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2001

Nines

The SAAB Club Magazine



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Front Cover: The 9⁵ Runway Friction Tester

Photograph by Larry West

Cover Wrap: The 900 Runway Friction Tester

Photograph by Larry West

Letters

More on Timing Chains

Well, the original 2.0 that was in the 9K has 420K miles. It still has original chain: no noise, still runs. The 2.3 that I put in its place had a complete rebuild, including a new chain, etc., when I put it in the car. It has been little more than 81K miles since then, with no cam chain noise and only normal balance shaft gear noise, the same as when it was first started. I'm a firm believer in very frequent filter changes, and full synthetic oil.

I've always used the Mann oil filters, and change them out every 2K miles, while the oil (full syn.), is changed every 6-10K miles, depending on how roughly the car is used, such as how much towing, etc. I was using Motor Guard, made in CT, by the people who made the 2 stroke Saab oil, and I've always used 20W-50. Now I use Valvoline full synthetic, 20W-50. I'll bet the chains, etc, will go several hundred K miles with no problems.

As with the engine, I change the automatic transmission fluid more often if I've been towing, from as short a mileage as 8K to maximum of 15K miles. To clear things up as far as the mileage on the trans goes, it has had it's moments. The usual valve body springs and governor O-ring have been replaced, and a Sprague (*one way clutch - Ed*) went away once, causing a big flair-up between 1st and 2nd. I believe it's always easier to fix than buy a new car. Even now, with all the miles on this car, it's way less expensive, and less time consuming, to repair it than to replace the car and then make its replacement the way it needs to be to make a person feel good about what he is driving. This is an old car by most people's standards, but even if I get the last 9K built, I'll be looking at the same dash, and out the same windshield as I do now, and the car is "modified" to my satisfaction. Always remember that oil is cheap compared to anything you can do to repair the engine/trans.

I guess what I'm saying is, the car will hopefully be in my care for a long time to come.

*Bud Clark
Orange, CA*

For the mathematically inclined, you are correct. Bud Clark's 9000 Turbo currently has in excess of half-a-million miles. -Ed.

Hi Stephen,

Here is my 2 cents worth of information about timing/balance chain wear. I'm working at what I guess is the biggest independent SAAB/Volvo shop in Los Angeles: The Swedish Car Clinic. Check our website at www.swedishcarclinic.com. I've specialized in SAAB's for the last 10 years here in the States and so far I have only had problems with the 900 non-turbo 2.3 L 1994 - 1997. In the last year I have replaced 4 sets of Timing/balance chains, but never had any problems with the 2.3 L in the 9000 or the 2.0 L turbo. Sure, I have done quite a few timing chains/tensions on B-engines (1970-1980 900 and 99), H-engines (1981 and later 8-valve 900) and 16 valves, but most of those repairs were due to old age and/or lack of oil changes. It's only now that it seems to be a pattern of some kind. One thing I noticed is that the tensioners for the balance chains I've replaced have been very easy to push in. The one-way ratchet seems to have lost or dulled the teeth. Even a new one is very easy to push in. It's supposed to be backed up by oil pressure from behind, but if that isn't enough, then the chain starts to wobble, wearing the guides and sprockets. On two of the engines, I had to replace the whole oil pump unit and front cover due to major wear from all particles circulating with the oil before the oil filter picked them up. The sooner you do it, the cheaper it is for the customer. Still, this doesn't answer why I haven't had problems with all balance chain engines. It could also be a crappy batch of sprockets that was installed in a certain group of engines, like the major corrosion problem with the 2.1 L non-turbo engine.

Well, anyway, I just wanted to say "Hi, and thank for a good magazine. " I have subscribed for several years now. I ordered all the back issues when I subscribed.

*Anders Johannesson
Los Angeles, CA*

Family Portrait

WOW!!! What a surprise we had this week!! My husband David hit the jackpot - he received two of his favorite publications - Practical Sailor & the first issue in '01 of NINES magazine. As soon as he saw NINES, he said, "See ya later." Not long after, I heard, "Oh my gosh", then, a little louder, "Oh my gosh", and finally, "Oh my gosh, Sue, you have to read this!"

When what to my wondering eyes should appear, but the story I sent to you about our love affair with SAABs!!! I had no idea that you would print it when I wrote to subscribe to NINES! It was indeed a BIG surprise!!

That has prompted me to send you this picture of us all (see attached.) It was taken last September. Although we could be classified as a close family, we are not quite, well, as oddly close as it might appear. We normally do not dress in like attire - Really!! We are only dressed alike (black tops & khakis) because Shannon - (remember, she's the favorite oldest daughter) - was home from Jackson Hole for a visit and we took advantage of the opportunity to have some family photos done. We had just returned from the photographers, and our neighbor urged us to have some fun & do a picture with us & the "pets". So here we are (minus the photographer - Shannon). Looking at it from left to right: Heather & Bob; David & Tucker (aka The Sweet '88); Sue & Anna; & Kristin & Betty.

I couldn't resist the opportunity to share with you what has really evolved into chapter II of the story. I'll be sure to let you know if there's another.

*Sue Scarlett
Breeding Hills, MA*



The Scarlett Family and their Saabs

More Power?

I have read the editorial in NINES #249, and would like to comment on the assertion that Saabs need more power in their base engine. I have no doubt that the newest iteration of the B235E (*Saab's internal designation for their 2.3 liter low pressure turbo, the engine used in the base 9⁵ sold in the USA and Canada -Ed.*) has plenty of power, and especially, plenty of torque to put the 200+hp competition in their place. But once again, I feel like SAAB is giving its target buying audience just a little too much credit. Many people will not defect from Acura and BMW to SAAB just because the new Acura CL-S commercial they see every day on prime-time-TV makes sure to point out that this vehicle has a 260hp-rated motor. Immediately after this commercial, the new Sable commercial comes up touting 200hp. What is going to happen in the viewer's brain when he visits the SAAB dealer? First, he'll be displeased with the high prices, and then he'll see that all that money is getting him only 185hp. "See 'ya!"

As it stands, the 9⁵ Aero automatic has the best chance to steal market share from the competition. I'd highly recommend the purchase of the 2001 Road Test magazine from Road&Track. The head-to-head comparison of the 9⁵ Aero auto and the S80 T6 (performed in Death Valley of course!) is quite enlightening. By the numbers, this SAAB out-handles, out-brakes, and even out-accelerates all the American luxo-sedan competition, as well as the MB C320 and Lexus IS300. Even the clear T6 powerplant and rear-leg-room advantages are not enough to rain on SAAB's parade. The Q-word (*that would be "quirky", a word used by magazines in most Saab reviews ever since the first front-wheel drive, 2-stroke 93 was introduced to North America -Ed.*) was noticeably ABSENT, unless you count their lukewarm reception of the 17" Aero-wheel-design. The stupid-looking multi-spoke T6 optional 17-inchers were, of course, fine. For ONCE, the SAAB came with better tires than the car it was up against. Is that even POSSIBLE? Might I add that if this test were a 9⁵ LPT V6 vs. the T6, the Volvo would have certainly come out as the winner!

