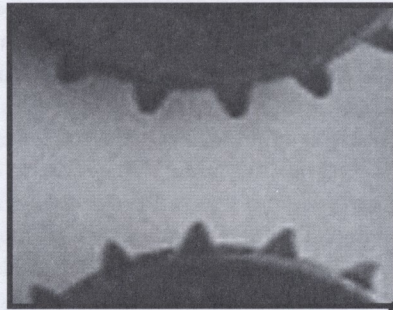
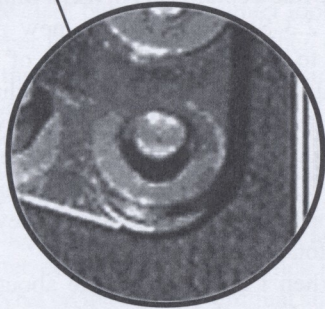


maintained the car since it's purchase in 1994. LJ had owned several other Saabs as well as the '93 but the timing chain broke without warning. Upon learning of the estimate to repair the damage, (\$2000 plus), he had enough! He asked me what he'd done wrong that the car would suffer a failure like that. Ultimately, he sold the car and bought a new Honda Odyssey,

DW from Minnesota also had a 93-9000, a CSE. He had the car serviced at



On the bottom link (left) notice that the pin has worn out the inner sleeve and has started to wear the side plate. This link was destined to fail soon. I took a number of links apart on this chain. Some were very worn (like this one and the one that failed) and others seemed to be in very good condition.



Tensioner: Timing chain wear indicated by extension of the ratchet.

Far Left: Balance shaft chain

Lower Left Center: Balance Chain Drive Gear - notice the hooked, worn teeth.

Upper Center: Balance Shaft Gear shows normal tooth shape. Gear below it shows teeth worn to a sharp point.

Lower Right. Balance Shaft Gear (?) teeth are totally worn off.

one Saab Dealership and three independent shops while he owned it. Guess what? The timing chain broke and that was it! There was no warning from any technician, or from the car itself, no noise or reason to suspect a problem at 99,000 miles. He bought an Audi.

Why are these owners' problems important? I don't believe Saab has a product liability here. I don't think that the chain was so defective that a recall was needed. These chains probably last like many other car manufacturer's timing chains. The issue here is information or the lack thereof. Saab may have informed their authorized dealers. In Minnesota we have two Saab dealers in our whole state! Did any of these competent service people who worked on DW's or LJ's cars know that there are particular Saabs that need some extra attention? Can two dealers service all the Saabs in Minnesota? I have campaigned for years for open dissemination of information and training for all technicians. How many formerly loyal Saab owners now drive some other brand of car because of these protectionists' policies for dealerships? How about the customers?

This is a new day for Saab! I would hope that Peter Augustsson and Dan Chasins

might take notice that it sure is easier to keep customers than to win new ones. It is especially true when it's just education we're talking about and everyone is a winner!

Let me explain how you can check your timing chain. Back to the model 99's with the B engine, they had a double-row chain (see picture). Those chains seldom failed but rattled sometimes for years. Failure never seemed to be an issue in these engines. The H engine and the 16v 2.0 engine used a chain very similar to the one in the 2.3 engines. If those (other than the 2.3 engines) rattled, it was good and prudent to take corrective action. Failures weren't real common but you were tempting fate if you let them go too long. 2.3 engines, on the other hand, are extremely dangerous if they are making noise. Many fail without making any noise at all. All that has to be done to check them is to unscrew the timing chain tensioner and measure how far it has ratcheted out (see picture). 11mm is the maximum extension in most cases and if it is close to that or bigger, the chain should be replaced. A new chain can be rolled into the engine without much disassembly. This procedure costs about \$300 for parts and labor. You don't get the timing chain guides

replaced doing this procedure, but it will save the engine even if the chain won't last quite as long. If you have replaced the timing chain and still have chain noise in a 2.3, it is most likely the balance shaft chain is still rattling. This chain can't be seen or checked without taking the front cover off the engine (on Saab 9000s this can be done with the engine still mounted in the car, but New Generation 900 engines require removal). If the balance chain fails, the result is the same as timing chain failure. The balance shaft chain runs next to the timing chain and if it fails it will cause the other to fail. When the timing chain fails, the valves hit the tops of the pistons and if you're lucky, only bends them! In the picture are balance chain gears. On the large gear, the teeth are hooked from wear. One small gear has the teeth worn to a point and one of the small gears shown has no teeth at all. They are totally worn off. It came from an NG900S with less than 80,000 miles on it. The symptoms were vibrating engine and chain noise.

It only takes a few minutes to diagnose most chain noise but it could save thousands of dollars in repairs. Product liability? No! I still don't think so, but Saab does owe us information and training.

NINES Investigates the Timing Chain Issue

Tales of Saab engines not providing long service without major internal parts replacements are quite unsettling. The problem in assessing these reports is that we have only anecdotal evidence - stories about individual cases with no perspective as to how widespread the problem is nor well documented maintenance and service histories on a statistically meaningful number of cars. We can report that our previous 1991 9000 was given good, but not heroic, maintenance during its first 7 years/70,000 miles, and we believe that the second owner has done likewise. At this point its mileage is in excess of 120,000 miles, with no reported chain failures.

We have contacted some of the reputable independent service shops we know for their experiences. One shop wrote:

The only timing chain we have done was a 9000 2.3 that overheated and was trucked to us from another state for a head gasket. For the last year I kept hearing

people tell me about failed timing chains. I never had a customer's Saab give up a chain yet. It may have something to do with my aggressive approach to synthetic oil and COOLING system service with upper radiator and heater hose replacement at the correct times. It seems every chain failure I heard about had OVERHEATED in its past 30 day history. On the head gasket job we removed the timing cover and took a look. Damn good thing, as the rail at the balance chain tensioner had melted and worn through at the top. After we did the head gasket, it never would have made it home if we didn't investigate.

And from another independent service shop:

One failure... count them one, and it was on a 1986 9000 with 180,000. No 2.3 engines have failed. We have about 100 of them as customers.

This shop performs frequent oil changes on its customers' cars using conventional oil and a Saab oil filter. But from still another independent:

We're seeing a lot of these, way more than we'd like to see. We see the problem especially in the 1990 through 1993 models. From 1994 on, the lower gear design was changed to a harder material, which wears better. Mostly we find them making a lot chain noise as the tensioner can't take up the slack, and most of our customers then have us replace the parts. Breakage is pretty rare for us, though, and then it's usually customers who for whatever reason choose not to follow our advice.

We checked the parts numbers in the Saab 9000 Quick Reference Parts Manual, and discovered that the 1994 and later engines had different part numbers for the balance shaft sprockets - both the driver and the driven sprockets, although the chain's part

Timing Chains

number was the same. Also, the cam chain and sprockets part numbers were the same for both the older and newer engines. This may give solace to owners of newer model cars. Still, we received this note from a subscriber:

One Owner's Experience

I have subscribed to NINES for some years. I wonder if I could get your feedback on our 1995 9000CSE. I was just told that the car needed new balance shaft chains at 97,000 mi. The repair is expensive and I am curious if this is a typical problem for this car.

All the service on the car has occurred at Saab of Charlotte, the local dealer of Saab cars. I have the complete history of service and repairs to the car. The car has had oil changes between 3-5K. Only in three cases did the car go slightly over 5K. The dealer uses Saab filters and Quaker State 30 weight oil. All major services were performed at the specified intervals. The car to my knowledge has never overheated or run hot. The engine fan and condenser were damaged at between 60-70K when I ran over a possum. The car was driven about 70 miles before repair but did not overheat.

A further note, when I wrote the Saab web site they responded that the balance shaft chains were wear items. The mechanic working on the car told me that he has seen the problem before at even lower mileages. As it turns out once in the engine they found yet another problem. The AIC Valve was broken and apparently for some time, as it melted the fuel injection wiring harness. The mechanic informed me that he has never seen this before.

Saab did step to the plate by covering 50% of the over \$4,000 in repair cost. I thought this was generous given the fact that the car was 6 years old with 97K miles. Thank you for your help. I look forward to reading the results of your investigation. If this is a common occurrence, I guess I will be driving Volvos although I really don't want that.

John Calfee
Matthews NC

The anecdotal evidence from the repair shops suggests that an aggressive maintenance program may prevent cam and balance chain failures, especially with newer

cars, but the report from Mr. Calfee and from others suggests that neglect is not a necessary condition for premature chain failures and having a newer (than 1993) model does not render one immune from the problem.

Finally, there has been no mention of chain failures in 2.0 liter balance shaft engines, such as those used in the 900 and 9³ turbo models in the United States. We checked the part numbers and determined that the 2.3 and 2.0 engines use the same parts for the balance shaft chain and sprockets.

Judging from the appearance of the worn parts, we still wonder if abrasive wear isn't contributing to the problem that is being seen. We haven't examined any failed parts - only the pictures shown in "Professional Perspective". Based on those pictures, it seems to us that the original failure mode is the wearing away between the link pin and the sleeve. As a result the roller comes "late" to its meeting with the sprocket. In the clashing of tooth and roller, the chain gets jerked back into sync (the following chain, the driven sprockets and balance shafts or cams have fallen back by the extent of the roller wear), chewing into the sprocket tooth and

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greatly accelerating the chain wear. *Until a more definitive solution is obtained, we recommend that owners follow a maintenance program of frequent oil changes, using a high quality lubricant and the best filter reasonably obtainable, with periodic checks for chain noise or a stretched timing chain by a professional specializing in Saabs. In a coming issue we will be reporting again on oil filters, this time on "boutique" filters. Under the circumstances, however, we would be remiss in holding back the conclusion from the full article - the best filter reasonably obtainable is the new AC Delco "Gold" filter, designated "UPF-13" or UPF-53 for the 4 cylinder cars (UPF-13 is the larger size). These filters can be obtained from AC Delco distributors (like "Ohio Auto Supply" in Canton), but they are not available from mass market distributors such as K-Mart, AutoZone, or Wal Mart stores. A second alternative may be to exploit Quaker State Oil's 10 year, 250,000 mile warranty on internal components (they specifically include timing chains). To qualify for this program, the vehicle must be less than 4 years old, have less than 36,000 miles, and must receive a "Quaker State Oil Change" every 4000 miles or 4 months.*

An owner replaces his own timing and balance chains!

Three years ago I faced a similar situation and decided to do the job myself, after which I wrote the following notes. In November 1997 I bought a 1992 9000 non-Turbo with 100K miles. An independent shop inspected it, and found a "noisy timing chain, and perhaps balance chain too". Their proposed solution was to "roll-in" a new timing chain (as per PSI 07/93-0357 "Changing the Timing Chain: Engine in Vehicle, 16-valve") for \$400, and "if that didn't do it", they would then replace "everything" for an additional \$1200.

Having once lost a 16V engine on a 1986 900S with 100K miles due to a broken cam chain, I was particularly jittery about this. And since this shop had serviced the car since new and had seriously mismanaged it, I decided to tackle the job myself and change everything that needed changing. I have done much work on the classic 900s, but this was my first 9000 and it seemed like a jigsaw puzzle. At the time, my only reference was the Haynes manual; to its credit, it DOES mention the left thread on the (serpentine belt) tensioner pulley bolt

[I endorse Stephen Goldberger's recommendation to get hold of a 2.3 Basic Engine manual covering your model year. It is much more detailed and also shows the various special tools, which helped me build a home-made flywheel locking tool -- the only way to remove and tighten the crankshaft pulley].

I chose to remove the timing cover (engine in car) while leaving the head in place, which proved to be a bad decision (see below). I found the cam and balance shaft chain tensioners extended 11.5mm and 11mm, respectively. According to the PSI: "Under no circumstances should the chain tensioner extend by more than 11 mm. If it exceeds this measurement, the chain should be replaced" (this seems to be the only "official" Saab word on the subject; none of the Saab Service Books, to the best of my knowledge, provides any specs at all). Also, according to the PSI, given the slight timing chain guide and sprocket wear I found, there was no need to replace them and the "roll-in" chain procedure was therefore appropriate. I decided to replace both chains and all the guides but found that the pivoting timing chain guide cannot be removed with the head installed, so I left it in place (its wear was

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Timing Chains

minor) and replaced all the others. I also replaced the balance shaft crank sprocket, that showed SERIOUS tooth wear! Both tensioners were in good shape, and I reused them.

Until this point I assumed that the increased tensioner extension was due to chain stretch, even when the camshaft marks still lined up well within specs at TDC. But when the new chains arrived I was very surprised to find that their length was EXACTLY equal to the old ones, invalidating the stretch assumption. I also compared the lateral deflection of the new and old chains - supposedly a measure of chain pin wear. I found an increased deflection for the used chains: the cam chain increased from 160mm to 240mm; the balance shaft chain - from 125mm to 150mm. This is not very significant, in my opinion, but again - there are no official Saab specs on the subject.

After assembling the new components, the cam and balance shaft tensioner extensions were 7mm and 9mm, respectively. I attribute the reduction to the new guides; had I changed the pivoting cam chain guide as well, the 7mm would probably have decreased to 4 or 5mm. Since the cam chain tensioner has an extension range of 2mm to 18mm, I seriously question the chain replacement at 11mm mandated by the PSI; the pivoting guide has room to move up to the 18mm max tensioner extension without any interference. Furthermore, had I followed the PSI advice and replaced only the cam chain - and not the guides - I would have gone back to the original 11.5mm extension, since the new chain is exactly as long as the old one! And I have would have left the worn balance chain sprocket in place, a sure prescription for disaster! In my opinion, this PSI should be disregarded especially when dealing with 2.3L balance shaft engines [and it probably has been, since I haven't heard much talk about it recently].

Inserting the timing cover between the head gasket and the oil pan - working through the hole in the inner fender while squatting under it - is a mission impossible: I damaged the head gasket, as predicted by the Haynes book. I tried to repair it but finally replaced it, which turned out to be good news since I found corrosive coolant damage in several spots of the old gasket. In summary, had I removed the head initially I would have saved myself some extra work and would have been able to replace the pivoting guide too. Replacing the

head gasket at 100K miles is probably a good preventive measure in any case.

Was the "noisy timing chain" fixed? The answer is NO! The noise was still there when I restarted the engine! But I discovered (by chance) another PSI (10/91-0145 "Fuel Pulsation noise") that states: "Some 1990-on 9000 vehicles with the 2.3 liter engine may develop a pulsation noise that can be heard inside the car. Customer complaints often refer to a tapping or knocking sound that is heard when the car is idling at a stop. The most likely cause of this noise is a faulty fuel line damper, located between the fuel supply line and the distribution rail on the engine. A new damper, P/N 41 64 232, containing a spring-loaded diaphragm has been developed for use as a service measure. A modified version of this damper will also be introduced as a running change during mid-1992 production." My car was built in late '92, but still had the faulty damper. Having gone this far, I decided to try this out and it worked! It only took about 20 minutes to install, and the noise was finally gone! I was very pleased, of course, but this reopened the Pandora box: why isn't this important information included

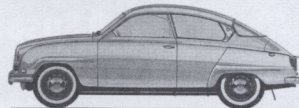
in the Saab Service books? This would be greatly appreciated by owners who choose to learn about their cars and maintain them themselves, and that were supported in their efforts by Saab for many years.

PS: The work took me about 2 weeks, working in an unheated garage in very cold weather. When I finished, we tried out the car around the block a few times and it has run without problems for 50K miles except for regular maintenance and a few replaced parts (the ignition cassette, the air mass meter and the front exhaust pipe).

Bernard Wassertzug
Rockville, MD

This piece has appeared on The Saab Network. Mr. Wassertzug was prompted to write it in response to a question on TSN regarding the feasibility of an owner changing the cam and balance shaft chains and sprockets himself. He sent a copy to NINES for publication upon reading the Editor's own response to the same question revealing that NINES was investigating the chain failure issue.