What I'd really want to recommend is that SAAB offer exactly ONE engine to the USA market, in 9⁵ cars, with both manual and automatic transmissions. This would of course be a 250hp B235R! (*Saab's internal designation for the high output turbo 2.3 liter engine used in the 9⁵ Aero and 9³ Viggen -Ed.*) Even if the torque remains exactly the same as the 230hp version, an extra 20hp would be a huge marketing bonus. If there MUST be less power in the base car, down-tune it via software ONLY. Then make the high performance ECU-calibration a \$2k option. "Base" would have the minimum-acceptable set of electric accessories. All luxury and sport options would be available at extra cost. "SE" would have all possible luxury features standard, costing less than a loaded-up base. Sport options would be available at extra cost. Aero would keep it's current configuration: loaded with sport and luxury features. All models would have an automatic, and a no-charge manual option.

Luxury options would include things like leather, seat-sucker-fans, seat heaters, electric/memory seat controls, a kick-ass sound system, OnStar navigation, etc.

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What I've Carried in my Saab

Sport options would include 17" wheels, big brakes, free-flow exhaust with cool tip-selection, sport-tuned suspension, various external cosmetic details, maybe special paint-colors, etc. Who's gonna complain that the base motor is TOO POWERFUL?

SAAB may sell fewer Aeros, but the increase in base-model sales will far outweigh this. Most importantly, market share and brand awareness will grow like never before, because there will be no other competitor with the same available combination of price, performance and safety. It would NOT cost more to put the R-motor into the base car than the E-motor, because both engine variants have pretty much the same components. Even if certain "R" components cost more to produce/procure than their "E" equivalents, inventory savings from the differentiation-reduction alone would easily make up for this.

David Prantl
Cordova, TN

A couple of observations. For 2001, the only components in the "R" engine which differ from the "E" engine are the higher flow turbocharger (and parts where its coolant and lubricant flow requirements differ from the "E" engine) and the "Nimonic alloy" exhaust valves. For the "R" engine to reach its rated output, the owner must use the high octane "Premium" fuel. Finally, the "R" engine's torque rating is reduced when used with the automatic transmission. Perhaps a purchaser could be asked to choose between a "regular fuel" model, with lower torque and power ratings, and a "premium fuel" model, with higher torque and power ratings. -Ed.

It's in the blood

I chuckled over the account of your encounter with Jay's son (*Looking Out, NINES #249 -Ed.*). One day when I was down there (*Dave Towell Saab, Akron, OH*) a truck came in from somewhere, had a front clip from what looked like an old 99. Well, he was all over that junk like he'd just discovered gold or something, so he must have a project going somewhere. Guess it's in the blood, poor kid...

Jeffery Sutherland
Akron, OH

The Saab was neatly loaded with good visibility out both rear side and back windows. The front seats wouldn't totally recline, but we were very comfortable for the 998 miles from Kentucky to Vermont. But all you see on the ground (*in the lower picture - Ed.*) was under the water tank. Our mission was to work up the 8-10 cords of winter wood for a cook and chunk stove, and install a new holding tank in the cellar. Both of us were a little thinner two weeks later as we left for Kentucky, mission complete.

The water tank is still in service, as is the 1984 Saab 12 years later. The auto transmission is gone, and a manual transmission is in its place. Note: in 1999 we went to Sweden and picked up our 1995 9^s sedan. The only way we could put that water tank in it is to cut the tank up.

Chris & Allen Hockman
Brandenburg, KY



Chris and Allen Hockman and their loaded up 900.



All this was put away in the back of the Saab.

Wild and Crazy

On Bringing Home Vintage Cars and Parts

Spring of '84 following a snowy winter in the mountains of New Mexico, a road trip to California in the '82 900T seemed a very good idea. The first stop was San Luis Obispo to look at a '65 MC 850 for sale. I agreed to buy it and would fly out in a few weeks to drive it home. Then to Auburn (a bit NE of Sacramento) where I first met Dan Rasmussen from whom I bought parts from a parted out MC 850. Crammed as much as possible into the 900 hatch back. Noticed strange wear patterns on the rear tires when I got home and wound up leaving the car at the former Albuquerque dealer to have the rear axle rebent.

I flew to San Luis Obispo. My luggage flew as far as LA. I arranged to have my bag waiting for me in Santa Barbara, did the deal on the 96 (License plates "65 SAAB"), headed down the coast to Santa Barbara and got the bag, turned inland over the mountains, and decided to spend the night in Victorville where I got in too late to get fed at Chucky Cheese next to the motel. The engine had been running a bit cool of normal.

Early next morning I am less than an hour on the highway to Barstow when the dreaded 2 stroke engine seize happens. Arghh. Helpful motorist stops by, offers to call a tow and gives me a couple of oranges. Towed to Victorville, Greyhound to LA, flight to Albuquerque, shuttle to Santa Fe and got a friend to drive me to Los Alamos. Next week busy with buying and installing tow hitch on 900, buying new rear tires, finding a place where I could rent a tow dolly, and worrying about the oranges decaying in the MC 850 sitting in the Mojave sun. The next weekend I am off to the Bullhead City U haul on the Colorado to pick up the tow dolly. Wish I had had the advice about lowering the tire pressure on an empty dolly as I was watching the dolly bounce all over the Needles freeway in the rear view.

Strapped up the 96 in Victorville and headed out the next morning. The oranges were not too bad. The 900T spent some more time under boost than usual and fuel economy was down. The only anomaly was when I stopped at the rest area just after La

Bajada (a long uphill just south of Santa Fe). I popped the hood and found the plastic knob on the transmission dipstick was melted. I had no problem from not covering the windshield with cardboard (a hockey puck caused a problem many years later).

With a motor transplant from a '66 96 I had driven from Tacoma the year before, the California car was my daily driver for years. Its early life by the sea probably contributed to the rust it is now showing. The cheap paint job it had before I got it is now loudly proclaiming that you get what you pay for.

I could not fit everything from Rasmussen's parted out 96 into the 900 that spring. That summer I stopped by after a meeting in Palo Alto and loaded doors, fenders, and air cleaner. A wasp nest was in the air cleaner. When the wasps were discovered around Fallon, NV, my attention was distracted and the subsequent emergency maneuver resulted in the 900 "on the roof." Another unexpected flight home.

*Kenneth A. Van Riper
Los Alamos, NM
Originally published in VSAAB.*

Saab in Cuba

While taking a photography course in Cuba, a friend of mine spotted this old 93. There's no telling what's under the hood since an inspection of many vintage American cars showed them to have been retrofitted with Eastern European engines. In any case, you have to admire anyone who's managed to keep a vintage Saab on the road in Cuba, where spare parts are probably impossible to find or import.

Michael Fremer



A Saab 93 of unknown vintage sharing the streets of Cuba with a mid-'50s GM car. (1957 Pontiac? Write if you know!) Photograph by Allen Perkins



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Unreal! I finally finished five months of bodywork on my 1961 96, AKA "Puttius Maximus" and can't find a local yocal to give her a respray. I damn near got frost bite this morning hooking the car up to the tow dolly. Then I spent three hours driving from body shop to body shop to get estimates. The car is a rolling shell, no glass, no lights, no nothing. All that needs to be done is a little more sanding, some masking and shoot it. This is what I was told:

Body shop #1- "Sorry, we don't shoot whole cars no more, just do crash damage, no money in shooting whole cars."

Body shop #2- "Sorry, we're too busy to paint whole cars, besides it's a pain."

Body shop #3- "We don't do cars no more, just commercial trucks, car people are too picky."

Body shop #4- "Sorry, I'm backed up till Spring, I would do it (for \$4000) but I'm

short on help. I pay \$25 an hour to my body men and they leave as fast as I hire them. I'm desperate for a few experienced workers. Know any?"

Body shop #5- "I wouldn't paint that thing. What is it?"

The car is back in the garage, covered with salt spray, thank you very much. I guess I'll clean her off before she starts rotting again!

*Bruce Turk
Walden, NY*

Bruce finally found a person to do the work so the painters among our subscribers don't have to contact him.

Bruce also wrote, "I got a ton of e-mails today with advice, most said something like 'why the heck don't you do it yourself!' Answer: Once in a while it's nice to take some of that money I earn every day to pay someone else to curse at my car."

This story was originally published on VSAAB, the vintage Saab list.



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Ramblings and Demands

by Phil Lacefield Jr.

Phil's Excellent Adventures, Part Deux

When last we left our steaming 5 door 900, your fearless columnist was standing at the JB Truck Stop in Siebert, Colorado, 155 miles east of Denver and wondering just what the hell to do next. The drive from Salt Lake City in the free 5 door had so far been uneventful, with the exception if the second-gear, 20-MPH crawl up and over Vail Pass and the Eisenhower Tunnel on I-70, which did not bode well for the continued life expectancy of the weary turbo in the transplanted H motor. Indeed, as I stood watching small oil fires erupt outside the spark plugs (since every possible oil seal that could be leaking on the H motor was and had, giving the engine the look of having been dipped in candy), I wondered just which water channel on the head gasket had blown, and just how the wonderfully helpful tractor trailer mechanics at this forgotten truck stop were going to help me get back on the road. With a thousand miles yet to go between where I stood and the Ohio border, I was well and truly screwed.

Alas, along came Bob. Bob owns a flatbed tow truck, and within half an hour of my untimely stop, the black 5 door was forlornly strapped to the back of Bob's flatbed, and we were back on the road, headed west. A few well-placed phone calls to my dear friend Tom Nelson, whose palatial estate sits on the side of the mountain just off I-70, had started several balls rolling at once before the battery in my cell phone died and I was unable to explain further. Tom, bless his heart, marshaled the local troops at 8:30 on a Friday night, and managed to find someone who would replace the head gasket on my motor the very next day. What Tom didn't realize was that the motor in question was an H, not a B, so the wrong parts were en route to several garages. None of this became clear until

Bob (who by now had decided that "them Saabs is weird") dropped me off at the Denver International Airport - which just so happened to be along our route to Denver - to pick up a shiny new Olds Intrigue at the Hertz counter and call Tom from a pay phone. Once the confusion was cleared up about just which motor I had, I decided just to leave the poor car in the hands of the fine folks at Mile Hi Saab, where Jerry Danner and his trusty minions would have me ready in no time - once Monday rolled around. Too bad I had to be back in Dayton on that very same Monday. Drat. Tom graciously offered me a bed for the night, and soon I was off, following Bob and the lowly 5-door into downtown Denver.

Once the 900 had been safely deposited outside Mile Hi (and Bob's 155-mile tow had been paid - thank the gods for AAA Plus!), I made my way to Tom's estate and passed out cold. The next morning I got to witness the splendor of watching elk climb the Continental Divide while eating breakfast, thanks to the huge windows in his living room. After a quick tour of the Garage Mahal, Tom's shining new garage/workshop/hideaway, it was back on I-70 for me in the Olds, a car that really began to grow on me during the drive back to Utah. The announcement of Oldsmobile's demise had been made just the previous week, and I was somewhat disappointed to hear that such a decent car would no longer exist. (*Except for the one sharing garage space with our 9000 CSE - Ed.*)

While pondering this notion (remarkably easy to do, since there really is no radio coverage for the several hundred miles between Grand Junction, Colorado and Price, Utah), my unusually heavy right foot did its magic, and I cruised along US 6 at a steady triple-digit clip. So steady, in fact, that I didn't even notice there was a Utah State Patrol car barreling down on my six until it was far too late.

Said he, a crew-cut, smiling young lad: "Honestly, do you know how fast...?"

Replied I: "Honestly, no, but I know it was somewhere north of 105."

Smiling, he claimed: "I clocked you at 115."

As I gulped loudly and entertained myself with visions of zillion dollar fines and shredded licenses, this freshly scrubbed

lad merely slapped the driver's door and uttered, "You've got a long way to go. Slow down just a bit and make sure you get there in one piece." And walked away.

Once I had attained a somewhat normal heart rate once again, I noticed he was gone, back the way we had come. I stopped for a minute, got out, looked around at the barren desert wasteland around me, and realized that he was quite possibly the only car I had met in either direction since leaving the interstate, some 200 miles back. Was I lucky, or was this a routine transaction out here on the backside of nowhere?

Once back in Orem with my tail firmly between my legs, I endured a night of mild ribbing from the in-laws, right up to the time our flight home left SLC the next afternoon. Once home, I endured weeks of hard-core ribbing from the Turbo! group, who felt that my roadside disaster was simply an unsightly buildup of Bad Karma whose time had come.

Turns out I didn't have long to wait to find out what had gone amiss. Jerry's crew soon found the culprit in a blown turbo, whose oil seals had given up the ghost and proceeded to dump a sizeable amount of smoke-producing goo into the exhaust manifold. Wedging it tight with a wood shim, they assured me that the now turbo-disabled motor was fine and that it was ready to be driven home, should I dare. I have since decided not to tempt fate a second time, and am currently arranging truck transport from Denver to my new house here in Middletown. I think I may well have worked out that sense of adventure I had there - although I hear there's this lovely 96 for sale up in Seattle...naah...

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Forget being realistic with me for a moment and come on in, inhale the fragrant aroma of synthetic injector oil, and have a seat over there on that radiator box. Oops, sorry about that, try the milk crate with those parts in it. Forget it, here's my stool, I'll take that GT-850 seat down from the loft.

Driving through traffic between the machinist and the radiator shop yesterday, I nearly found myself at fault for something completely beyond my control. At fault because it's the law; beyond my control because there are loopholes in the system that cause 'guilty until proven innocent' laws to take form and moulder in the statutes until someone as unfortunate as myself takes the blame for honk-honk screech screech boom. Picture the scenario: two lanes with a quick turnoff lane into a shopping centre, semi-truck in the inside lane, me in the outside, and a compact car in the turnoff. Another compact in front of me decides not to use her signal, pulls in behind the car in the turnoff, I get on the power, she pulls back out (again without signal), HOOOOOOONNNNNNNNNNNK SCREEEEEEEECH. She pulls in; I'm crooked and stopped in my lane. That was the closest WOFSWDN (my faithful pickup truck) has come to needing a new grille assembly, and probably the closest the airhead-driven Escort ZX2 has come to needing everything aft of its C-pillar.