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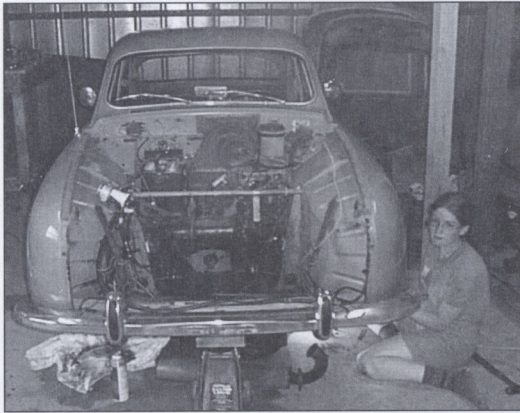
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A friend of mine was standing in my living room less than an hour ago, relating a tale from his recent run in the Around the World tour driving a 1959



Visitors to "West of Sweden" are routinely put to work. Kyndra refits the lower balljoint and swaybar brackets to put the 96 back on the ground for a thorough engine bay degreasing!

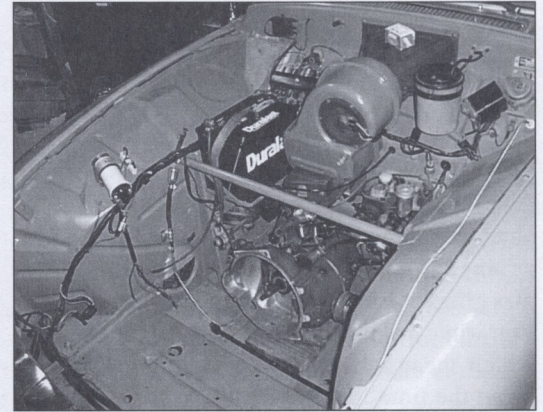
Mercedes 220S. He said he had to call a friend in the US from Düsseldorf at 3AM EST for help to keep the car rolling. His friend's wife could be heard to say in the background "Doesn't he know what time it is?" followed by a quick off-the-cuff "Yes, he does, and he doesn't care!". Despite spousal repercussions, I told him he could do the same to me if need be.

That friend was none other than star columnist for Automobile Magazine Kevin Clemens, who prior to his career as a journalist used to run with the early members of what is now the Vintage SAAB Racing Group. While running the winter historic Monte Carlo in an Alfa last year, Kevin slid into a few snowbanks and eventually DNFed, wishing the whole time he had been driving a good older SAAB instead.

Hence his call to a friend of mine on Monday morning and the trailer which just departed here with a 1967 96 850LD that I had nearly finished re-doing for my own use. The car came to me back in July with a rattling mixer engine and a freshly rebuilt transmission and a really nice body. I noticed the oil monitor relay on the firewall and couldn't resist putting an 850LD motor back in. Hmm, I thought then, how about putting a GT crank in, so long as I've got an oil injection motor? Sure enough it proved to be a really torquey car and I was looking forward to some real-world endurance trials using it as a daily driver. But after a battle to find Kevin the car he wanted it turned out that my ride was the ideal, and we settled on a price. While he's got some work ahead of him before shipping it to Sweden next month, the car will be spending the off-season in the care of SAAB museum curator Peter Bäckstrom and running the winter historic Monte this coming January, as well as other continental vintage car rallies during the course of the year. And best, I can say "Sure, I've got a car I rebuilt at the SAAB Museum!"

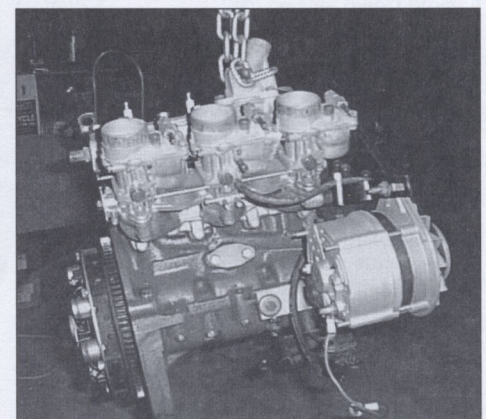
I had a line on a pretty-much rust-free Georgia car, a blue 1965 Monte Carlo 850 about this time, so losing the fruit of four months labour at a price was

not unthinkable nor unfortunate for me. Off to pick that up, get it roadworthy again and enjoy some strokin' this winter before tearing it down so to have it ready this coming spring. Hold me back! It will be nice to have something which essentially runs "out of the box" and while not pretty will still be a long term project which I will have driven a little before doing any major work. On top of



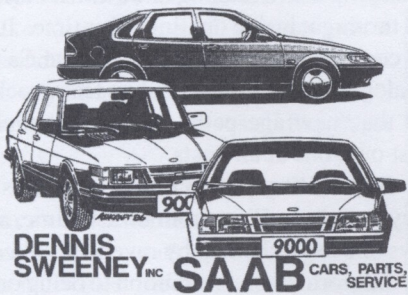
The 96 ready to accept its engine.

that we are starting to build a clientele of folks who want professional-quality work done on their older SAABs and are willing to travel to this location for that work. On top of the parts business, which many of you have patronized during the last two years of our existence, I keep busy enough and we continue to grow our inventory and expertise, so you have my thanks as well as my support with your own vintage projects.



One fresh 850 LD triple carburetor motor. Note the 900 "8V" Alternator fit in place of the 96's original generator.

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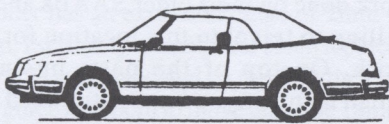
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Ramblings and Demands

by Phil Lacefield Jr.

COAL in the STOCKING

So, let's review: Y2K was a fizzle, the primary ingredient in Firestone truck tires and dot.com stocks appears to be crepe paper, Pontiac's Prozac prescription ran dry allowing them to release the Aztek, and as of this writing a few hundred doddering old Palm Beach residents are determining the very nasty and very brutal outcome of the presidential race. As of this writing I'm busy scouting out the last Christmas gifts for friends and relatives the world over while making a gift wish list of my own, which means that you'll be reading this about the time I finally realize I didn't get any of them and will be lurking around the house terrorizing the cats with my wrath. So, to make matters simpler on those who may



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have already started their Christmas shopping early for next year, here is my list of the most luscious items my little heart could desire to be found under that dried-up old Yule log:

UltraCS Upgrade, \$800 – If you're like me and stuck with the non-existent boost of an LPT 9000, you'll want to make friends with Rich Levy. He's the US importer of a line of Trionic mods that pump the otherwise anemic 9000 CS models up to snarling fire-breathing beasts putting out upwards of 245 horsepower – 20 more than even the vaunted Aero engine – with little more than a computer box swap. Sure, you'll have to visit the dealer to pick up an APC valve, mounting bracket and hoses (about \$175), but the wiring's already in place on the cars, and anyone can do it in very short order. I drove Rich's UltraCS at the SOC2K in New York, and I have lusted mightily for one of my own ever since. Another worthy tweak would be a Bosch hooter valve, capable of handling such enormous increases in power, part number 0280142110 and available from Tom at Townsend Imports. Rich can be found at (201) 343-1871, and Tom at (336) 292-4170.

Asahi radio controlled 9-3 Viggen, price unknown – I stumbled across one of these for sale on Ebay some time ago, and have not been able to track down where they can be found in the US. I don't own a Viggen – yet – but who cares? This battery-powered beauty would be great for further feline torment, and we can all imagine the chaos of running twenty or so of these at the next few SOC's in a miniature rally course in the parking lot.

MSS exhaust for 95/96 and Sonett, \$250 – This spring I blew close to \$300 at a local muffler shop to get a custom-bent dual exhaust mounted on my Sonett III, and it still sounds like coffee cans and duct tape. Forget the hassle: contact Chip Lamb at West of Sweden and have him order you a lovely, easy-to-install header set for your V4 or 99. They're well made, a cinch to bolt on and sound "sweet like buttah." Chip's usually to be found hiding in his barn at (804) 829-9040.

Black '01 9-5 Aero Wagon, \$40,000 – I'll admit it: I'm a family man now, and need a family car. What better than an Aero that doubles as a wagon? Space, comfort, utility, and sweet momma what an engine. The icebox/glove box and the snarky cupholder that magically appears out of the dash as if

guided by the Force are worth the price of admission alone. Make mine black leather with Klingon wheels, please. I'm certain your local Saab dealer will know where to find one just for you.

IDS European Delivery for the Aero Wagon, no charge – And why not? If I'm gonna plunk down 40 large for a new car, then by golly I want that car's manufacturer to send me and the wife to Trollhattan, put us up for a couple nights in a Swedish bed and breakfast, show us the plant, then hand us the keys to our new wagon, after which we'll tool around Europe for a few weeks breaking in the engine and seeing the sights, then hand the car back over to Saab at a port of our choosing, there to be prepped and sent back to our dealership for pickup in a month or so. Oh, and I want it to be absolutely free, so much so that it even shaves a few bucks off the top price of the car. Yes, Virginia, there IS a Santa Claus, and he's passing out free trips to Sweden to anyone who signs on the dotted line. Ain't life grand?

Magical plush moose, \$35 – It's a stuffed moose! No, wait, open up the back and turn it inside out and WHAM! It's a lovely blue 9-5 wagon! I have absolutely no practical use for this whatsoever, and I've been eying one at the dealership for quite some time under the pretense of getting it for Rhiannon, but come on. I'd never let the kid have hold of it, I'd be so busy running it around my couch making turbo swish noises and turning it inside out time after time. It's the coolest thing to come out of the Saab Catalog since the Gary Fisher team socks and the "new age padlock", and I simply must own one at all costs.

Bandai tinplate 93 model, priceless – They pop up on Ebay from time to time, always to be snatched up by ravenous collectors the world over. In addition to being one of the niftiest Saab toy cars out there, the 93 is apparently rare within the Bandai collector's circles as well, making it even more scarce and valuable. But I still want one for my collection.

This list is by no means final or complete, and I'm certain that in the next twelve months I'll add to it and modify it at the whim of my shifting desires. But, if you find yourself with a few leftover Grandma Dollars burning a hole in your pocket this winter, keep your old friend Phil in mind.

A new diesel engine choice for the premium Saab 9-5 range: Saab 3.0 TiD

At the Paris Auto Show, on September 28, 2000, Saab announced its all-new aluminum 3.0-liter V6 intercooled turbo diesel. A technically advanced unit, it features the most modern turbo diesel technology. This includes fuel-saving high-pressure common rail direct injection technology and variable geometry turbocharging, and also encompasses advanced electronically controlled 'cool' exhaust gas recirculation and twin oxidizing exhaust catalysts for optimum emissions efficiency. A further key feature is the engine's exceptionally compact design, allowing it to sit neatly under the aerodynamic hood of the 9⁵ and drive the front wheels through its five-speed manual gearbox.

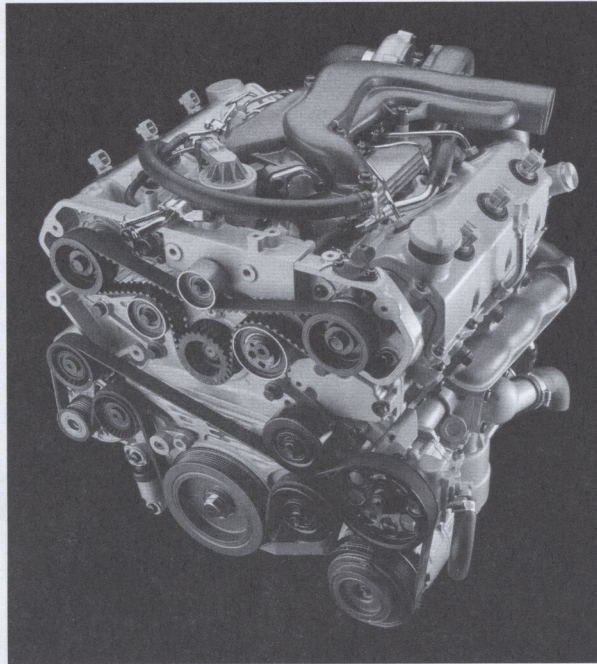
The new 3.0 TiD V-angle is of 66 degrees keeps the engine low in height, while the engine's wider bore than stroke (87.5x82.0mm) also reduces height and helps the engine remain as compact as possible for its front-wheel drive application. Keeping the engine height to a minimum lowers the car's center of gravity. This further benefits car stability and driver control, and does not compromise Saab's industry-leading frontal impact safety values.

Both the block and the cylinder head are made of aluminum to minimize the weight disadvantages of a diesel engine and further improve fuel economy and handling. Like all current Saab engines, each cylinder has four valves which require no adjustment throughout their lifetime. A single belt drives all four camshafts.

The Saab 3.0 TiD engine also produces exceptional torque levels matched by remarkable running refinement, while meeting all European emission requirements. The new engine's maximum torque level of 350Nm (253 ft. lb.) @ 1,800rpm is equal to the recently upgraded 2.3-litre High Output Turbo (HOT) performance Saab 9-5 Aero model, but available to the driver even earlier in the rev range.

"In the end we actually had to limit torque build up with this new engine," comments Mats Persson, project leader for the Saab 3.0 TiD engine. "There was much more available but we were conscious that a Saab driver should al-

ways feel comfortable and in control of the power delivery, so we pulled back on the torque. But I think what we are left with is still highly impressive; it feels very sporting in character." The peak power is 125kW (170bhp) @ 4,400rpm. The overall effect is to produce seamless 'on-demand' performance, a recurring hallmark of Saab turbo engines.



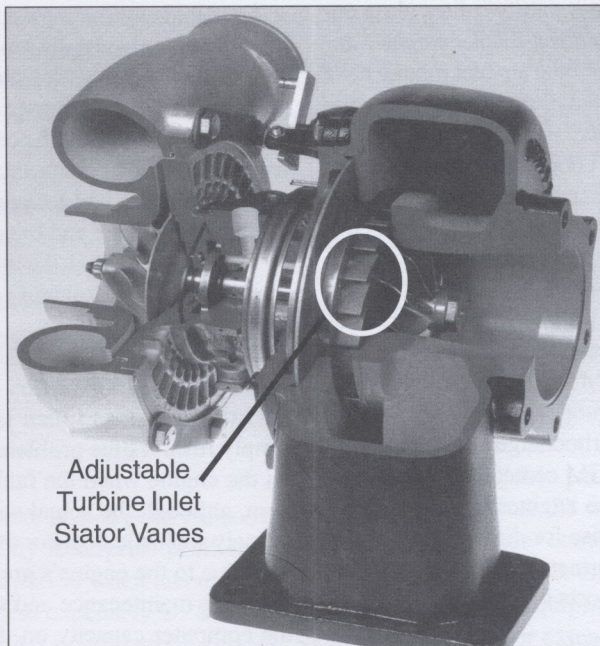
The 3.0 Liter Saab/Isuzu Direct Injection Turbo Diesel. Photo courtesy of Saab Automobile AB.

engine speeds (such as when starting off), while also being able to supply high power at higher engine speeds. Thus the appropriate power supply is consistently at the driver's command.

The intercooled VNT Garrett turbocharger works in conjunction with a high-pressure common rail direct injection fuel system. The fuel system supplies minute diesel droplets to the engine chamber under high pressure, 1,450 bar (21,000 psi) at the nozzles, ensuring a cleaner, more efficient combustion while minimizing nitrogen oxide (NOX) and particulate emissions.

To limit emissions further, the new Saab 3.0 TiD engine features the latest advances in exhaust gas recirculation (EGR) which subsequently reduces NOX emissions by recirculating exhaust gases to the combustion chambers. The Saab's engine also has the gases cooled by a water/air heat exchanger before its re-entry into the combustion chamber, helping reduce engine temperatures and improve performance levels. (This can also be expected to improve the reliability and longevity of the EGR valve. -Ed) Also new is electronic EGR control. Like the

VNT turbocharger with electrically regulated and cooled EGR



Adjustable Turbine Inlet Stator Vanes

Garrett® Multivane VNT™ Turbocharger. The angle of the inlet stator vanes are adjusted to regulate the boost levels. Photo Courtesy of Garrett.

exhaust gas cooling, this is one of the very latest advances to improve turbo diesel responsiveness while minimizing harmful emissions. Less advanced EGR systems which rely on pneumatics to control EGR are hampered by their speed of response. However, electric control has a much quicker response time and provides much more accurate control of the gas flow.

During acceleration, for example, a rapid intake of clean air and fuel is required, but not the inert gases supplied from EGR. Under older pneumatic systems it's difficult to close off EGR quickly because it's governed by vacuum build up. With electronic regulation, however, EGR can be instantly controlled, improving engine responsiveness while allowing a smoother and more precisely controlled driving experience. Once up to the driver's desired speed, the recirculated gases are swiftly let back in, resulting in a more efficient and cleaner combustion process.

Twin oxidizing catalysts aid the elimination of hydrocarbon (HC) and carbon monoxide (CO) emissions. A smaller catalyst is placed close to the engine to quickly control emissions during startup, while the bigger catalyst, set further back, manages high gas flows at highway speeds. *Diesel engines routinely operate with an excess of oxygen, and therefore the 3-way catalysts common to gasoline engines can not be used. HC and CO emissions are controlled by oxidizing catalysts, but Nitrogen Oxides (NOX) must be limited in the combustion process. -Ed.*

Shared Development Between Isuzu and Saab

Isuzu Motors Ltd. began manufacturing diesel engines in 1936 at the company headquarters in Japan. Now with more than 10 million engines in use, Isuzu one of the largest manufacturers of small and medium diesel engines in the transportation industry. Isuzu pioneered the use of ceramics in internal combustion engines, and in 1981, introduced the first ceramic glow plugs, reducing the pre-start warm up time. In addition, some resourceful modifications to direct-injection systems give way to lighter sub-two-liter class engines with power ranges that belie such modest displacements. Innovations like swirl-type combustion for optional air-fuel mixing have helped Isuzu maximize combustion efficiency and minimize emissions on every engine that is manufactured.

Both GM partners, Saab and Isuzu, cooperated during the development of the engine, and Isuzu will manufacture the unit. It is a further example of how Saab benefits from its association with GM. Saab will be the first GM brand to use the new production-ready V6 turbo diesel, spearheading GM's roll-out of the sophisticated new unit. Like Isuzu, which is 49 per cent GM owned, Saab operates as an independent company, but receives, and supplies back, a vast amount of technical know-how from the GM technical resources pool, both on a European and worldwide scale.

Because of Saab's experience with turbocharged engines dating back to the seventies, it has become the GM center of expertise for the development of turbocharged gasoline engines. Isuzu contributes on its part by being a center of expertise for diesel engines. The economies of scale provided by such a partnership has helped drive down development and final production costs of the V6 turbo diesel and to enhance the quality of the result.

"We knew back in 1996 that GM was talking to Isuzu about developing a turbo diesel engine. It had all the right ingredients for us," explains Mats Persson. "It was a V6, featured common rail di-

rect injection, was (being) designed to meet Euro III and IV legislation, and had a variable geometry turbine, all perfect for the Saab 9-5. Except that the 9-5 had a narrow engine compartment, so it was crucial for us to make our demands known, even though Isuzu was going to offer the new engine as a customer unit. The result, I'm pleased to say, is a very compact engine that's exactly suited to the 9-5. I think it's a very good example of co-operation between different GM brands."

Saab provides engine control expertise to Isuzu

Saab's influence went beyond the physical specification of the engine. As development of the new unit continued, Saab's aptitude in engine management, gained over eight years with its own industry-leading 32-bit Trionic engine management system, was increasingly fed into the project.

Initial product development work on the engine control management system, involving the basic functionality of the VNT turbo, 'cool' EGR system, and the fuel injection, as well as each area's sub-systems, was performed by Isuzu along with its electronics partner, Denso. But from 1998, Saab engineers began working closely with Isuzu and Denso to modify the V6 TiD's engine management. In particular, the Saab team concentrated on adding software that would provide the engine with such essential Saab characteristics as responsiveness and operational smoothness, prerequisites in the premium car sector. In fact Saab engineers found themselves re-engineering most of the engine management's functionality to meet their demands.

"We provided Isuzu with a lot of our own experience and knowledge," explains Mats Persson, "focusing on the areas of engine control and diagnostic systems. It was essential to give Isuzu the correct properties to make the V6 a Saab engine. Saab functionality was applied to overcome issues relating to gear change shock restraint by applying active surge damping control. This functionality ensures smooth changes by calculating the correct engine speed for each gear selected and eliminating unwelcome drivetrain shunt." Similar functionality was also applied to the idle controller to ensure a stable idle speed, unaffected by the sudden torque demands of auxiliary items like the automatic climate control system. Further functionality was applied to ensure smooth power pick up on throttle application. Other areas designed by Saab included the cruise control system, which was heavily adapted to meet the very different characteristics of a turbo diesel engine and the expectations of a sophisticated gasoline-powered-car buyer. Like all the current gasoline engine Saabs with their Trionic 7 control units, the V6 Diesel uses drive-by-wire engine controls.

Just as important, Saab know-how was introduced to reduce warranty costs. A complex Saab-designed diagnostic system accurately identifies and then isolates a problem should it occur. This simply resolves the problem of changing a big and more costly part on the engine when the fault lies with a much smaller and cheaper item, although the actual software that works out this puzzle is extremely sophisticated. For the driver this results in less vehicle downtime due to the engine's greater workshop serviceability, while also reducing maintenance and warranty costs. Denso had to increase the computer capacity on the engine management system so as to accommodate the extra memory requirements of the Saab fault diagnostic system.

Low maintenance requirements push down running costs

In addition to the benefits of fault diagnosis on vehicle downtime and warranty costs, the Saab 3.0 TiD engine features an environmentally friendly cartridge filter element. To further reduce the engine's impact on the environment, the filter only requires changing every 30,000km (18,750 miles - call it 20,000) or two years. The timing belts are guaranteed for 250,000km (160,000 miles) before change is required, another factor which drives down the engine's cost of ownership. Looking at the photograph of the engine, the timing belt is seen to have its drive pulley offset from the crankshaft. The internal geared offset drive shortens the timing belt, simplifies the timing belt's layout, and simplifies its removal. Isuzu's experience in supplying engines for commercial vehicles clearly shows in the maintenance intervals. This is in addition to the fuel economy benefits provided by high-pressure common rail turbo diesel technology.

An expanding market for a premium 3.0-liter V6 turbo diesel

Saab has a tradition of producing exceptional turbocharged gasoline engines rather than turbocharged diesels. Nevertheless, to meet customer demand Saab produced its first ever turbo diesel in 1998: the four-cylinder 2.2-litre TiD, which was introduced on the 9³ model. However, with the diesel sector in the premium car market growing rapidly, it was essential that the Saab 9⁵ also be equipped with a top-class turbo diesel engine. Even countries that were once resistant to diesels, such as Germany, are now embracing diesel products, where exceptional demand has resulted in diesels accounting for 44 per cent of the premium car market during the first quarter of 2000.

In other European countries, with greater acceptance of diesel fuel, the penetration is much higher. In France it's greatest of all, with 80 per cent of the premium sector bought as diesels; in Belgium premium sector diesels represent 79 per cent of the market sector; in Italy the figure is 72 per cent; and in Spain it is 52 per cent. In contrast, the top two European markets for Saab, the domestic Swedish market and Great Britain, have little diesel penetration in the premium sector, where buyers prefer petrol engines. In Sweden the figure is just 5.4 per cent; in Great Britain it's higher at 20 per cent. This means the new 3.0 TiD engine will enable Saab to compete in new markets where it was previously denied access, allowing for significant sales growth with a more competitive model range.

There are currently no plans to introduce diesel powered Saabs into the North American market. Diesel power is just beginning to be reintroduced to the mainstream North American market through pickup trucks and SUVs, with GM's new 6.7 liter, 300 hp Direct Injection Turbo-diesel being a credible entrant in that market. Volkswagen continues to supply up-to-date models for their enthusiastic diesel owners, but it may be some time before the market here is ready to accept diesel powered luxury cars. In the mean time, Saab's direct fuel injection and variable compression ratio engines have demonstrated the potential to provide gasoline powered engines with nearly the fuel economy achieved by diesel engines. -Ed

October November Sales

Saab's sales for October and November posted good gains over 1999, buoyed by approximately 1900 cars purchased by Enterprise Rental. Clearly many of those rentals are 9⁵ models, and during a period when incentives were pretty well equalized, the 9⁵ has clearly outsold the less expensive 9³. Sales for 2000 will end close to the level set in 1999, but lacking a major turn in fortune, Saab will not meet their 2000 sales goal of 40,000 vehicles.

	OCT	NOV	PERIOD
coupe 93	31	46	77
viggen coupe	9	3	12
sedan 93	444	484	928
sedan 93 se	259	343	602
viggen sedan	85	15	100
convertible 93	71	30	101
convertible 93 se	343	306	649
viggen convertible	8	8	16
campaign convert	3	6	9
total 93	1253	1241	2494
sedan 95	606	612	1218
sedan 95se	3		3
sedan 95 V6 (se)	1045	601	1646
Aero 95	144	151	295
wagon 95	289	222	511
Gary Fisher Edition	45	33	78
wagon 95se	257	226	483
Aero Wagon 95	39	45	84
total 95	2428	1890	4318
total 2000	3681	3131	6812
last year (1999)	2627	2500	5127
percent increase	40.12	25.24	32.87
Year to Date		35,726	
Previous Year		36,621	

Factory Expansion

Saab Automobile is investing SEK 870 million (nearly \$100 million) in extending its Assembly Shop in Trollhättan. The investment is part of Saab's long-term plans to raise the production capacity, broaden the model range and increase the sales volumes.

The extension, which will have a total floor area of 21,000 square meters (226,000 square feet), is the biggest Saab investment in the Assembly Shop since 1958, and will involve replacing one of the present two production lines with a new line, to enable Saab to build a wider range of models than those produced today.

A more efficient and better planned material flow with short supply paths will contribute towards increased productivity. Improved ergonomics for the operators will simplify the task of building cars to a high standard of quality. One of the features is that the cars on the line will be carried on vertically adjustable pallets, so that the operator will be able to adjust the working height for the best possible individual comfort.

This is the fourth major investment in production equipment at the Saab factory in Trollhättan. A major extension to the body shop was started earlier this year, a new Saab paint shop became fully operational last year, and a new press line has been in the course of installation since a couple of years ago.

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Saab News Continued

Reading between the lines of the press release in light of Saab's announced product plans allows plenty of room for speculation. For one, the next generation 9³ will have little in common with the current product lines, with an all new chassis and an all new engine in the works. One can easily understand the company's desire to make the transition from producing the existing product to the new product in a relatively short period of time, hence the logic in opening a new production line rather than refitting the existing facility. That theory leaves open to question the location of Saab Utility Vehicle production. Might the term "wider range of models" mean the Utility Vehicle will be built in Trollhättan? Certainly if one contemplating assembling both utility vehicles and conventional automobiles on the same assembly line, having the cars carried on adjustable pallets would make that difficult task more reasonable. Another possibility is a wider range of 9³ body styles. Sedan and station wagon body styles would seem to be a prerequisite for competing directly with European makers from Audi to Volvo, but Saab's unique hatchback, combining style and carrying capacity, enjoys a loyal following that Saab may wish to retain. Would Saab build all three versions, along with the convertible which is committed to Styer Daimler Puch in Austria? What of the rumored 2-seat or 2+2 variation of the new 9³ - the next Sonett, if you will? One thing is sure: when speculation gives way to fact, it will be highlighted in NINES. -Ed.

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DRIVE HOME A 2001 SAAB 9-3 CONVERTIBLE AND HELP FIND A CURE FOR KIDNEY DISEASE



The National Kidney Foundation of New York/New Jersey in cooperation with SAAB Cars USA., Inc., invites SAAB Club of North America members to be a part of its 16th Annual Dream Car Raffle.

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Tickets are available for a suggested contribution of \$5.00 each or a book of (6) tickets for \$25.00. You may purchase the tickets for yourself or sell them to family, friends, neighbors and business associates. The drawing will take place at the New York International Auto Show at the Jacob Javits Convention Center on April 22, 2001 (you need not be present to win).

Raffle books may be paid for by check or money order, MasterCard, American Express, or VISA. To order your raffle books you may fill out the coupon below, phone the National Kidney Foundation of New York/New Jersey at (212) 629-9770, or visit our website at www.kidneynynj.org. Checks and money orders should be made payable to; National Kidney Foundation of NY/NJ. Remember just by participating you are a winner because you are supporting the goals of the Foundation.

The National Kidney Foundation of New York/New Jersey is a voluntary, non-profit health organization dedicated to the research, treatment and cure of kidney, hypertensive and urologic diseases for over 50 years. The Foundation receives no government funding and relies solely on contributions from the general public to support its lifesaving programs.

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Local Club News

SAABtoberfest 2000

by Marc A. Fails Photos as credited

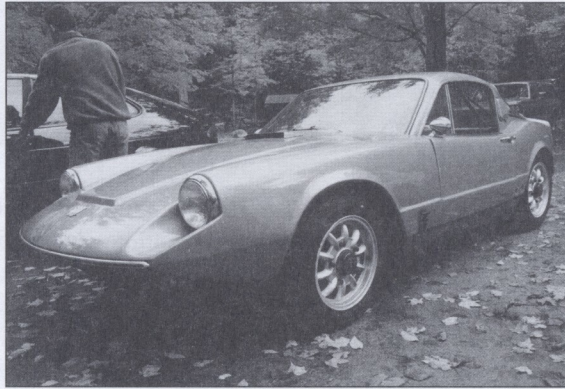
What could possibly surpass the effort put forth by Deb & Dean Lusby's SAABtoberfest 1999? You may recall that last year's event brought together 85 participants and 48 SAABs. Not resting on past achievements, Deb & Dean got together with a few of their friends again on October 7th; well over 100 participants, driving 66 SAABs including: Sonett II, Sonett III, Sonett V4, V4 95, V4 96, 95 wagon, Monte Carlo 850, 99LE, Classic 900 (3,4 & 5 door, Std, S, Turbo, Convertible and SPG), 9000 (S, Turbo and Aero), 900 new generation, 9³ (3 & 5 door, Convertible), 9⁵ (aero and aero wagon), and two 1999 Viggens and a 2000 Viggen Convertible.

Participants came from Maine, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Maryland, Ohio, Delaware, New Hampshire, Georgia and Pennsylvania. Arriving at 7:45 a.m., Thor Carlson, from Newton, New Jersey found one lone 1983 Turbo in the parking lot of the Columbia Mall. Asleep in the back of the car, was James Fox, who had arrived at 3 a.m. from Lakeville, Connecticut. As the morning went on, participants began arriving, and making their way to Deb's car to sign in and receive their goody bag and event shirt. John Webber did the event shirts again this year; a grey polo with the embroidered SAABtoberfest logo.

As 10:00 a.m. neared, drivers were assembled to have a meeting regarding the morning segment of the event, driving etiquette with this large a group, and other housekeeping details. Cars were staged equally between pairs of 14 cars who had FRS (Family Radio Service) two-way radios, and Group One was on their way with the first 30 cars. Group Two departed about 10 minutes later with 36 cars. The morning segment was about 49 miles, winding through scenic Pennsylvania countryside, with foliage just beginning to come ablaze with orange and crimson hues. Each group moved along very well during the morning

session, with only a few cars making an occasional wrong turn. Given the size of each group, this was pleasantly surprising.

Our lunch destination was World's End State Park, where there are several picnic areas and pavilions adjacent the spectacular Loyalsock Creek. The area gave several participants reason to get out their cameras and make good use of the picturesque setting. Participants brought out their coolers and Coleman stove (for hot coffee) and some



Lewis Eig's "Drool Bucket" award winning Sonett photo by John Webber

made a campfire. John Sizer brought his version of 'homemade' cookies to share with the group. Once our appetites had been satisfied, it was time to put names in the "BFH" Viking Helmet ("*the symbol of our collective insanity*"), which again presided over the day's festivities. Door prizes were generously contributed by: The SAAB Network, Lehman Motors SAAB (Harrisburg, PA), Kunkle Motors (Dallas, PA), Lititz Auto Service, Swedish Underground, John Webber, and SAAB Club North America. Thanks to Thor Carlson for the window stickers, and John Webber for the event shirts.

After a review of the sign-in sheets, it was again obvious that Christine Krueger, from Atlanta, Georgia accumulated another 893 miles to

receive this year's Long Distance Award, presented by Diane and Marc Fails. Christine did not make this year's trip a marathon session, selecting a brief stopover in North Carolina to visit her parents, before arriving in Pennsylvania. She was also planning a leisurely trip back home starting on Sunday morning. She had hoped to bring along some friends this year, but they chickened-out at the last minute. Undaunted, Christine once again came solo as she did in 1999.