Was it my fault? Travelling 20mph in moderate traffic under cloudy skies and preparing to accelerate up to 40 or 45 to maintain pace with traffic ahead, I came close to rear ending a driver who had not left her lane entirely then returned to it. Had the impact occurred, she would not have had the chance to enter the shopping mall, and with her passenger's witness testimony against me in traffic court, I could well have taken the blame. To counter this, I would have had to round up my own witnesses, who would have had to take time off from their jobs or livelihoods to testify for me, a complete stranger, that the plaintiff failed to use her signal and was swerving in and out of the

turnoff lane. As I said before, guilty until proven innocent. Been here before.

"So what. It happens all the time, accidents do happen," you say. I remember when I got my drivers' license, years of illegal driving down the drains, "this is a privilege, not a right" was still the unofficial motto of the New Jersey DMV. But to most individuals, driving is merely a means to an end. It becomes, along with walking, breathing and eating, merely taken for granted by those who use it for their own ends, and frequently misuse the privilege. Old people driving along public roads, urban, rural, it doesn't matter; left lane hog in their '65 Impala with 47,000 original miles, 25mph in a 45. Putt putt putt. Yuppie female on a carphone in the middle of traffic, hitting the brakes at the last second and cutting across two lanes of traffic in her Civic, no signal, don't need one, wouldn't matter anyway, right? Contractor in his pickup truck loaded down with ladders and paint and workmen in the rear cab doing 65mph down my 45mph street around a curve, I pull the 96 into the ditch to avoid collision, whew.

Recertification of these sorts of drivers would take money away from other programs, I have been told. Programs like what? Extra fire and rescue squads? Urgent care clinics for multiple lacerations at the grasp of your sport-futility-vehicle's double popout cupholder in which you put your cellphone that you swallowed the antenna off of during the ruckus? How about driver improvement clinics for frequent offenders of the D.U.I. and speeding ticket laws? On the D.U.I. topic, they have Work Release programs for two-time losers here in southeastern Virginia. A friend of mine ended up in one recently for a year. "Oh, yeah, it's not too bad, really, it's like a hotel!" Figure 3,000 to 5,000 occupants per annum just in this quarter of the state, in a pseudo-hotel. Never mind welfare cutbacks.

But how? Pull them in off the street on a mail-in schedule or spot checks? Habitually bad drivers would play good for the test; the only real victims of this (and well deserved) would be the sight-impaired and elderly who would prove

the deterioration of their motor skills to the evaluator. Would AARP then launch a war against the state? Would additional old-folks-transport have to be established, dipping into that grey area of funds-otherwise-spent-on-old-age-auto-accidents? Or would state-appointed evaluators be able to pick out the good from the bad no matter what the age group? What would the repercussions then be?

My package plan consists of the following: First, a federally-mandated package to assist states in raising the speed limits nationwide to at least 70mph on interstate highways in non-urban centers. This will keep most "speed-happy" drivers more within the limits. Second, ruthless enforcement and penalty of that speed law when a driver exceeds it by 5mph, on the basis of New Jersey's largely successful move to 65mph. Third, a network of speed cameras and "aggressive driver imaging" not only on Interstates but on dual carriageway and major two-lane highways, especially in urban areas. Not like the one in the Washington, DC area, mind you, which merely sets off one's radar detector, but a system that works. One with enforcement behind it, so that drivers feel the fear of receiving points on a license and a major insurance rate increase along with the ignominious discovery of a speeding or reckless driving ticket in the mailbox. Fourth and finally, drivers whose recent records indicate the need for re-evaluation of their driving privilege should be put in pressure situations with a silent evaluator. If you can't handle the pressure of such an individual riding shotgun, you certainly have no right to drive on my roads.

You may disagree with me or feel that I speak rashly or in the heat of the moment, or shrink from spending precious tax dollars on the conversion costs involved. But consider the long term savings of the same, not to mention the savings in lives otherwise potentially ruined or lost to stupid traffic-related ignorance, which cannot be balanced out by the bureaucrats as "acceptable" losses. At least grant those of us driving vintage SAABs our lives and our loyal steeds their safety.

I was surprised the last time I had Andrews' Inc. work on my car they asked if I wanted to have them change the oil as there wasn't a sticker telling when I last changed it (as I did it myself and I was also waaaay past due). I asked how much, they said like \$15 bucks. Waaay cheaper than last time I had them change the oil. I asked them about it. When they added garage space they installed a new furnace to heat it that burns waste oil, so all the oil they get from oil changes, etc. gets turned into heat for them. They figured, if they lowered the price for the changes they'd keep their supply for heat going. Sounds like common sense to me, eh?

*Chad Payne
Mounds View, MN*

The EPA has allowed approved oil burners to be used to dispose of waste oil. We have been using this method for several years. We are on our second furnace. The first one needed too much maintenance. There are two filters on the unit that have to be changed/cleaned. The one that is changed is treated just like any other car oil

filter (crushed and recycled) and the other is cleaned and reused. Nothing is on the exhaust side. There is no smoke, just vapor going up the stack.

We heat our whole mechanical operation with it. Our body shop and offices are still heated with propane. I think I read in NINES about shops not recycling waste products like anti-freeze. We have done that for many, many years with good success. No waste to dispose of and deal with. Brake fluid is the only fluid that we can't recycle now. We lost our source for that and haven't found another. Besides brake fluid, the other problems are contaminated oil and antifreeze and gasoline which we have to pay to dispose of. We use the settling method to reduce that to a minimum. We can pump off the top or the bottom of the barrel to get the product we want and dispose of the remainder.

Oil change with the proper inspection as should be done reveals the needs of the car. If we charge too much for the oil change, then the cars go to quick oil change places and tire dealers who end up scaring the owner into fixing the maintenance items

which are our bread and butter. The low priced oil change gets the car into our shop and into a proper maintenance schedule, which leads to a satisfying Saab ownership experience. Happy ownership ensures continued business for us!! We are not an exclusive club as some shops have become. It may happen to us, but so far we have been able to keep expanding as the demand has grown. That will have to come to an end if Saab's predicted sales increases come about. We are projecting a doubling in size, sales wise, in the next 3 years. We think that will be our ideal fighting weight and hope to settle there. We need the help of the dealers to keep selling cars to help populate the country with Saabs. We can't do it all in our local area.

HYDROGEN FUTURE

In January, Linda and I spent a couple of days in Iceland seeing the sights. We were surprised to see lots of Saabs. There were 99s, 90s, and even a 900I model. Most of the vehicles had studded tires. Obviously, these are not Saabs that we would

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normally see in the States. We were very interested in the geothermal heat used in this country. After learning a little, we came home and did some research and found this great article on the Motor Age Website. Please read the following article written by Stephen Hesse found on the Lexis-Nexis website.