As is a SAABtoberfest tradition, it was then time to count the nominations for the "Coveted Drool Bucket Award". The rules were the same as last year; "Which car other than your own, would you most like to take home?" When the votes were counted, a 1967 Sonett II owned by Lewis Eig, from Closter, New Jersey was the winner. You may recall seeing Lewis back in Nines #239, having won with his Sonett at the Hilton Head National Convention.

After enduring a twenty minute sleet, rain and sunshine mixture during the awards ceremonies, most were ready to walk around a little more, with some heading to the scenic overlook just up the hill from the pavilion areas. Once we had everyone back, it was again time to reassemble both groups and begin the second leg of the day. The afternoon session was a 68 mile jaunt, with a comfort stop scheduled. Group One left without any noticeable problems but somehow as Group Two was leaving, someone had not turned their directions to the proper page, and we had a



"Group 2" reassembles during the morning leg of SAABtoberfest 2000. photo by George Basehore

series of wrong turns, before finally assembling the group and heading off in the right direction. Unfortunately, the first eight or so lead cars were well down the road, so it took another ten miles before getting the entire group together. Arriving in the little town of Benton, about 40 miles into the afternoon, we pulled into the town park to stretch our legs and use the comfort facilities. After a short break we were off again. Just outside of Forksville, on our way to the twin covered bridges, we lost two cars who made the wrong turn. Our trusty sweep driver, George Basehore, was off to get them turned around when we lost contact with George. Waiting for George at the Twin Covered Bridges gave him enough time to bring back our lost participants and rejoin the group. Fortunately, the balance of the afternoon was less eventful, and made for a pleasant ride through some really beautiful scenery.

After arriving back in the parking lot around 5:00 p.m., we said good-byes to those not coming to dinner, and then made our way to the nearby steakhouse. After a satisfying dinner, participants began making their way back to the parking lot. An impromptu game of chance called "Who's 900 key fits whose car?" caught John Webber by surprise. While his 1986 SPG was warming up for the trip home, Christine Krueger discovered that her 1983 900T key could *lock*, but not *unlock* John's idling car. Oops! Now what to do? Anyone with a 900 key was asked to try their luck at opening John's car. John was in luck as both James Fox and George Basehore's keys worked. Unfortunately, neither James nor George got to take the SPG home for their efforts. That was only the start for James and George. James' key also unlocked 5 other 900s, while George's worked on 4 900s. As 8:00 p.m. neared, parking lot conversations dwindled to their conclusions, aided by the frosty October night air. The few remaining participants said good-bye to friends, both old and new, and began their journeys home.

With 2000 nearing a close, and next year approaching quickly, The 2001 SAAB event calendar looks to be as exciting as this year's. Stay tuned for announcements on the 2001 SAAB Romp (which will most likely have a change of venue), SAABs at Carlisle and the 2001 Covered Bridge Tour.

The Bridges of Lancaster County, PA Tour

Hosted by the Central Penn SAAB Club

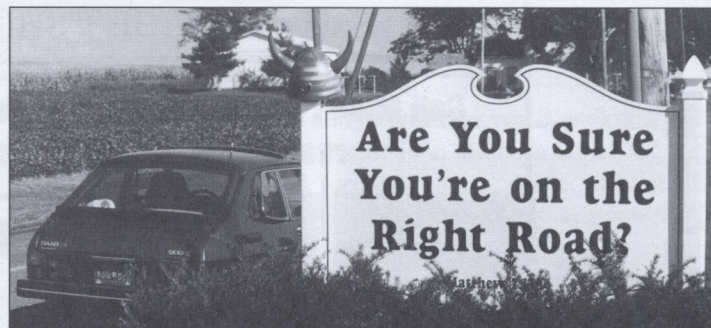
by Marc A. Fails

September 17th seemed to arrive quicker this year for me, than in years past. As you may have read in Nines, the Central Penn SAAB Club hosted the first tour of "The Covered Bridges of Lancaster, County, Pennsylvania". Our format was fairly simple: find some SAAB enthusiasts interested in touring the countryside in search of the few remaining covered bridges in Lancaster County (and Chester County, PA and Cecil County, MD as it turned out). In the weeks and months preceding the event, I had the opportunity with friends and club members, George Basehore and John Webber to study the maps to locate the bridges, or in many cases, where a bridge had been. Many of them have succumbed to the ravages of time, mother nature or progress.

After several hundred miles of scouting trips, we settled on the route; a 209.3 mile Sunday drive through some of the county's picturesque rolling countryside, which was to include 25 covered bridges and a still uncounted number of steel or concrete bridges. On the Monday before the event I ran portions of the route, and all seemed fine. On Wednesday, George and I ran the afternoon leg of the event, only to learn that one of the bridges was closed the day before, for whatever reason and the restaurant we intended to use for the lunch stop was closed for remodeling. Studying the maps a little more gave us a change in route, and a phone call to my good friend George Barakos at Silk City Diner reserved the rear dining room for lunch. All we had to do was redesign the morning route to get us to his place on time. With all the changes completed, I crossed my fingers and hoped that no other surprises would haunt the event. With the anticipation of a six-year old on Christmas Eve, I waited for Sunday Morning.

The meeting spot was the Park City Mall in Lancaster, PA. Just off Route 30, it made for a central location to start the morning route. Participants started rolling in just after 8:00 a.m. Within 45 minutes, we had assembled the 28 participants, 15 SAABs and 2 dogs which made up the tour. The collective odometer readings measured 1,800,000 miles; John Sizer's 1999 Viggen registering a mere 10,500 and my 1990 900S checking in with 288,000. Recognizing those who drove the farthest to join us; Ron Augelli with the SAAB Club of NE Pennsylvania, along with his nephew, Mark, took the 125 mile trip from Scranton in his 1990 900SPG. Dennis Dura, drove 110 miles from Trenton, NJ in his 1992 9000S; Garry Grimes, from Dover, DE drove his 1983 900T 110 miles and Glenn Toth drove 90 miles from Allentown, PA in his 1986 900T to attend.

A drivers' meeting was assembled to explain the route and any special hazards



An appropriate question asked often during the Covered Bridge Tour. Note the "BFH." photo by George Basehore

we might encounter, such as a number of blind curves where we were scheduled to turn left, etc. Drivers were also instructed on tour protocol, such as using headlights, turn signals and procedures for watching the car behind them so that we could keep the group together for the entire day. Cars using FRS (Family Radio Service) two-way radios were staged side-by-side, with the remaining cars staged equally behind each radio car. In this way, when we left the parking area, we had radio cars staged between the non-radio cars. If we become separated at a light or stop sign, we could regroup easily. This technique proved very helpful throughout the day, as we made our way through the 10 pages of directions that comprised the route. The morning portion covered 72.8 miles and spanned 10 bridges. Throughout the morning, things moved



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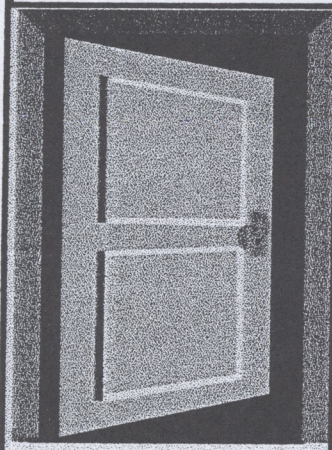
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fairly smoothly, with the addition of an impromptu potty stop and one missed turn, which we easily corrected.

The group pulled into Silk City Diner at 11:50 a.m. and made our way to our tables. Silk City Diner, owned by Nick Barakos and George and Angie Barakos celebrated their fifth anniversary this year. The restaurant was named for the Silk City diner car which was added to the front of the building during its reconstruction before opening in 1995. Silk City dining cars were made in Patterson, NJ and transported to various locations around the country. George and Nick found theirs in nearby Allentown, PA and included it with the 50's style tile floors, neon lighting and jukebox that is the restaurant today. From the responses received from the participants, both the food and the service were outstanding, with no one going away hungry. (You can find Silk City Diner on Route 272 in Denver, PA, just off PA turnpike exit 21. Ask a toll collector for directions, if needed; it's where they eat too.)

Once everyone had finished their lunch, the group began to make our way to the parking lot, where we assembled for a door-prize drawing and to take some photos of the cars. As has been the tradition all year, Phil Lacey, Jr. sent out the "BFH" Viking Helmet ("*the symbol of our collective insanity*"), to make this all the more official an event. Names were drawn from the "BFH" by Louis Mede, assisted by George Basehore. Items were generously provided by Lehman SAAB in Harrisburg, PA; Tim Brown and Kevin Booth at Lititz Auto Service in Lititz, PA; Dan Saarony at Accelerated Response in Scarborough, Ontario and Diane and I.

At around 2:00 p.m. we headed out for the remainder of the tour, which would take us into Chester County, PA by way of the Mercer's Mill Covered Bridge. From there, we would head through the town of Oxford, PA and along the Maryland border to the Glen Hope Covered Bridge, and then back to Lancaster County. After crossing the Linton Stevens Covered Bridge, we pulled off the roadway to say good-bye to Aaron and Jennifer (soon-to-be) Govatos, who were returning to Downingtown, PA to finish their wedding plans for the next weekend. Getting back in my car, I immediately noticed that the alternator light was lit. I informed Tim Brown of the situation (Lititz Auto Service maintains the car for me) and because we were about as far from home as we could be on this trip, we decided to continue on to bridge 15 just below the Octoraro Reservoir and see how far we could go. Within 15 miles we had our

answer, as I coasted to the side of the road. You may recall from Nines #246 how George Basehore and I spent our time at the "*Spring Romp and Roadside Repair Clinic*" helping Andrew Winger and Bill Trench. It would seem that today no good deed would go unpunished. Pooling our collective genius, it was decided to leave my faithful companion behind, and complete the remainder of the tour. We would then assemble a rescue mission to recover the car and get it to Lititz Auto Service.

Garry Grimes and I teamed up to lead the remainder of the tour, which we trimmed short by one bridge to facilitate an emergency potty stop for one of the participants, as we neared Quarryville, PA. The remainder of the tour went without incident and we concluded the day crossing the Kurtz's Mill Covered Bridge. Again finding a parking area, we said our good-byes to those hearty souls who had the bladder control to endure the day.

Garry, George and I headed for a nearby restaurant for dinner and to await the return of Tim Brown, who made his way back to his shop to pick up the needed items to recover my car. Tim rejoined us about an hour later and we transferred four batteries and an assortment of tools into George's car, just in case. Garry decided to accompany us, which was out of his way and was a welcome gesture. Within a matter of minutes after arriving back at the car, we replaced my battery and rigged a second in parallel, just in case. We also readied two more, if needed, because we were more than an hour from Tim's shop and I wasn't about to run without headlights. As it turned out, the trip was uneventful, and we got the car to Tim's on the first battery. My thanks to George, Garry and especially Tim for their help and friendship.

So what did we learn from this tour? (as one club member quipped, let's call next year's tour "*A Bridge Too Far*") Well, truthfully, I convinced myself that we needed to see all the bridges we could in a day. Surprisingly, I still have one or two friends left after they followed me all day. From the questionnaires that we asked the participants to complete, the consensus is that while they did enjoy the scenery, we need to somehow build in some more stops, preferably with restrooms. Also, participants would like more time and more stops to take pictures of the bridges. Spouses were pleasantly surprised that this was not a day where we just sat around and talked SAABs, and that the pace allowed them to take in the scenery and enjoy the trip through unfamiliar surroundings.

Speaking for the Central Penn SAAB Club, we thank each and everyone of the participants who joined us on the tour. Without you, we would not have had a tour, nor would it have been so enjoyable. Our club hopes that you will again join us next year when we unveil the new and improved (i.e. bladder friendly) Covered Bridge Tour.

Saab Brakes Though The Ages

About 40 Saab people met with Saab's senior technical trainer, John Moss, at Saab's training headquarters in Wallingford, Connecticut. It was Saturday, November 4th, and the subject was "Saab Brakes Through the Ages". The session ran to and through the lunch provided by Saab. John covered the basics of drum and disc brakes on Saabs, bleeding techniques, troubleshooting, and why it's vital to change the brake fluid on cars with anti-lock brakes (and strongly suggested on all the rest). He also discussed Saab's traction control and its effects on the brake brains.

For those who know him, John - as always - was witty and entertaining. For those who don't know him you don't know what you missed! John has been with Saab Cars USA for 32+ years, and is equally at ease chatting about the data bus on a new 9-5 as discussing the burn patterns on a stroker piston. John is an amazing technician, who has been at Saab working with the company on



Saab Trainer John Moss explaining Saab's braking systems.

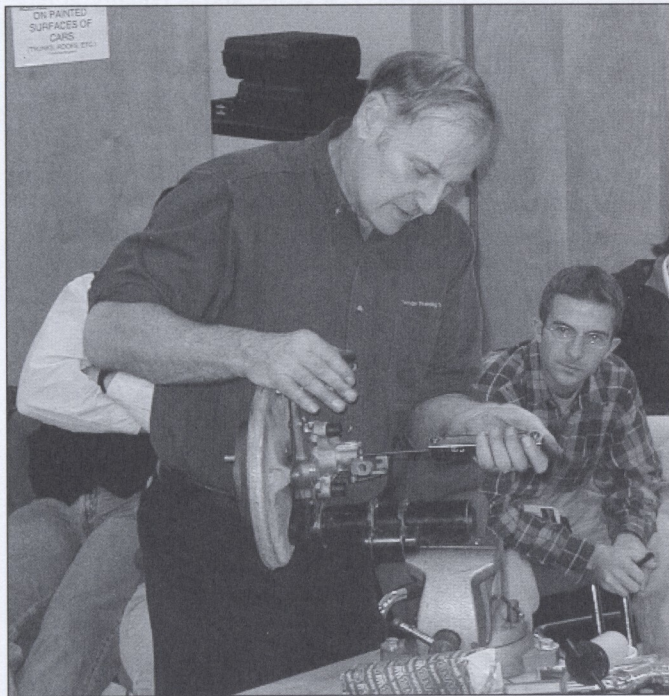
International Meeting 2001

all their cars from the 92 to the present. John had wonderful stories from every age Saab, including changing brake drum linings on the fleet in the early 60's to the discussion and naming of the aquarium on the 9000 (technicians bestowed the name on the area beneath the 'false bullhead - and the name made it into the manuals - because it housed various electronics for the car, and technicians noticed that it sometimes filled with water).

John also discussed the changing emergency brake position manufactured by Saab - from the rear wheels to the fronts and back to the rear wheels again. He said that the phrase "Saab turns" was well known through Europe, roughly equal to "handbrake turns" in this country. He said that it was his understanding that this type of Swedish cornering activity was frowned upon in Europe, and even legislated against!

The session was presented by the New Jersey Saab Owner's Club. A videotape recording of the presentation is available and can be ordered for \$32 (including postage in the U.S.) from:

Seth D. Bengelsdorf
30 Puritan Drive
Port Chester, NY 10573



John Moss shows how to retract the piston on a 9000 (or '88 on Classic 900) rear brake caliper. Note the cut-off axle attached to the vice, the "watts linkage" suspension under his right hand, and the "allen wrench" tool.

The Saab Club of Finland, just ten years old welcomes all Saab owners from around the world to the first, but surely not the last, International Saab Club meeting of the millennium. The Saab Club Meeting in Finland will take place in the towns Uusikaupunki, site of the Valmet Factory from which have come all Saab convertibles and 9³ Viggens; and Nokia, the home of Haakapallita Winter Tires and, of course, the Nokia cell phones. The central location for the meeting is Hotel Ellivuori, set in Finland's picturesque natural setting.

The Grand Marshal for the meeting is Mr. Simo Lampinen, Competition Manager from Neste Rally Finland. He is famous for his rally career in the 60's, when along with Stig Bloomquist and Per Eklund he followed Erik Carlsson in keeping Saab at the top echelon of international rally competition.

Attendees should fill out the attached registration form and mail it to: Suomen Saab-Klubi Ry, PO BOX 64, FI-33541 TAMPERE, FINLAND or fax it to: +358 3 253 0178.

All the listed events will be included in the registration fee. The schedule is tight and comprehensive, but of course you won't be penalized if you fail to participate in every event.

All inquiries should be directed to the Publicity Chairman of the Meeting: Mr Marco Wessman, phone+358 40 571 3713, or e-mail: keinuvipu@hotmail.com.

The local SAAB workshop M.Takala will be open for during the event for routine service or repairs.

The Saab Club of Finland looks forward to meet you in Nokia!

Preliminary program

Friday 8. June

Morning: Meeting for those arriving by ship from Stockholm at Thrku harbour - drive to Uusikaupunki, Finland.
Afternoon: Visit to Saab factory in Uusikaupunki, Finland, factory tour, dinner and visit Saab Museum in Uusikaupunki
Evening: Drive to Hotel Ellivuori.

Saturday 9. June

Morning: Meeting at breakfast in Hotel Ellivuori.
Saab tour with special tasks around Nokia region - navigating skills needed...
Afternoon: Saab Flea Market in Hotel Ellivuori and Saab Beauty Contest. Nonstop lake sightseeing boat cruise.
Evening: Buffet Dinner with entertainment.
Sauna, Smoke Sauna, Pool, Lake, Dancing, Saab Disco

Sunday 10. June

Morning: Meeting at breakfast in Hotel Ellivuori, checkout.

Optional Events:

Visit to Nokia Tire factory in Nokia city
factory tour/sightseeing boat cruise on lake Pyhäjärvi
Visit to Nanso Clothing Retail Shop.
Visit to PUP beer brewery famous for Linda Lampenius Cider.
Visit to Spa EDEN Nokia.
Tour "Nokia city industrial history."
Afternoon: Closing of the meeting

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Rally Ho! Motorsports' 2000 Season

Mike White and his crew of Rally Ho! Motorsports completed their 2000 Pro Rally season with a respectable 2nd in class at the 2000 Maine Forest Rally in Rumford, Maine. While the rough roads of northern Maine did their best to end RallyHo! Motorsports' run, the service crew pulled together and kept the battle-scarred Saab running and competitive last weekend. This followed a showing of 19th place overall finish, fourth in class, for driver Mike White and substitute co-driver Marc Goldfarb of Atkinson, NH, at the Susquehannock Trail ProRally(STPR), where they started the rally in the 50th slot. Rally Ho!'s first outing of the millennium, the Perce-Neige Winter Rally in Quebec, yielded a DNF (did not finish) due to transmission troubles. SCCA ProRally is often described as "Real cars, on real roads, going real fast." While rally cars must remain licensed and registered for street use, they also must be able to withstand incredible punishment on rough forest roads at racing speeds. Rally teams race against the clock on closed roads. RallyHo! Motorsports competes in events throughout the northeastern United States and eastern Canada.

After the Perce-Neige, White and Crew Chief Brett Rudolf repaired the drive train and made changes to the car specifically for the conditions at STPR. "We replaced the transmission, upgraded many suspension parts and went through the vehicle to both lighten the car and improve overall reliability," said Rudolf, who juggles his rally responsibilities with pit crew duties for several NASCAR Modified tour teams. "Mike

and I had put a lot of hours into the car. We were ready to go."

Marc Goldfarb, a long-time rally navigator and instructor, filled in for regular co-driver Mike Ronan at the STPR. Goldfarb's experience in the forest roads around Wellsboro is second to none. He knows most every twist, turn, rock and tree stump along the roads from his two decades of participation in the event. "This is the 21st year since I began attending STPR," Goldfarb said. "STPR 1980 was the first ProRally that I co-drove." Goldfarb is familiar with the layout of the roads, the many different conditions and the pace needed to finish such a long, difficult event.

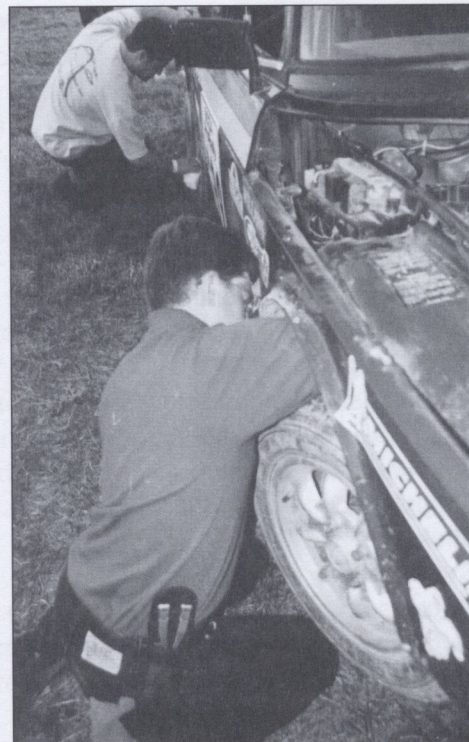
Goldfarb was a huge contributor to the strong finish, according to driver Mike White. "Marc is focused, organized, accurate, and simply a great guy to have as a co-driver! I learned a lot and had a ton of fun," White said. "He was also a very cool customer even after the second time I put the car on two wheels!"

Goldfarb was also pleased with his first effort for the team. "It was a great rally," said Goldfarb. "The roads were wonderful, not too dusty and very fast this year. The crew is one of the most enthusiastic I've ever worked with. I'd be happy to jump in the right seat anytime!"

"The service crew did a spectacular job keeping the car together, especially crew chief Brett Rudolf," White said. "He brought our car preparation to a new level and kept a cool head when problems arose. I can't thank him enough."

At the Maine Forest Rally, the car's exhaust system failed early in the event, a victim of the many rocks and bumps on the northern Maine logging roads. Despite the bone-rattling noise and fumes filling the car, White and Ronan continued at full speed. "We were in the groove," Ronan said. "After we lost the exhaust, I was calling out the turns with hand signals because the car was so loud. But it worked well, and we were flying faster than I ever thought that little Saab could go!"

As they finished Friday's stages, the car's handling deteriorated. The service



Mid Course Corrections

crew worked through the early morning hours repairing the damage. Crew Chief Brett Rudolf welded a missing link back on the car by the light of the moon, and the rest of the crew attacked the front suspension.

When the team took to the road for the second day of racing, it wasn't any easier. In the first stage, a rock destroyed the new exhaust system. As if to add insult to injury, transiting into the midday service, White and Ronan found themselves on three wheels after a wheel and tire flew into the woods, never to be seen again. The unscheduled tire change crushed in the left front fender and damaged some front brake parts. When White and Ronan arrived for service, the team again faced a daunting task – and they had about an hour to repair the damage.

"I was hoping we could just bolt a piece of pipe on the exhaust, but the header was broken," said Rudolf. "We just went to work on it. (Crew member Andrew) Steere hunted down some exhaust pipe, we got the welder again, some torches, and a Sawzall, and everybody pitched in to put it back together."

Part of the charm of rallying is the willingness of teams to help each other out. White credits this spirit for keeping his team in the rally. "The generosity of Ivan and Olga Orisek kept us in the rally not once, but twice!" said White. "Their welder was a life-



At the Susquehannock Trail ProRally

saver. We are very grateful for their kindness and for the help of many others.”

The service was successful, and White and Ronan charged on, steadily moving up through the field. They drove some of the last stages dealing with yet another mechanical issue: failed brakes. “That was the sketchiest piece of driving I’ve ever done,” said White. “We were on the longest stage of the day, it was raining cats and dogs and I only had the handbrake (actuating the front wheels, as they do on a Saab 99) to slow down, so we just didn’t slow down much!”

In addition to RallyHo! Motorsports, the two other Saab 99s that entered the 2000 Maine Forest Rally also finished. Geoff Clark of Pepperell, Mass., and Chris Morand of Townsend, Mass., finished their first national event in 47th place overall. And Jerry Sweet and Stuart Spark, both of New Jersey, finished 53rd after rolling the car Saturday. Showing the spirit of rallying, RallyHo! Motorsports lent Sweet a spare

windshield, complete with an 8-year-old New Hampshire inspection sticker, so he could finish.

“This was the roughest rally I’ve ever driven,” White said. “The roads were littered

“Roberti Motorcars really made the event possible for us. We’re also grateful for the support Import Parts Specialists and City Tire gave RallyHo! Motorsports,” White said. “Their parts and service played a big part in our success this weekend. We are especially pleased that our excellent finish added significant exposure to these businesses at a great value.”

RallyHo! Motorsports sponsors for the 2000 season include:

Roberti Motor Cars of Kingston, N.Y. (<http://www.roberti.com>)

Import Parts Specialists of Boise, Idaho (<http://www.importpartsspec.com>)

Nanuke Systems of Littleton, Colo.

(<http://www.nanuke.com>)

Nokian Tyres

(<http://www.nokiantyres.com>)

City Tire of Keene, N.H.

Edited from the press releases by Rally Ho! Motorsports. Photos from the Rally Ho! website

<http://www.rallyhomotorsports.com>

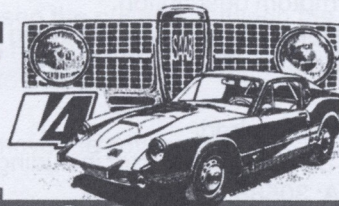


Maine Forest Rally, 1999

with rocks, and I hit my share of them. We never would have finished the rally without the crew there to hammer out or replace everything I broke!”

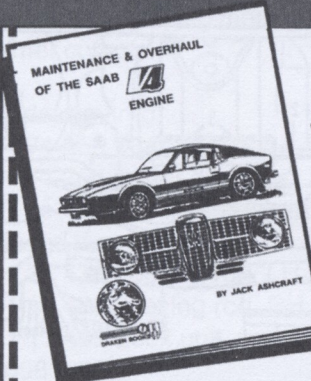
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email: jackashcraft@prodigy.net

Jack Ashcraft's



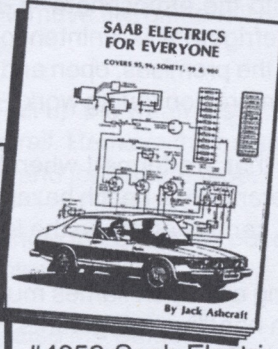
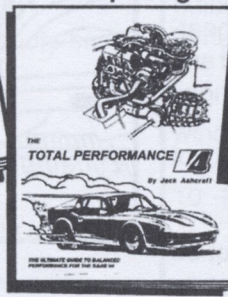
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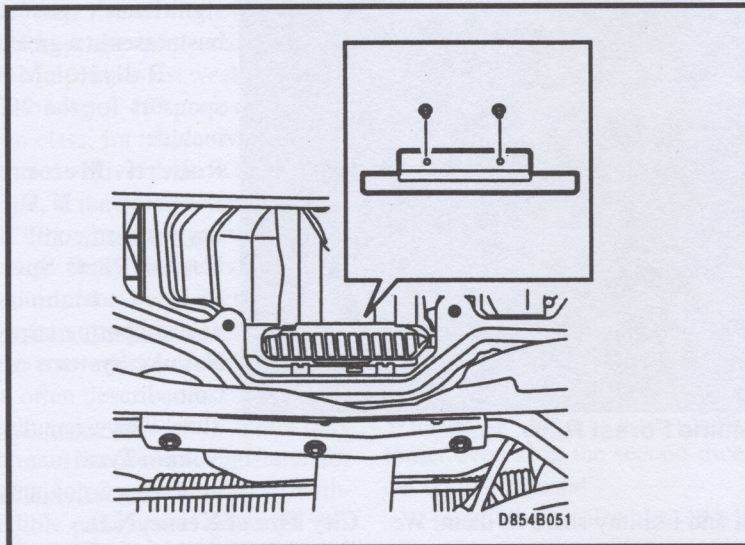


SAAB

SERVICE INFORMATION

SI No. 854-2233	Date June 2000	g³
PI No.	Distr. all	

Water on Floor



Cars affected
All Saab 9-3 equipped with A/C or ACC.

Background
In certain hot weather conditions with high humidity, it is possible that the climate system does not manage to dehumidify all the damp air. This can result in water dropping onto the floor from the lower air vents.

After customer complaint, proceed as follows.

Symptom description:
Water on floor. Water dropping onto the floor from the lower air vents.

Parts required:
53 32 358 Air deflector including screws (CA: 30588511)

1 Remove the ventilation fan as instructed in WIS, see "Body - Automatic Climate Control ACC - Adjustment/replacement - Ventilation fan".

2 Place the air deflector in the bottom of the fan housing so it rests on the radius on the front edge.

WARNING

Do not drill deeper than 5 mm as the evaporator may be damaged. Leaking refrigerant can cause personal injury if it makes contact with eyes and skin.

3 Drill a 1.5 mm hole using the air deflector as a template. Drill in the centre of the hole but not deeper than 5 mm as the evaporator may be damaged.

Note
Use a drill stop.

Screw on the air deflector using the two screws.

4 Fit the ventilation fan as instructed in WIS, see "Body - Automatic Climate Control ACC - Adjustment/replacement - Ventilation fan".

5 Check the function of the fan.

WARNING

Read through the following safety regulations before you start working on the A/C system.

Wear protective glasses and impermeable gloves, since there is a risk of burn and frost injuries.

If the skin comes into contact with the refrigerant, the exposed areas should be bathed in cold water and treated like a burn.

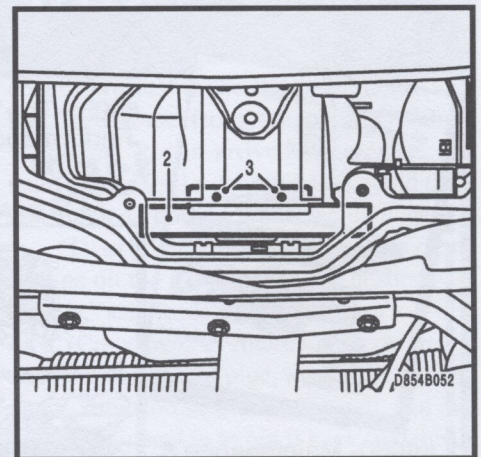
Should the coolant get into the eyes, rinse them thoroughly with water for at least 10 minutes.

Refrigerant must not intentionally be released into the atmosphere. If, however, the refrigerant is unintentionally released in the premises, open and ventilate well before continuing work.

Gases that are formed when heating a refrigerant are a health hazard and can have a serious effect on the lungs.

Smoking and open flames must not occur when handling refrigerants.

Refrigerant containers must not be exposed to heating, because the pressure will then increase resulting in the risk of explosion.



See notice on page 34.

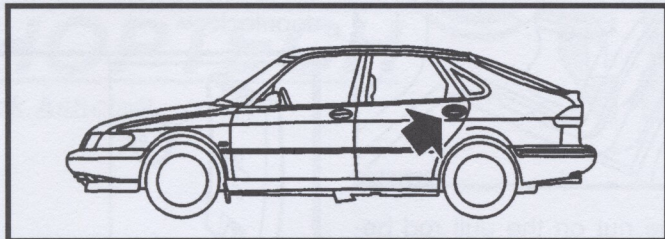


SAAB

SERVICE INFORMATION

SI No. 831-1823 ed. 3	Date August 1999	900
PI No.	Distr.	

Rear Doors, difficult to open from outside



Cars affected:
Saab 900 5D.

The lock unit must be replaced and the locking rod changed to the locking rod intended for the Saab 9-3.

Background:

After a period of use, the rear doors may gradually become more difficult to open from outside. The problem occurs especially in warm climates. This is caused by the threads in the outside handle adjusting nut slipping on the threaded pull rod between the outside handle and the lock. In addition to this, certain details in the lock unit have been surface treated, which has also contributed to the door being difficult to open and therefore these details have been given another surface treatment.

Proceed with these measures after customer complaint.