The future is wherever people are "thinking outside the box," seeking atypical solutions to problems of the status quo. Take Takeshi Uchiyamada for example. Uchiyamada headed the research team that created the world's first hybrid car, the Toyota Prius. "Forget about concentrating on such things as trivial increments in performance or cost cutting," he tells his young researchers. "If you restrict yourself to refining the prevailing paradigm, you will never come up with an earth-shattering idea or technology."

Most of us have a hard time shaking these paradigms. A year or so ago, I was chastised by a reader for suggesting that hydrogen would soon become a viable energy source. He said it wouldn't be

possible for 50 years, if ever. Turns out he was wrong by about half a century. This month, Toyota and GM announced plans to work together on developing a fuel-cell engine. It will be powered with hydrogen extracted from gasoline, and a prototype could be on the road before the end of 2001.

Vindication is sweet, and car makers taking steps in search of alternatives to burning fossil fuels is even sweeter. Unfortunately, reforming hydrogen from gasoline and methane still creates carbon dioxide, the primary cause of global warming and climate change. The future demands a larger leap. In Iceland, for instance, the entire nation is thinking outside the box. The government has announced its intention to adopt a hydrogen-based economy by the year 2030. No oil, no coal, no nuclear reactors: Icelanders are determined to build an economy based on renewable resources, with hydrogen as "an energy carrier." Ideally the hydrogen will be produced from water, using electrolysis to split the water into hydrogen and oxygen. Renewable sources of energy (hydro and geothermal) will be used to generate the electricity needed for electrolysis, and the hydrogen produced will be used in fuel cells that generate electricity where and when needed.

Like I said, ideally. The leaders of this revolutionary experiment are keenly aware there is no guarantee of success. They also know, however, that the prevailing global paradigm of fossil fuel dependence is a dead end, economically and environmentally, particularly for Iceland. As the architect of Iceland's conversion to hydrogen, Bragi Amason, a chemistry professor at the University of Iceland, told Worldwatch magazine (Nov/Dec.2000), "I think we could be a pilot country, giving a vision of the world to come."

No nation is better situated to pursue such a vision. Some might say it has no other choice. Located just south of the Arctic Circle, Iceland is rocky and mountainous, with little green to speak of except moss, according to Worldwatch writer, Seth Dunn. Glaciers cover 11 percent of the 100,000 sq.km country, and most of the population, totaling less than 300,000, lives in a few coastal cities.

Iceland has taken up the hydrogen challenge for three reasons, writes Dunn. First, Iceland is heavily dependent on oil but

has no domestic supplies. Second, great strides have been made in the development of hydrogen-powered fuel cells, making hydrogen economically viable. Third, the problem of carbon dioxide emissions is forcing the world to seek alternatives to fossil fuels in order to counter the threat of climate change.

Despite Iceland's bleak landscape, it has two things in abundance that bode well for hydrogen independence: geothermal energy and falling water. Ninety percent of the nation's buildings are heated with geothermal water, according to Dunn, and only 1 percent of geothermal potential is being tapped. With icy water cascading down from massive glaciers and boiling water bubbling up from beneath the island, Iceland is in the enviable position of producing 99.9 percent of its electricity from these two renewable energy sources.

Overall, writes Dunn, Iceland gets about 58 percent of its total energy use, including transportation, from renewable resources. Still, the country relies on coal for 4 percent of its energy supply and oil provides another 38 percent. Iceland spends \$150 million a year on oil, most of it for transportation and fishing, and carbon dioxide emissions from these two sectors, combined with emissions from metals production, make Iceland one of the world's top emitters of CO2 per capita. For this reason, notes Dunn, Iceland is one of the few industrialized nations that has not signed the Kyoto Protocol on climate change.

Stuck between a rock and a hot place, Iceland is now facing the same realization that all other nations will eventually confront: Beyond fossil fuels, where do we go? Hydrogen is the obvious choice, argues Dunn. It is the most abundant element in the universe, and when hydrogen is used in a fuel cell to produce electricity, water and heat are the only byproducts. If this sounds too perfect, it is. Obstacles abound, including how to economically produce, transport, store and use hydrogen.

As Worldwatch writer Dunn points out, however, hydrogen-powered fuel cells have been used for decades in space travel. Refinements in fuel-cell technology, and the expectation that improvements will continue have made hydrogen the poster child of a clean energy future. In fact, DaimlerChrysler and Royal Dutch Shell are already onboard the Iceland project and others want to be. "Toyota officials

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Professional Perspective

reportedly attempted, to no avail, to take over the project by offering to foot its entire bill and supply all the needed engineers." Writes Dunn.

Iceland plans a gradual phase-in of hydrogen and fuel cells, beginning with a limited number of city buses in Reykjavik, the nation's capital. Hydrogen will be pressurized as a gas and carried on the roofs of the buses, writes Dunn, and since the buses will be able to run all day on one tank, no infrastructure will be needed to distribute the hydrogen. Next, all the city buses will be converted to fuel cells. Phase three will introduce private passenger cars with fuel cells. Initially, these will run on hydrogen extracted from methanol, which unlike hydrogen gas would not require costly infrastructure for distribution. The final goal is fuel cells for the nation's fishing fleet.

There is no doubt that hydrogen will fuel the 21st century, the billion dollar question is whether we will produce, distribute and use pure hydrogen in fuel cells (Dunn calls this the "direct hydrogen" option), or whether cars will also have reformers that first extract hydrogen from gas, methanol or gasoline. The automobile industry prefers reformers because they use fuels that service stations already handle.

Dunn argues against stopping halfway. "In terms of long-term societal benefits, direct hydrogen is the clear winner," he explains. "Once the infrastructure and vehicles are put into place, using hydrogen fuel will be more cost-effective than having cars with reformers, even excluding the environmental gains."

Who knows, Iceland could one day be for hydrogen what the Middle East has been for oil. Then again, if OPEC nations put solar power to work producing hydrogen, they could give Iceland a race for dominance. Now that's thinking outside the box.

For more information see the Worldwatch Web site at www.worldwatch.org. Stephen Hesse welcomes questions and comments at steve@tamacc.chuou.ac.jp

We get caught up in our Saab corner of the world and don't see what else is happening. Saab's two recently announced engine innovations are great, but I hope GM will use Saab for their hydrogen project as

well! Why not? Let's be on the cutting edge.

BMW has started a world tour of their hydrogen-powered cars. They are the BMW 750hL. The ten cars will be making stops in Dubai in February and Brussels, Milan, Tokyo, and Los Angeles to follow. These cars have traveled 100,000 km (62,000 miles) in tests with no problems. This CleanEnergy World Tour will surely bring more attention to hydrogen research and development as well as BMW. Tech Data for the BMW 750hL: bivalent 5.4 liter 12-cylinder V-engine, 0-100 km/h in 9.6 s, max. 226 km/h, safety-optimized 140-litre hydrogen fuel tank with encapsulation,

range with hydrogen: 350 kilometers, additional petrol operation possible. Permanent vehicle power supply from 5kW, 42V-fuel cell unit.