Parts required:

- 44 71 256 Water drainage, LH
- 44 71 264 Water drainage, RH
(The water drainage need only be replaced if necessary.)
- 51 16 470 Locking rod, LH
- 51 16 488 Locking rod, RH
- 51 17 452 Lock unit, rear left door (CA: 30581350)
- 51 17 480 Lock unit, rear right door (CA: 30581351)

Procedure:

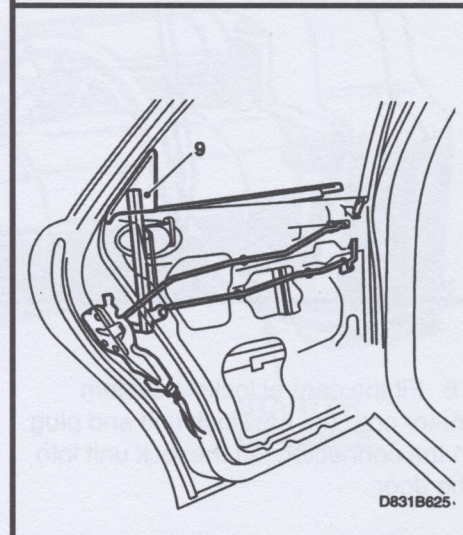
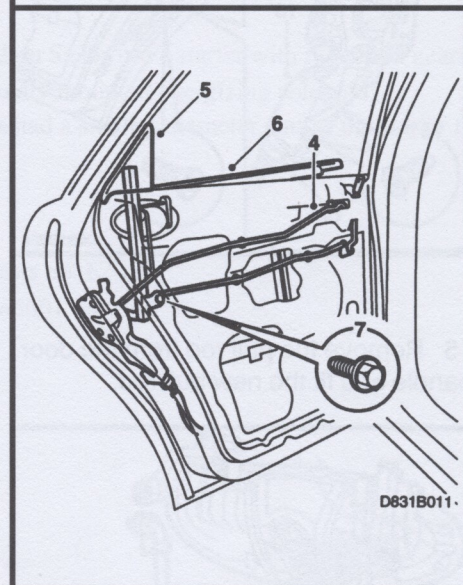
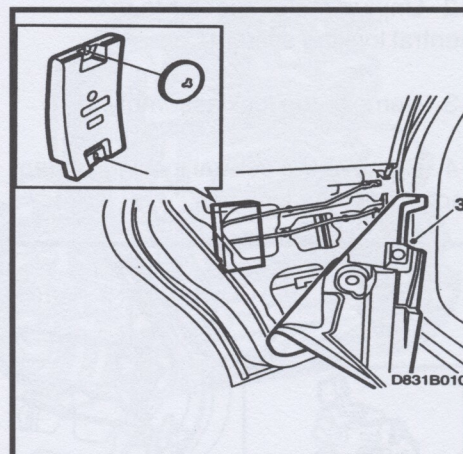
- 1 Lower the window.
- 2 Remove the door trim.
- 3 Undo the water drainage.

Lift out the foam block to increase accessibility. There is no foam block on certain cars.

- 4 Loosen the pull rod between the opening handle and the door lock and allow it to hang loose.
- 5 Remove the cover panel.

Note: Undo the rear edge first.

- 6 Remove the interior weatherstrip.
- 7 Remove the guide rail retaining screw.
- 8 Pull up the weatherstrip from the guide rail. Remove the external cover panel and loosen the tape.
- 9 Angle the guide rail out of the window well.
- 10 Raise the window.

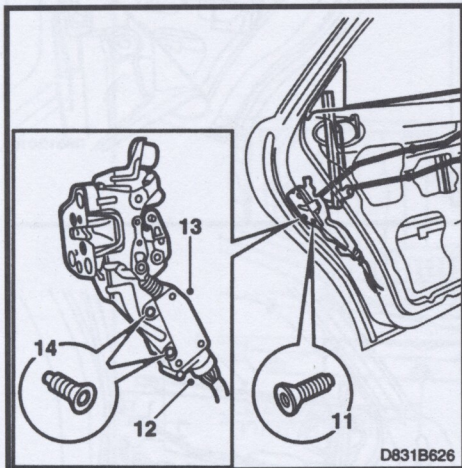


11 Remove the three retaining screws securing the lock unit.

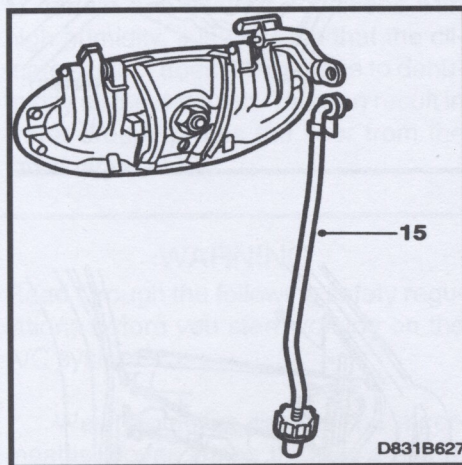
12 Unplug the connector to the central locking system.

13 Remove the lock assembly.

14 Remove the central locking system motor from the lock unit.



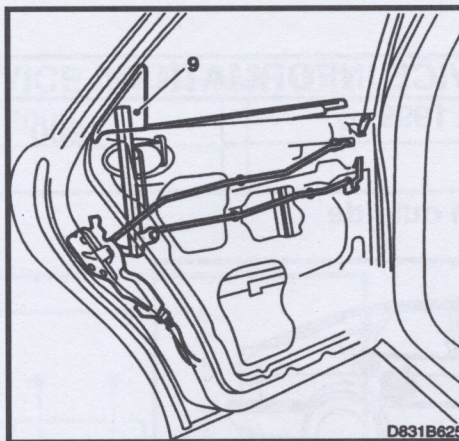
15 Remove the pull rod from the door handle and fit the new pull rod.



16 Fit the central locking system motor onto the new lock unit and plug in the connector. Lift the lock unit into the door.

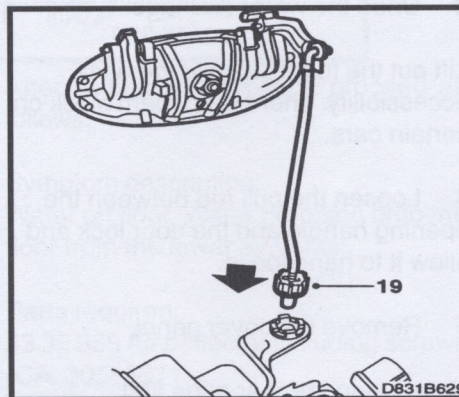
17 Fit the three retaining screws for the lock unit and guide in the rods.

18 Screw on the lock unit.

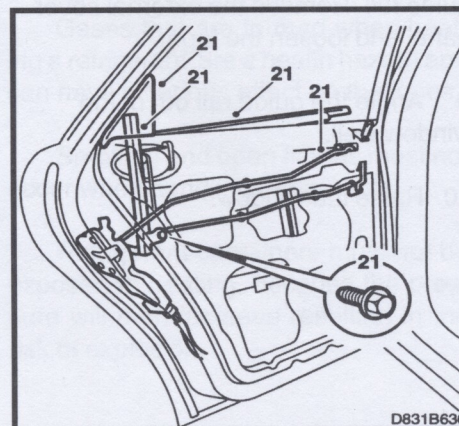


19 Adjust the nut on the pull rod between the door handle and the lock so that there is obvious play in the outer handle (not more than 3 mm).

20 Open and close the door a number of times and check the operation of the door lock.

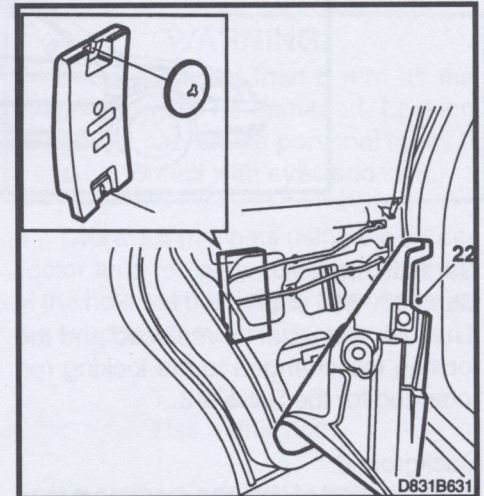


21 Lift up the guide rail and fit it. Affix butyl tape in the upper mounting and tape the external edge of the guide rail. Fit the weatherstrips cover panels and the pull rod for the opening handle.



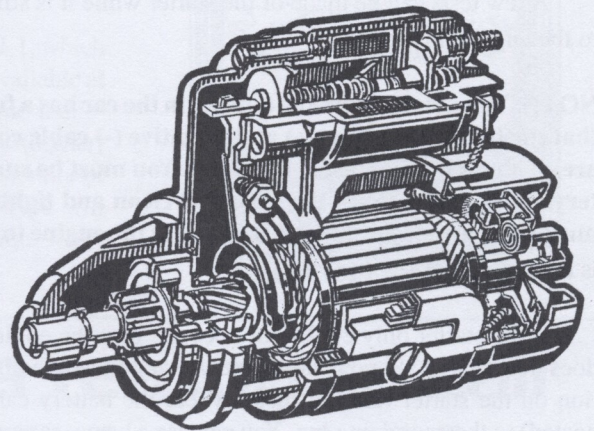
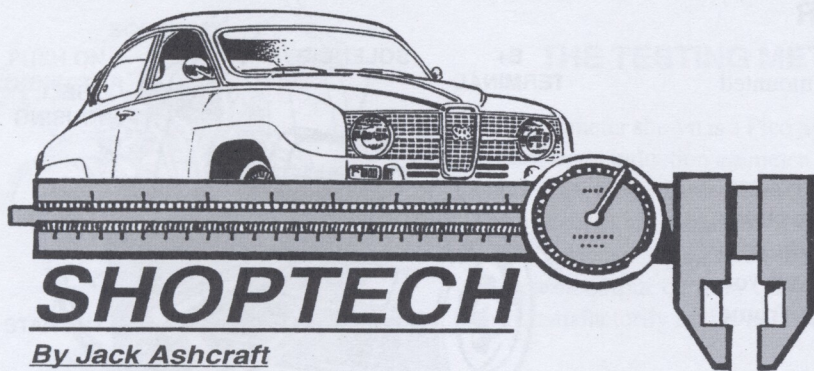
22 Fit the foam block if it was removed, the water drainage and the door trim. If the water drainage breaks, it must be replaced with new ones.

23 Open and close the door a number of times and check the operation of the door lock.



NOTICE

Saab Automobile AB Bulletins are intended for use by professional Saab technicians only, NOT a "do-it-yourselfer". They are designed to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Saab trained technicians have the equipment, tools, safety instructions and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have the condition. See your authorized Saab Dealer for information on whether your vehicle may benefit from the information. © 1999 Saab Automobile AB All rights reserved.



THE BOSCH STARTER FOR THE SAAB V4 Part 1: HOW THE STARTER WORKS AND IN CAR TESTING

The starter is nothing more than a DIRECT CURRENT electric motor. While more modern Saabs use a starter with reduction gears, the unit used in V4 cars is a very conventional unit with internal Bendix drive and an externally mounted energizing solenoid.

There were two Bosch starter motors used in the V4 cars. The body of the early starters had a smaller diameter, and is the starter to use when installing low profile engine mounts.

Bosch No.	Saab No.	Application
0-001 208 029	8801078	96 thru Chassis no. 507018; 95 thru Chassis no. 62059
0-001 311 023	8807596	96 Chassis 520001 onward; 95 Chassis 65001 onward

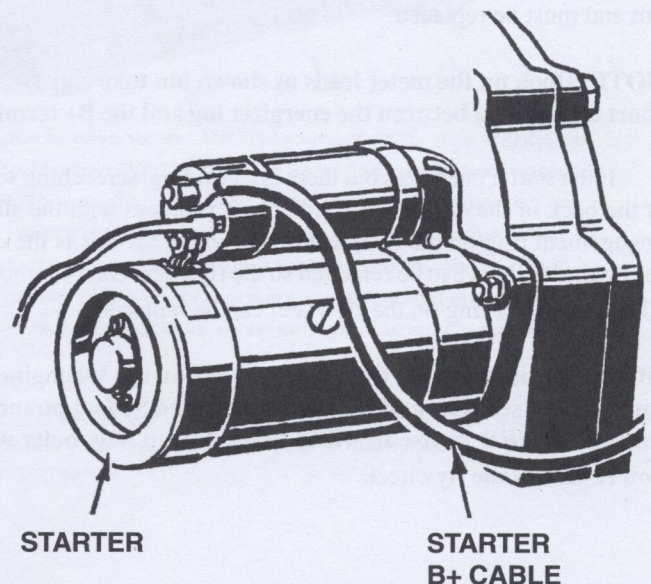
HOW THE STARTER WORKS

When the ignition switch is turned to the START position, current is applied to the solenoid. The moving body of the solenoid closes a switch, applying heavy current to the starter. At the same time, the movement of the solenoid body pivots a lever, which in turn moves a yoke on the armature shaft. The yoke is connected to a Bendix assembly, which moves toward the flywheel on the engine. A gear at the end of the Bendix unit meshes with the teeth on the starter ring on the flywheel as the Bendix assembly reaches the end of its movement.

At the same time that the Bendix assembly reaches the end of its movement, the heavy current from the battery is applied to the field windings and the starter brushes. The starter rotates, turning the engine over so the engine will start.

As the engine starts, and before the ignition key is released to the RUN position, a freewheel clutch in the Bendix assembly releases the drive gear from the armature shaft so the shaft is not driven at high speed by the now-running engine.

As soon as the ignition key is released to the RUN position, the solenoid relaxes and the Bendix gear moves away from the flywheel and the starter stops running. Current no longer flows through the starter.



TESTING THE STARTER IN THE CAR

A few tests can be made of the starter while it is still mounted to the engine, in the car.

NOTE: You must be sure the battery in the car has a full charge, that the battery Positive (+) and Negative (-) cable connections are clean, free of corrosion and tight. You must be sure the battery cable connector at the starter is clean and tight. And you must be sure that the ground strap from the engine to the frame is free of corrosion and tight.

If the starter only clicks but does not turn the engine over, or does not click at all, you can momentarily connect the B+ connection on the starter (the bolt head where the battery cable is connected) to the energizing lug. You can use a heavy screwdriver or a professional remote starter unit for this test. If the starter engages in a normal fashion, the fault is in the ignition switch itself or associated wiring.

If the starter still just clicks, the problem is internal and the starter will have to be removed for repair.

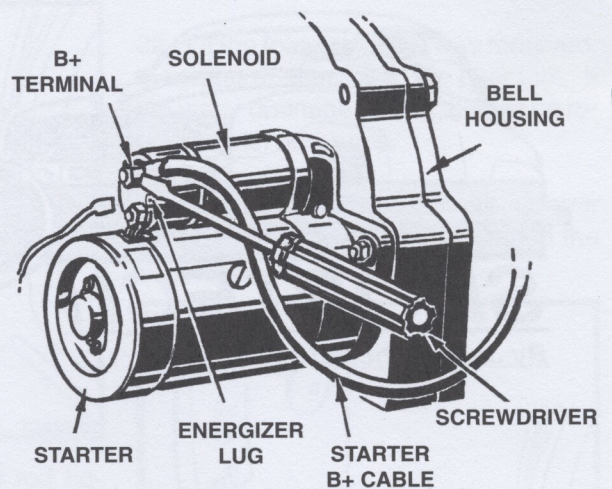
If the starter engages and spins but the engine does not turn over, the problem is probably a faulty Bendix assembly. The starter will have to be removed for repair.

If the starter does nothing when the ignition key is turned to START, use your multimeter (set to the DC Volts 50 volt scale) and test between the energizing lug and ground (red wire on the lug, black wire to a suitable ground, such as the frame of the car or the engine block). If 12 volts DC are indicated on the multimeter when the ignition key is turned to START, the solenoid may be burned out and must be replaced.

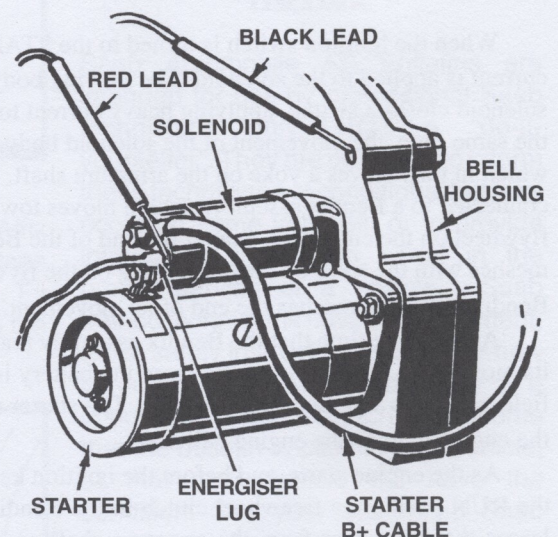
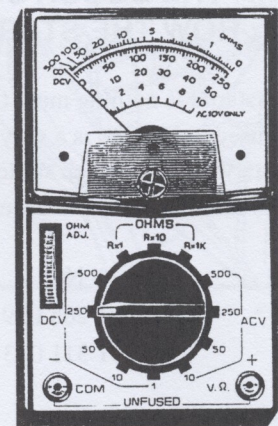
NOTE: Hook up the meter leads as shown but take care NOT to short the red lead between the energizer lug and the B+ terminal!

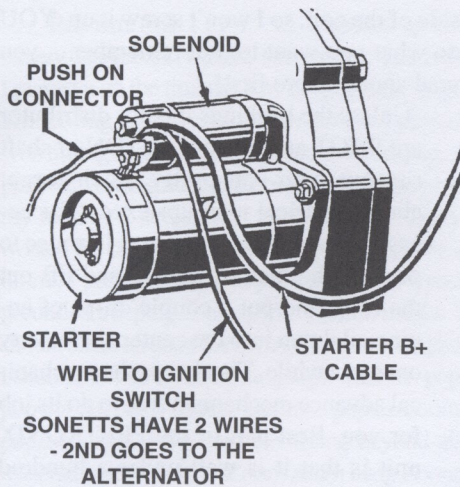
If the starter energizes but there is a grinding, screeching sound at the back of the engine, there may be a problem with the starter engagement ring on the flywheel of the engine. If this is the case, the engine will have to be removed so the flywheel can be removed. Then the starter ring on the flywheel can be replaced.

NOTE: Remember that the flywheel bolts on the V4 engine are torqued to a stretch condition at the specified 50 foot pounds of torque. NEVER re-use flywheel bolts! Put in new bolts when you re-install the flywheel.

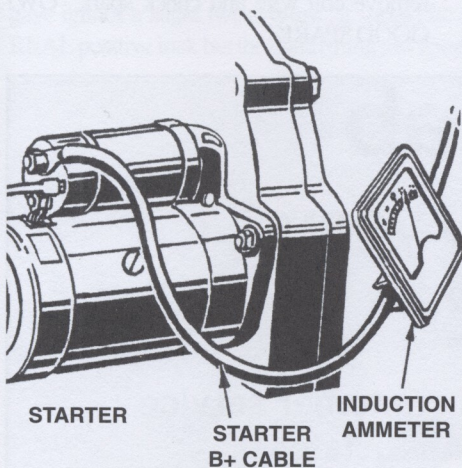


A TYPICAL MULTIMETER OR "VOM" (VOLT-OHMMETER)





If the starter energizes but turns the engine over very slowly, use an induction ammeter to check the starter current. Slip the induction ammeter over the battery cable wire near the starter and turn the ignition key to START. Read the meter. It should read 150 to 190 amps. Usually, slow running indicates a bad armature, badly worn brushes, or both. The starter must be removed for repair.

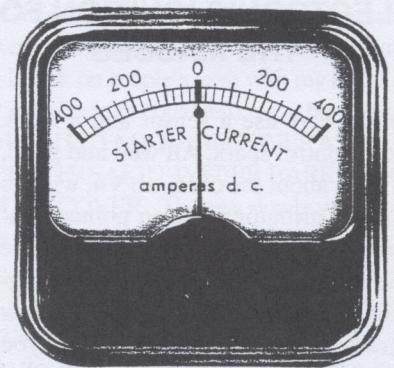


THE NATURE OF STARTER BOLTS

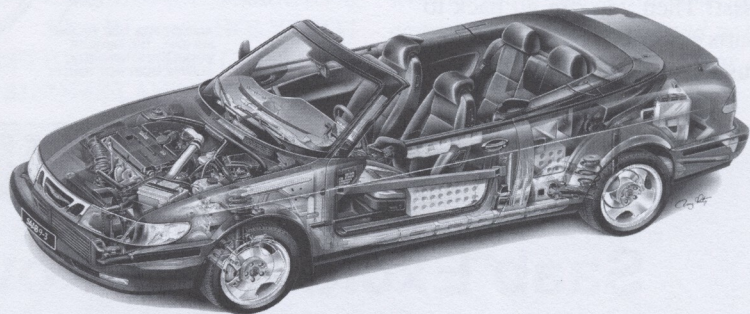
The Bosch starter uses all METRIC bolts, including the case bolts and the bolt that attaches the battery cable to the starter at the starter solenoid. The MOUNTING bolts, however, are associated with the BELL HOUSING, which uses all SAE (Society of Automotive Engineers) bolts, which are "American" sizes.

THE TESTING METER

The meter shown is a Pico SCI-1, which is a common induction ammeter, available at good automotive parts stores. Some induction ammeters are calibrated to show (higher) starter current as well as (lower) generator or alternator output current. Either type will work satisfactorily in this application.



Need a reason to call your Saab dealer for replacement parts? Here's 23,565 of them!



Some aftermarket sources have some Saab replacement parts. Your authorized Saab dealer has access to over 20,000 genuine Saab parts. No other supplier can make that claim. Should your local Saab dealer not have that part on his shelf, it is available, usually within 24 hours through our computerized Parts Distribution Network. When you buy genuine Saab parts through your Saab dealer, you can be certain that every component meets original equipment specs. That will mean fewer comebacks, more satisfied customers and more profit.

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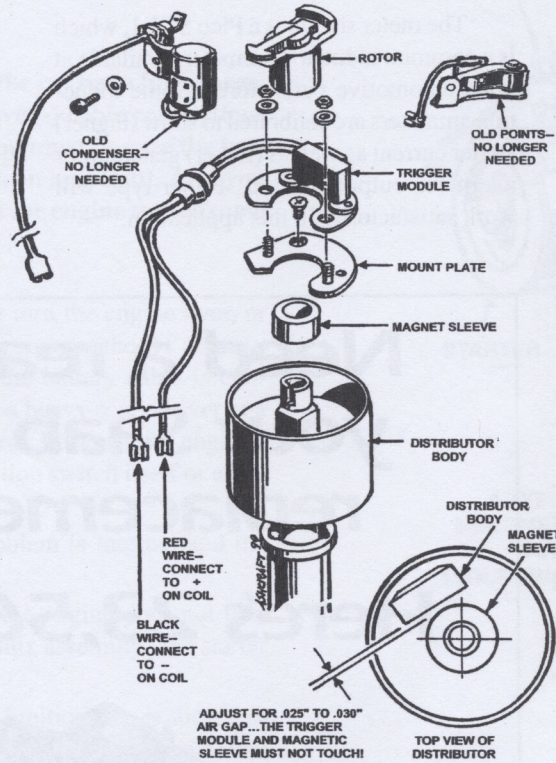
ELECTRONIC IGNITION FOR THE MASSES

Modern cars use a sensor and a black box to control spark. All well and good, but what about the old Saab V4, with its REAL distributor, ignition points, condenser, rotor? Well, I install a neat little solid state ignition module. No more ignition points, no condenser, and no slow degradation of the ignition system as you drive.

The unit I use for V4 Saabs is a PERTRONIX 1847. You remove the ignition points and the condenser, plop in the little black box, set the air gap between the sensor and the rotating collar, and put the rotor back on. You connect the black wire to the negative (-) coil connector and the red wire to the positive (+) coil connection. If you connect them backwards, then turn on the ignition switch--even for an instant--you will FRY the PERTRONIX unit. FFSSSSsssst! Then you can go back to the auto parts store and buy another new unit. No use whining about it--the unit

will be blistered on the outside so PERTRONIX will NOT warranty the burned-up unit. I paint (+) and (-) on the

side of the coil, so I won't screw it up. YOU do what you want to, but remember... you read about it here first!



Unless the bushings in your distributor are SHOT and you have a TON of shaft run-out, you can pretty much forget about electrical tune-ups except for occasional spark plug changes. It is nice to pop off the distributor cap and lift out the rotor and put a couple drops of engine oil down into the center shaft every once in a while. That keeps the mechanical advance mechanism free to do its job for you. Best part of the PERTRONIX unit is that it is well under a hundred bucks. If you drive your car much, you can save that much in points and condenser costs fairly quickly.

How not to Install a Pertronix Ignitor

I started working on the Quantum again. Rrrr rrr rrr... won't run... rrr rrr rrr rrr... won't run... rrr rrr rrr pop...still won't run. I went through the basics: check wiring of plug leads, remove coil wire and check spark.. OW! GOOD SPARK!

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Saab 900 16 valve 1985-93 Bentley
Saab 9000 1986-95 Haynes



Tech Talk

Rrrr mrrr mrrr rrr r r... I hooked up the battery charger and waited. Rrrr rrr rrr.... I cursed. I played with the timing. Rrrr rrr rpop....rrr pop. Smoke ring rises to ceiling. Rrr mrr rrr. I played with timing some more. pop.. rrr mrr rrr rrr pop. I play with timing a lot and check timing setup on my running 2 stroke. Rrrr rrr rrr rrr rrr ... really twisted the timing... rrr rrr rrr pop pop sputter... hmm.. I pulled a plug and put the wire on it and grounded the plug ... no spark. Hmm.. maybe I should clean off all of the damn oil..hmm.. maybe I should do that on all of the plugs. Rrrr rrr pop pop put put put... sputter zzzom.... pop...zzzoom pop... sputter. I tweaked the timing beyond all reasonable levels. Rrrr Zoom zoom bang Zoom Zoom Bang (with flames shooting out of #3 carb venturi) Zoom Zoom BANG! Big flames this time.. hmm...

I called Bud (*Bud Clark, of B&G Imports and winner of the 2000 "Stroker Williams" award for his contribution to the vintage Saab community. -Ed.*) in California and discuss options. Maybe the (Pertronix) ignitor dealie is not on the lobes of the distributor cam. Maybe the spark is so strong that it is jumping backwards. We discussed removing the trailing edge of the rotor. I gave ignitor a slight twist.. hmm.. it should be a REAL positive lock but the damn thing just spun.

I removed the Pertronix ignitor ring. Hmm... why would a 6 cyl ignitor only have 4 lobes...hmm. @\$!\$#! I grabbed the WRONG ONE! The altered 6 cyl unit, the one for the 3 cylinder, two stroke Quantum engine, was at home by the computer. I had managed to put the 4 cyl ignitor on instead.. and it would sort of idle on one cylinder. ARRRGGHHHHH!!!

I waited for Bud to quit laughing, then I headed to house to pick up the proper piece. I Installed the proper piece in the car. Rrrr zzzzOOOM! Wahoo!! The Quantum runs! Damn, I'm gonna time it with a light and impress the world. I turned the fuel pump on and fired it up. zzzzzz ooommm. I started to time car. I got the timing pretty close when through the din accosting my ears (carefully covered by hearing protectors) I notice the the engine is still increasing revs. I killed fuel switch... revs still climbed. I killed ignition and the revs still climbed. My mind went into the "OH SHIT!" mode. I reached down and pull coiled wire out. REVS WERE STILL CLIMBING... HOLYMOTHEROF... I ripped out the plug wires. THE REVS WERE STILL FREAKING CLIMBING!!! PASSING 6 GRAND... BRAIN says HOLYSHIT! WHATSLEFTTODO!! I MEAN IT'S GOT NO SPARK AND NO FUEL AND THE REVS ARE

GOING HIGHER. I glanced down at my leather glove covered hands . Only now do I remember that I work on people's teeth with my hands and that a big backfire could remove or burn them to tiny bits. I PUT MY HANDS OVER AS MANY OF THE FREAKIN' WEBER BARRELS AS I COULD COVER. The revs slowly went down. This will get one's heart racing MUCH quicker than any damn treadmill.

I called Ted and then Bud. Bud drives off road laughing so hard, and he swears that if I don't write this then he will. So there it is folks, how I spent my afternoon. It'll be better when told with the sound effects at the SOC.

Lester Ewing, DDS
Shreveport, LA

It's presumed that in the process of attempting to start the Quantum, fresh lubricating oil collected in the crankcase and the expansion chamber. Once the cylinders head and spark plugs got hot, the engine could then run as a diesel. There is very little internal friction in a vintage Saab 2-stroke, with its scavenged crankcase, absence of cams and poppet valves, and parasitic accessories like power steering or air conditioning.

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Classic 900 Ignition Failure Classic 900, All models, 1985-87

The motor may stop without warning at any time if you have the following bad Ignition Pulse Amplifier in the fusebox, part number:

95 12 831

SAAB have replaced it with part number:

95 18 481

You notice the tachometer/rev. counter needle quickly drop to 0 rpm, and it is obviously (!) an electrical failure.

Rotten tomatoes for the Bentley 16-valve manual which is highly misleading ("False Precision" is the name of this error). Page 340-7 NOTE bottom right, and Figure 12 on page 340-8 with remark: "A faulty pulse amplifier will cause a no-start condition." Starting is IRRELEVANT. My car NEVER refused to start. IGNITION FAILURE at any time in any place at any speed is what happens when the old part fails. In our case first evidence was very occasional brief cutout (half a second) on a long trip from Scottsdale AZ to San Diego CA when the engine was HOT having been running for TWO HOURS or more. Fortunately although it happened ON THE FREEWAY it started running again and kept going. My wife was driving alone. I had already flown to work in San Diego. (Guess how I feel about that.) Several SAAB/Volvo/European car workshops seemed to do their best but failed to identify the problem. The Bentley manual error may have misled them also.

I found it myself eventually. Reading the Bentley manual over and over I began to suspect the "no-start condition" statement. I discussed this with Dave and Mike at SPG9, Ray and Ken at B & B SAAB Parts. Ken discovered the SAAB replacement of the old by the new one which is Made In Hungary. We happen to have another '86 car (8-valve 900) which has the later, replacement part. I pulled it out, put it in my pocket, and drove the SPG with the old part around the block until it started failing. Then I substituted the later part from the other car - problem gone.

My recommendation is obvious. CHECK YOURS and if the part number is the old one, get a new one before you fail unexpectedly, possibly in a dangerous place.

*Martin Eatough
Scottsdale, AZ*

Classic 900 Clutch Hose

NOTICE. The following article is straight-forward, if not blunt.

My SAAB friends deserve the truth:

Last week, changing gear/shifting in my '86 SPG, a sudden bang and my clutch pedal hit the metal. Fortunately only 2' out of my home parking space, easy to stop the engine/motor and get out of 1st gear. \$3,400 worth of gearbox/transmission was fitted by my friend Eric Pearson (96 enthusiast) in 1998, I treat it respectfully. There I sat shaking my head in disbelief. I could have been going from 4th to 5th at 70 mph on the freeway. Or in LA traffic. One reason I go for chain-driven camshafts/hydraulic clutches (Alfa-Romeo, SAAB) is that unlike rubber band cam belts/cable clutches (Volvo, Mercedes), chains/hydraulics can reasonably be expected to deteriorate gradually and not fail abruptly. Enter Murphy's Law Part 3 ("If it can happen, it will."). It was dark now. I trundled off to bed, muttering darkly (How about an Alero?)

Next morning I found the expected pool of fluid under the car. Reservoir empty. Only a pipe fracture/failure could do this. The flexible part of the clutch hose had blown off the Bundy tubing near the slave and - significantly - immediately behind one of the radiator fans. This position results not merely in hot air blowing directly onto the hose, but in boosted superheated hot air. Arizona gets hotter than Sweden. Camelback SAAB: "Oh yes, very common, in stock, \$80-odd." B & B SAAB, Santa Clara (Ken): "Oh yes, very common, in stock, \$62 with your club discount, including shipping. Well, they have to make some profit on spare parts somewhere, don't they?!" Flexible hose is clearly marked "Nicht für Bremse/Not for brake". Cynical old sod I may be, but try this: SAAB/GM intentionally makes the clutch hose of poorer quality than a brake hose so that it will fail (planned obsolescence) and thereby provide some residual income.

Angry? I certainly am - this could easily have happened to Glen (my wife) at night/ in the rain/halfway between Phoenix and San Diego. What then? Rape? Murder?

Even angrier am I that this catastrophic failure in a car trumpeted for safety con-

sciousness causes all fluid to be pumped out of the COMMON BRAKE AND CLUTCH RESERVOIR as the driver's brain boils, stamping the clutch pedal in disbelief wondering why it won't disengage, and running over the child who just ran off the sidewalk without looking. Even I did this (stamping the pedal, that is, not running over anyone, Thank God), and my early education (father was a precision engineer) quickly told me what must have happened. Tell me this cannot affect brake operation; you guessed my response: Prove It, Sunshine. My confidence is shaken, you're now on the defensive. As it happens, I had returned from San Diego only one day previously (780 mile round trip). Lucky Man.