The hybrid electric cars may not be setting the market on fire, but the Toyota Prius has sold more hybrids than all the battery-only powered cars built in the past 30 years. Some of the new plans from various sources are predicting multiple voltages to run different parts of the vehicle. Electric power steering, brakes and other accessories will use voltages of 12, 14, 36, and 42 volts all on the same vehicle. Looks to me like the future is closer than we might think. Come on Saab!!



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Found in a Barn in the Midwest?

No, it was not found in a barn, but rather in the heated garage of Claire Duckham, its original owner, who continued to drive (but never in the snow) and maintain the car on a regular basis. There

To Bid, or Not?

When presented an opportunity to maybe purchase the nicest unrestored 1967 Saab MC850 in North America, what does a long-time classic Saab owner do? Especially when the opportunity comes with a "package deal" that includes two universally popular classics - a 1948 MG TC and a 1958 Mercedes Benz 220S. I immediately said "count me in!" But, as you can imagine, it wasn't that easy. Two weeks, dozens of phone calls, and 86 e-mails later I'm still trying to piece together what happened. I'll relate my thoughts as the story unfolds.

It all started on January 13th as I was just minding my own business, casually reading through my 95 new TURBO, TSN and VSAAB messages when a note from Jon Hochstetter of the Milwaukee Saab Club popped up on the screen: Original Condition 1967 Monte Carlo 850 in Dayton, Ohio it read, etc - Call Bob at _____. So I did! Turns out that Jon had gotten a call from Bob Jameson in Dayton wanting help in publicizing this car for sale, so after calling a few Saab fanatics that turned out to not be in the market for another vintage Saab, Jon ended up putting the message out on vsaab@egroups.com and turbo@secret-secret.com that afternoon.

was no dry rot of the tires and upholstery, no rusted shut clutch and brake cylinders, no seized pistons or rusted crank, and no wasps' nests in the carburetor.

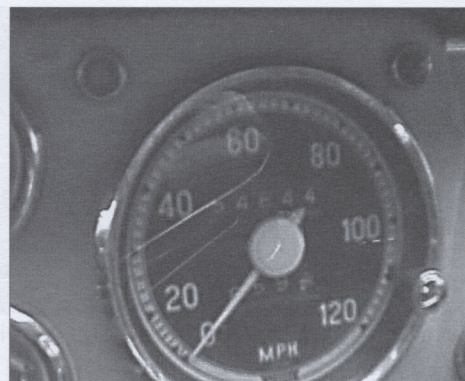
January 12, a Saturday morning, I received a telephone call from Bob Jameson, in Dayton, Ohio, calling on behalf of Mr. Duckham. He had spoken with Jon Hochstetter, who gave him my name and number. The reason for the call was to discern the value of an original low mileage Monte Carlo. I spoke at length with him, giving him the names and phone numbers of those whom I know actively buy, sell, or at least work on vintage Saabs. A couple of hours later it dawned on me that the Internet was the place to publicize this prize, so I logged on. By this time Jon had already posted about the car on Turbo!, Phil Lacefield Jr. was already



Claire Duckham and the 1967 MC850

Not that I needed a third MC850, but at least this one was not white, and I figured maybe I could upgrade my fleet for \$5-6,000 by buying one and selling one. Of course, I immediately found out from Bob that I was third in line to buy the package of 3 cars for \$30K, and second in line for the Saab alone, in case the owner decided to split the package. Seems that the two people ahead of me for the package deal only wanted the MG and the Benz.

The three cars in question were all bought new by a Mr. Claire Duckham, the 95-year-young owner living in Dayton. All three classic cars, along with his 1995 Miata, were apparently kept in perfect running condition by the fastidious owner



54,644 miles on the odometer. Phil Lacefield Jr.'s ample thumb is reflected between 40 and 60 mph.

moaning about the car being close enough to his home that he should have been able to smell the two-stroke oil, and the bidding frenzy was on.

Stephen Goldberger

All Photographs by Phil Lacefield Jr.

in a 4-car heated garage. The spectacular condition of each car is evident once you see them in Phil Lacefield's "web photo album." When I called Bob, the owners friend in Dayton, who was helping sell the cars, he offered to send photos. I told him I suspected that our friend Phil Lacefield, Jr. in Dayton, would be calling and sure enough - before I could get an email to Phil asking for an on-site evaluation, he had arranged an appointment for Sunday morning. He only lives 10 minutes away and was really bummed. These cars were right under his nose, and he had never even been aware of their existence!

By Sunday evening Phil had posted 44 photos and a glowing review of all three cars on his Internet web site (<http://www.lacefield.com/dayton850.htm>). The photos and Phil's captions were being enjoyed by Saab nuts around the world, including yours truly! Phil declared to me privately that you could drive this two-stroke MC850 to any Saab Owners Convention in the country, wash it, and easily win "Best of Show." Of course, after hearing some of Phil's comments, in the mind of Mr. Duckham the asking price for his Saab just shot through the ceiling. The original "Ugly Duckling that Nobody Wanted" in the trio of cars had suddenly become THE hot item in the whole deal. As

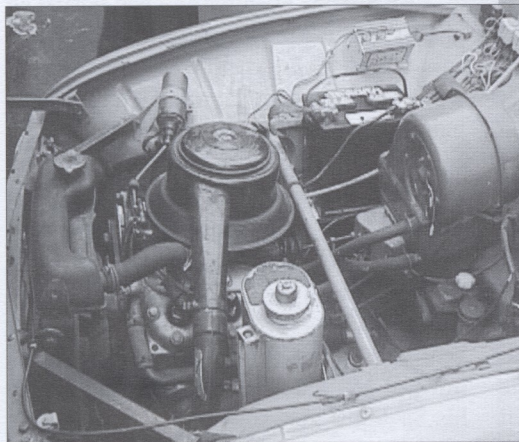


The original tube and wood Scandinavian style roof rack.

Phil was leaving to head home he could see Mr. Duckham and his friend Bob in his rear-view mirror - patting each other on the back as they strategized how to sell the Saab alone and maximize the price.

By then I had become more excited about the MG and the M-B so I was not too happy about the split. I had researched values of the MG at ~\$20K and the Benz at ~\$12K so I figured the MC850 was free if I could only figure out how to be successful on the package deal at \$30K. Dream on!

The next time I called Bob to see where I stood I found out that the two "other" cars were going to a collector in Georgia (one of the two ahead of me in line) for \$25K. The Saab was to be auctioned by phone to the highest bidder among the four of us that had responded wanting to buy the Saab; bidders were identified from Florida, Michigan, Minnesota and Colorado. By then I had mailed Claire and Bob a copy of my "Saab Resume," a spreadsheet timeline of all Saabs I have owned in 29 years, photos of my current fleet, my new garage/shop, and why I would give the MC850 a good home. It never hurts to cover all the bases - kind of



Unrestored original condition, and in excellent condition, MC850 motor.

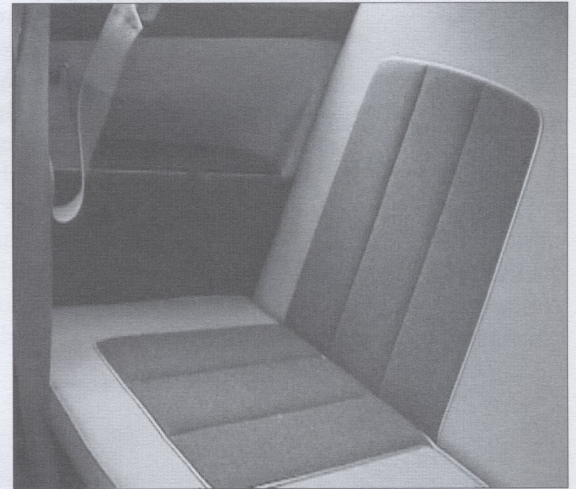
like when adopting a new pet. I had also called and/or E-mailed other Monte Carlo owners all over the world to try to determine recent market prices. I was even able to track down Tom Donney on his 10-week visit in Australia (highest Monte Carlo sale he had was \$8500), and got information from Glenn Ellis in the UK (recent purchase of another green original California MC850 for \$4300.) After Bruce Harbison and Chip

Lamb had carefully reviewed Phil's photos and pointed out a few things, I concluded that it would not be prudent to go over \$12,000!

At the appointed hour on Thursday evening Bob's call came for my one-shot turn to bid. Florida and Michigan bids were both over \$11K and near \$12K, and Minnesota had dropped out. Now we're talking about selling BOTH my other MC850s, my new 99GLi, and adding cash to swing this purchase! The bidding was down to the gun and three thoughts raced through my

mind. When you are about to pay Top Dollar for a collector specimen:

1. Have you inspected the car in person?
..... answer: No
2. Is it the prime, most popular color (red) that would enhance its value with collectors?
.....answer: No
3. Is it really in top concours condition



The back seat appeared to be never used.

Jon Hochstetter notes:

Since I started this whole thing off here's a bit of chronology:

I returned home from work on Friday evening, January 12th with a message from a Bob Jameson about a friend of his who has a rare 1967 Saab Monte Carlo and was looking to sell it. It being 8:00PM Central time when I get home, I figured I would return Bob's call in the morning.

On Saturday morning about 8:45AM (9:45AM Eastern time), Bob called me getting me out of bed (well kind of, I was sleepily watching some home improvement programs on the local PBS station) and we chatted for about 30 minutes about the car and its' heritage. It turns out Bob did some searching on the web and came up with my name from the Milwaukee Saab Club website. I gave Bob the phone number of Steve Goldberger, the erstwhile editor of NINES, who is also

located in Ohio. Once off the phone with Bob, I called Chip Lamb - a known connoisseur of stoker Saabs, Jim Laman of Grand Rapids, Michigan, Marty Adams of Meyer Garage in Iowa and Pat Greer a local Saab dude and Nokian Tyre dealer. Of these four folks, each had a reason not to be interested: Chip was just not interested, Jim has a '67 95 he was trying to sell, Marty was scheming how to tell Annette he was going to buy another car and Pat has a '61 GT750 which is in very nice shape and he needed another collector Saab like more tires. After this round of phone calls, I fire up the Macintosh and proceed to post this message on vSaab and Turbo!:

Subject: 1967 96 Monte Carlo for sale
Date: Sat, 13 Jan 2001 12:04:17 -0600

- 1967 Saab Monte Carlo for sale
- o Car is located in Dayton, Ohio
 - o Original Owner is 95 years old and selling collection
 - o 55,000 miles
 - o Green

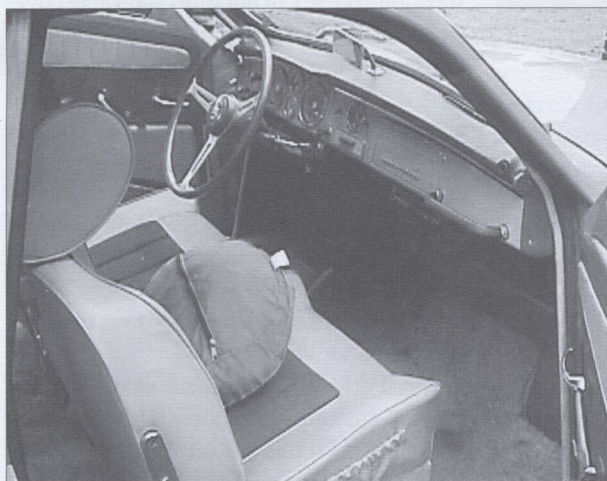
as it sits?

.....answer: No

If I could have answered "Yes" to two of the three above questions I probably would have bid \$12,500 and bought the car. But with three emphatic "No's" I thanked Bob for the opportunity and sadly hung up the phone.

But Wait, It's Not Over!!

I had assumed the winning bidder from Michigan would be closing the deal at ~\$12,000 and picking up the car. Not so. The following weekend he arrived in Dayton to drive, inspect and photograph the car, but he went back home without it. Turned out that a few issues popped up (wipers, fuses, hard starting, etc, etc - nothing major) that convinced him that he would need to spend a grand to fix, so he reduced his bid to \$11K. Bidder's remorse, as Bruce suggested? Maybe, but by Tuesday the sellers were back on the phone to me with another chance to get in above \$11K. By then I was comfortable with my previous decision to not bid, so it was an easy "No Thanks." If the bidding had dropped to \$8K vicinity I would have been back in a heartbeat. Bob thanked me for the insight he had gained about these interesting cars over our many conversations and that was it.



View of the interior

The Florida bidder declined to go higher so the car is still going to Michigan. I have made contact with and congratulated the buyer, and we will be discussing MC850s far into the future I believe, as he becomes acquainted with his new prize.

As I reflect back of the two-week-long opportunity I have many thoughts. Is that really the best MC850 in North America? was Phil's assessment accurate? Do I really care if I have the very best MC850 (- heck, I've got two pretty good MC850's now). Is owning one really fine original specimen better than two restored, but good looking, and drivable cars? Would I be hesitant to drive a rare original on the rutted gravel roads around where I live? Did I screw up by not bidding \$11,500 at the end? And finally, what if I had gotten all three cars? I have always wondered about owning an MG TC/TD/TF since I navigated road rallyes in a friends TF in college in the early 1960's. And driving a show-winning classic Mercedes sedan might also be fun, a 4-speed manual on the column - just like my two-stroke Saabs!

Tom Nelson

Previously Published in the Rocky Mountain Saab Club Newsletter

- o Triple carbs & disc brakes.
 - o Excellent original condition, needs detailing to be perfect.
 - o Has been entered in local events and won.
 - o Driven on occasion. Stored in heated garage. Garage mates are: '49 MG TC and '58 M-B 220S
- Contact: Bob Jameson 937.335.3568 in Troy, Ohio. Bob is a friend of owner & help to sell the car.

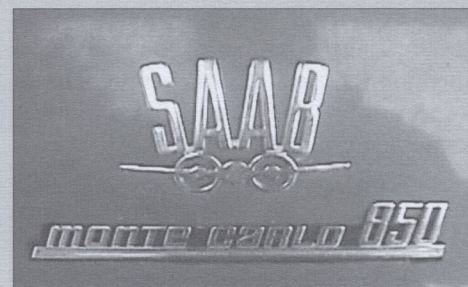
Here's the dig: owner wants to sell the Monte, MG and M-B as a package. Owner had an offer to sell the Monte a year ago for \$5,000 and turned it down. From what I was able to pick up from Jameson they have little information about the Saab other than it was "rare". Asking price is probably high. It's hard to tell without looking. The three cars (Saab, MG & M-B) have an interested party willing to take the lot but really want the MG & M-B.