Solution? I shall not have the junk SAAB part fitted. I shall find someone who makes up brake hoses from scratch, and have a duplicate made with the very best quality BRAKE flexible hose - heat-resistant too if I can get it. In terms of quality I shall be looking for something that might be fitted to a Hummer, say. Or a huge truck. When my clutch hose is replaced, I intend it to be for the life of the car, or as near as I can get. The SPG is such an outstanding wonderful car apart from such idiocies - the clutch pedal pivot is another, but not dangerous - that I had almost given up the idea of a 1960s Maserati. But I do not regard hydraulic hoses as consumables. To be sure I shall also blank off the clutch supply from the brake/clutch reservoir so it supplies ONLY the brakes and install a SEPARATE CLUTCH FLUID RESERVOIR. You know, like everyone did in the 1950s. Tell me they were wrong. I hope Ken at B & B will be kind enough to refund me for the (choose adjective) SAAB part. He runs an SPG himself and has been very understanding until now.

My advice to club members - do the same. If you would like me to investigate having a batch of proper hoses made to remove this threat from yourselves and your loved ones and stop people putting their profit above your safety at the same time, just let me know.

Recall? - yes, in my humble opinion the potential seriousness of the consequences certainly warrants a recall. My car is broken down, off the road, and I would have had a huge towing bill if it had happened in the middle of the desert just two days earlier.

Saab Swap

9⁵, 9000 For Sale

2000 Saab 9⁵ SE TURBO V6, Auto, 4 Dr. A/C, PW, PDL, P/Srf, Frt & Side ABGS, Traction, Ht Seats, Harmon-Kardon St. Cass/Cd, Alloys, ABS, Cruise, Frost Gray (Special Paint), Tan leather, 5K Original Miles, \$28,900, STK # SY016499. Imports Unlimited www.luxurycars.com (203) 284-8989

1999 Saab 9⁵ Turbo V6, Auto, 4 Dr. A/C, Cruise, Frt & Side Bags, Traction, Ht. Seats, St. Cass./CD, Alloys, ABS, Leather, Vent P/Seats, Frost Gray (Special Paint), Tan leather 18K Miles, \$26,900. Stk# SX036569, Imports Unlimited www.luxurycars.com (203) 284-8989

1999 Saab 9⁵ SE, 3.0L V6 Turbo, silver, automatic, 19,000 miles, with charcoal leather. 9-speaker Harman/Kardon stereo CD & cassette, memory seats and mirrors. Sport mode A/T and electronic throttle ... quicker than the manual. active head restraint, triple load path front structure, pendulum B-pillar and 2-stage side air bags. Fun to drive, beautiful and safe. Purchase for \$28,400 or transfer lease. Lease: \$521 per month, 32 months left: I WILL PAY THE FIRST SIX MONTHS OF LEASE! Christian S Rosa, San Diego CA cs_rosa@pacbell.net (858) 536-1076

(Epilogue)

Ellis Racing in Phoenix made me a proper Kevlar-lined, stainless steel braided flexible clutch hose with Goodridge unions which I expect to live "for ever". Since there is no longer any ballooning of the hose when I hit the pedal, the clutch goes RIGHT out, and the gearchange is smoother (I had Red Line Manual Transmission Lubricant in already long since).

*Martin Eatough
Scottsdale, AZ*

You can reach Ellis Racing Enterprises at 602-278-0450. You can also purchase a clutch line with a stainless steel braided flexible hose from NINES advertiser Paragon Performance, at 800-270-0333.

All vehicles with hydraulic clutch release mechanisms that use a common brake and clutch fluid reservoir are designed so that fluid loss through the clutch leaves adequate fluid in the reservoir to cover the brake master cylinder. The basic assumption is that once the clutch no longer works, the car will not be driven very far or very long, so naturally there is insufficient fluid to compensate for pad wear or any brake system leakage which may exist. But there's plenty left to stop the car on its way to the shop. -Ed.

1992 Saab 9000 Limited "Griffin" Edition Turbo, green, A/T, 43,350 miles. Has never seen snow. Power ABS, power seats with memory, leather, ACC with rear AC and heat, moonroof, AM/FM/CD Stacker etc. Major service recently at local Saab garage, 100% ready. Service records and Carfax on request. \$11,900 Contact: Rick Nebel, Red Hook NY mebel@schradeknives.com (845) 758-0906

9³, 900 For Sale

1999 Saab 9³ Turbo Conv. Auto, A/C, 2 Dr., Dual Bags, ABS, Cruise, Heated P/Seats, P/Drlocks, P/Windows, AM/FM Cassette/CD, White/Charcoal, 18K miles, \$23,900, STK #SS0019. Imports Unlimited www.luxurycars.com (203) 284-8989

1999 Saab 9³ Turbo Auto, 5 Dr. Cruise, P/Srf, PW, PDL, Alloys, Traction, Ht. Seats, AIRBAGS, ABS, St. Cass., 24 K Miles, Silver/Dk. Gray, \$17,900. Stk# SX033402, Imports Unlimited www.luxurycars.com (203) 284-8989

1997 Saab 900S 5-spd, 5-Dr., Dual Bags, ABS, A/C, Heated P/Seats, P/Drlocks, P/Windows, P/Sunroof, AM/FM Cassette, Gold/Tan, 54 K Miles, \$12,900, STK # SV050727. Imports Unlimited www.luxurycars.com (203) 284-8989

1995 Saab 900S, black, automatic, 90,000 miles. Damaged in front from low speed collision with truck. Runs and drives fine. 5 door. Tan cloth interior. AM/FM Cassette, AC, PW, Pwr Sunrf. \$7800 Justin Loeber, Chappaqua NY justin.loeber@boxlab.com (914) 806-3931

1994 Saab 900S Convertible, black, standard, 107,000 miles. This is the last model year for the classic body style. One owner, good condition, Taupe leather interior, financing available. \$8,550 TSN Brad Curlee, Round Rock TX bcurlee@flash.net (512) 219-9533

1991 Saab 900 Turbo Convertible. Cirrus white, grey leather, black top. 90,000 miles. Manual transmission. Ice cold air. Power top, windows, mirrors and heated seats (never used!); central locking, ABS, Clarion cassette w/equalizer. Hardwired radar detector and cell phone antenna. NEW Goodyear 195/60R15 tires, front brakes and SRS clock spring. Non-smoking. No dents, rust, misuse or surprises.. Can arrange delivery, or justify your trip to Disney World! \$8,900 Tim Stoops, Brooksville FL s2ps@atlantic.net (352) 799-9912

93, 96, 99, Sonett For Sale

1976 99GL 4-door restored. Also lots of parts for 1976 models. Make offer. ALSO 1987 900 3-door. Make offer. Lyle Woodruff, Maxwell, IA. (515) 967-6673 or (515) 387-8916.

1973 Saab Sonett, 2nd owner, 85K miles, equip w "Saab Air Conditioning". Fiberglass body complete and vgc. All glass and drivetrain complete and gc. Interior complete and fair condition. Steel frame poor and rotted in areas. Best offer/need to sell. Craig Allen (810) 629-8634.

1970 Saab 96 V4 daily driver, strong and fast, 85K original miles. Dunlop's and new Hakkapelittas fly to St. Louis, drive it home, \$3250 .. (636) 916-1655 carl44@aol.com

1957 Saab 93 Split windshield model. Needs Restoration. some rust in floor, garaged last 12 years. Rebuilt 750cc engine, spares. No title. \$1200 obo. Cary Wheeler, PO Box 61, Keene, VA 22946 (804) 286-3653 after 7 EST.

Parts, Miscellaneous For Sale

Saab Parts, 57-85. Lots of 3 cyl mechanical and body parts, some V4, 99,900 parts. Several complete cars also. send SASE for list and needs. Cary Wheeler, PO Box 61, Keene, VA 22946 (804) 286-3653 after 7 EST.

900 Parts for Sale 900 AT shifter, \$20. 900 16V EZK distributor, excellent, \$60. Distributor, non-EZK, \$40. 900 factory sway bars complete, \$100 obo. 900 BW Type 37 auto trans, rebuilt but needs attention, \$150. 16v 900 PS unit, complete, \$100. 16v NA head, excellent shape, new valve guides, recent chain incl., valve grind and shave 15K ago, \$350. 900 heater core, \$20. 900 wiper assembly, \$20. All parts plus shipping. Jim Laman, Holland MI. lamanjim@juno.com, (616) 335-5215 home or (616) 654-3549 office.

Saab 99 Parts for sale Driver's side front seat, reupholstered, really good condition, light brown. \$25. KJ Strack, Pittsburgh, PA. (412) 221-3252.

European Headlamps, Sale, New OEM E-Codes w/ bulbs+brackets: 900 (7/93+): 7@ \$388/pr 9-3: 20@ \$378/pr 9-5: 2@ \$458/pr 9000,i,Turbo,16v '87-'92: 2@ \$394/pr +older models, full-range Cibie/Hella stockist, Visa/MC Contact: Daniel Stern Lighting, Ann Arbor MI dastern@vrx.net <http://www.danielsternlighting.com/> (720) 987-4777

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 (206) 720-3077, or Toll Free (888) 380-9277. Alex Voss, 4850 37th Ave S, Seattle, WA 98118.

Snow Tires for Saab 9000. Four Gislaved 185/65 R15 snows on steel rims. Low mileage. Can be studded. \$450 plus shipping. Jonathan Smolen, San Francisco CA jcsmlen@aol.com (415) 396-3246

4 Gislavad Snow Tires & 1 Clarion Radio/tape deck Tires - 185/65 R15 M+S 87T on steel rims, good condition 9 moderate years of winter use. \$250 for all four + shipping. Radio - clarion model Q2 73 045 excellent condition \$95.00 + shipping fits 900S '88 and newer. Doug Hawn, Rochester NY DougHawn@Gateway.net (716) 482-2499

We have **alternator brush pack and bearing kits** in stock for the Bosch alternators for the two stroke and V4 Saabs. Call/Fax Jack Ashcraft at (541) 779-0731.

Classifieds continue on Page 42

Norma and I hope that all our readers had a safe and joyous holiday season, and we wish the best for all of you for the New Year.

It was quite an experience preparing the Index for issues 240 through 248. NINES has covered a lot of ground in those 18 months, and I certainly plan on covering at least as much in the coming issues. If there's one area where we could use more stories, it is with the Classic 900 model. Judging from the membership forms I receive, this is the most commonly owned model by the members, and for good reason. Its long production run, including the mid 1980's when Saab racked up its all-time best sales results, makes it the largest selling model so far in Saab's history. Meanwhile, its durability and ease of repair has kept a great many of those cars on the road, and its age makes it widely affordable. For those of you who are restoring, repairing, and enhancing your clas-

NEW Ford industrial V4 1498 cc converted to street use. F4 cam, light flywheel, 34 series Weber carb, hard exhaust valves & seats, magnecore plug wire set, street distributor with Pertronix unit. Only one left. \$2500 plus crating and shipping. Jack Ashcraft, 5305 Dark Hollow Road, Medford, OR 97501. Phone/Fax (541) 779-0731.

Saab 9000 cupholder \$23.55 including postage. Used cupholders, modified to fit the 9000 DIN slot. Remove your ash tray or equalizer and install. I will include detailed installation directions. Personal checks, money order, paypal (use visa mastercard here). Also will fit 900 radio slot. TSN Cris H Dahlgren, Jamestown NY Spuddy98@madbbs.com <http://www.madbbs.com/users/spuddy98/cup/cup.html> (716) 664-4879

Wanted

Wanted - 1996 or 1997 900 SE Turbo, 5spds, max. 50k, non-smoker, clean interior, for sale either in the state of Washington or Oregon, price: \$15,000 max. Valerie Berset-Price, Hillsboro OR bersetprice@msn.com (503) 466-5213

Saab 96, 1961, 1962, 1963, or 1964, restored or good to excellent condition, or parts car to restore my 1962 Saab '96 with. (330) 624-7506 (Ohio) or lwpeart@hotmail.com

Tan Thermoplastic Mats for 1979-93 900. Must be in good condition. I have blue and black sets for possible trade. Patrick Henderson, Portland, OR. (503) 735-4604, leave message.

Items marked "TSN" indicates that a Photo is available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/>

sic 900 Saabs, take a few photos along the way, jot down what you are doing and send it in.

The story about the new V6 diesel engine in this issue, and the story about Saab's direct injection gasoline engine in our previous issue, show an interesting trend in Saab's engine programs. Just as Saab's new chassis are now developed from foundations created within GM as a whole, so too are the new engines developed from foundations created within GM as a whole. For sure, Saab is not taking other people's engines and sticking Saab logos on them for their cars. Saab is applying its own considerable know how in combustion technology, electronic engine controls, and turbocharging to create unique and technically advanced powerplants. This is done in the same way that Saab applies its own considerable know how in building sporty, yet safe handling and crashworthy bodies and chassis to create unique and technically advanced vehicles. I will be writing more on this subject as the "Saab Utility Vehicle" and the next 9³ enter production.

Continuing with the diesel article, I have mixed feelings about the prospects for a diesel 9⁵. On one hand, it gives an immediate and substantial boost in fuel economy, while providing a level of performance which should nearly match the V-6 gasoline engine. The engine's industrial heritage, having been originally designed by and manufactured by medium duty truck maker Isuzu, points to a product which is likely to have envious durability and reliability. On the other hand, Saab's direct fuel injection and variable compression gasoline engine technology may provide most of the fuel economy associated with diesel engines, but without the fuel smell, the heavy construction, and the difficult cold weather starting characteristics of diesels. But back to the one hand: I like diesel engines. If I bought a 9-5 and Saab's V6 diesel were an option, that's the one I'd get. If you feel that way too, write to Dan Chasins!

A lot of this issue was devoted to the issue of timing chain wear and failures in Saab's 2.3 liter engines. Owners need to be aware of the tendency of these engines to need replacement of the chains, and sometimes the sprockets, or "gears" as they are called in the book. I stress that it's a tendency, not a certainty: there are plenty of

high mileage Saabs that haven't needed their chains replaced. Technicians who service Saabs need to be even more aware of that tendency, and ensure that the cars they service are appropriately checked for chain and sprocket wear as they acquire mileage. Waiting until the chain actually fails worsens a somewhat expensive repair into a very expensive and inconvenient repair. Remember Norma's "Simply Saab" column about listening to your car's language? If you don't understand "timing chain" language, be sure to have someone who does listen to what it is "saying."

There's been a lot of activity lately by the local clubs, and we're glad to see it. There was even more that will be in the next issue. At the first annual "Swedish Car Day", held at the Transportation Museum in Boston, Massachusetts, the fledgling New England Saab Association helped Saabs outnumber Volvo by several times. This is what NINES is about - enthusiastic Saab ownership. We publish the list of local clubs and contacts in every issue. Join in and contribute to the activities of the club near you, and if they are inactive, step in and help revive the club.

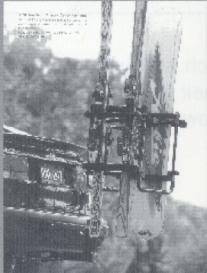
Finally I'd like to remind everyone again to please notify NINES when you move, or if you are "temporarily away". I get magazines back every issue. People have moved and not notified NINES, or people have moved to their summer or winter homes, only to have NINES come back to me. If you will be moving but don't know the new address yet, tell us! If you will be away for an extended period, tell us! We'll keep your magazine safe and dry, and send it on to you when you get settled.

In the same vein, when you renew your subscription, please write down your email address if you have one, or at least your phone number. We had one subscriber whose NINES was returned to us with the dreaded yellow label marked "no forwarding address". It turns out there was a substitute postman who delivered his NINES to the wrong address. The recipient noted that it was the wrong address and gave it back to the Postal Service, who then sent it back to me! Fortunately we had an email address, so the issue was quickly resent. Without that email address, or a phone number, we would have believed the yellow label, removed the subscriber from the mailing list, and waited for the "Where's my NINES?" letter.

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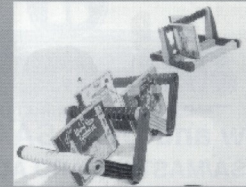
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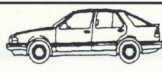
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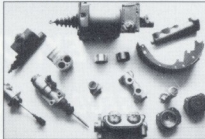
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