All the usual disclaimers, blah, blah, blah....

After posting the message, I figure I'm done; sort of. Just to follow up, I called Chip again and talked to him about the car. He said he had talked to Marty Adams and

related that Marty only wanted to resell (I guess Annette said NO!) the car to Greg LeBaron in Minnesota, a gentleman with a few stokers of his own, including a Sonett II (I matched him up with the seller of that car, a former Saab dealer in Illinois, but that's another story). I then called Bob Jameson to let him know what I had done, and he should expect the whole world to be calling him about the car due to the wonders of the internet. Bob said he had talked to Steve Goldberger who had given him names including Chip Lamb and Chuck Andrews of Princeton, Minnesota. I later posted a message to Turbo ! about the car being in the area of "that Lacefield character" and maybe he could be conned into looking at it for anyone interested. I even offered to bribe Phil with the two Saab airplane patches of mine he is interested in. Late Saturday evening, I checked my e-mail and found messages from both Phil Lacefield and Tom Nelson. Phil is kinda peeved that he was so close to the car and had never seen it, he had scheduled an appointment to look at it on Sunday,

January 14, and no, he didn't need my bribe of the patches. Tom Nelson had e-mailed me asking what I knew about the car and how could he improve his "standing" to purchase the Saab separately from the M-B and MG. My reply to Tom was to make a case for his Saabness as it seemed to me when talking to Bob Jameson the owner was rather fond of his toys ...errr... cars and wanted to ensure they would be loved in their new homes. At this point, it was getting late on Saturday and the old Macintosh was shutdown for the night. On Sunday, I'm only an observer to this whole affair I've started.



And From the Lucky High Bidder

My story starts in a cold snowy Michigan winter of 1968. While attempting to plow my 122S Volvo through the 12" high snow tracks left by a brave few, I noticed one lone ranger kicking up the dust and galloping along as if there were no snow or winter. It seemed that this cloud of dust was a rooster tail of snow being thrown up behind only it had this different bluish color. As it went streaking past me, I heard a sound that was only familiar to me while on my hydroplane in the summer waters.

That was my first meeting with a Saab 96 Stroker. "I have to have one someday," I thought to myself. Of course, starting out with a first year's teaching salary and a wife still in school, seemed to help put that low on the: "I Want" list. My career advanced with other educational opportunities and the wife also bringing in the big teacher bucks. That strange little car always remained on the want list, however, I turned south to Germany and started my 30 year love affair with all sorts of Porsches.

Lucky for me, a few years ago, I met Jon Kotila who reintroduced me to the early Saabs. He has his own private stash of early 95s, 96, Sonnets, etc., to share his love of Saab with others. That's all I need to awaken the hidden memories of the "Winter Stroker." My past experiences with cars have been only to find original well kept cars.

And so the search began. Fast forward to Claire's car. A friend forwarded the opportunity of cars being sold and the contact number. I called and made an offer sight unseen except from the description I got on line. I guess the rest is clarification and history. It was stored far away from Michigan winter weather until the end of March, when I brought the car home. I must say it was one fun ride home. On the Freeway it just hummed at 70mph. At the gas station, the 850 sure created a lot of attention for itself. It did everything right for an original 54,000 mile 850MC. I was impressed and just having a ball.

*Denny Zamler
Detroit, MI*

Another Acquisition Tale

I just received the latest Nines in the mail today. The magazine is looking better each month.

Chip Lamb has an article in this month's Nines (#250, March/April, 2001 -Ed.) regarding the issue of cost, quality, and safety/reliability of older Saabs. Basically it's a call to properly maintain older Saabs both the preserve them and to retain a margin of safety in their operation. It inspired me to write this long-winded email.

I thought I would share with the list my recent experience acquiring and having service performed on a 1970 95. Some of you who do all your own work will probably be appalled that I took my old Saab to a dealer for work. I hope to be competent to perform mechanical work on the car someday, but today I am not. So someone else had to be enlisted to evaluate and work on the car. I do most of the maintenance on both my motorcycle and my wife's motorcycle so I have some mechanical expertise.

I purchased the car from an individual through eBay. I paid \$2500 for the car sight unseen after extensive conversations and many emailed photos from the owner. When I got to Montana and saw the car I was not disappointed. It's in remarkably good original condition.

I do not need another car (my wife was the first to point this out when I mentioned buying the 95) but I have had a desire to own an older Saab for many years. So this was a 'discretionary' purchase. This is also the first time I have bought a car just for fun. In the past I have only bought cars when I needed transportation.

I trailered the car back to Portland, OR. A few days later I took the car into my local Saab dealer to have a thorough inspection. I wanted to be able to use the car semi-regularly and I wanted to feel comfortable taking my wife and kids for drives in the car. So the brakes, steering, suspension, safety equipment, etc. all had to be in good serviceable condition. Some things I knew were not acceptable: the horn and the hand brake for example were inoperative.

The local dealer is not the cheapest shop, but they have a few old time Saab mechanics who still work on vintage and older cars. The owner drives a '57 Saab (well, I see it parked at the shop quite often).

The estimate came back and I was amazed at the cost. As you can see below there was a lot to do, but one slightly longer-than-necessary stop in traffic might destroy the car or cause injury or both. Check out the cost of fixing people these days if you think mechanics are expensive!

After I authorized the work, part availability issues held up progress. The mechanic wound up fabricating grease seals (maybe I heard wrong and he bought substitute ones; I'm not sure) and valve cover gaskets. The o-rings that seal the pistons in the front calipers split on disassembly. It took days to get replacements. He cleaned and repainted the valve covers since they were a mess. Interestingly enough I had contemplated driving the car back to Portland from Missoula. Based on the work that was done I'm pretty sure I made the right decision to trailer the vehicle back.

Here is a list of what was done from the service paperwork:

1. Performed complete safety inspection at customer's request and found all items listed on this Repair Order to require immediate attention and was authorized by customer (sic).

Labor: 1 Hour

2. Customer requests we perform repair to E brake, will not hold (see below)

3. Customer states vehicle turn signal is inoperative (actually just the right - GW). Was unable to duplicate customer's concern at this time however it was noted that the hood release cable and handle were bent and improperly routed, repaired and rerouted cable to prevent further damage.

Labor: 1 Hour

4. Customer request we repair horn so you don't have to push hard on button. Removed steering wheel and fabricated a contact spring and installed wheel.

Labor: 1 Hour

5. Perform replacement front brake pads and brake hoses to brake calipers. Remove brake calipers. Clean all bleeder valves. Lubricate pivots and install new caliper hoses.

Labor: 3 Hours

Parts: Brake Hose, 2, \$64.00; Pads, 1 set, \$54.00

6. Perform replacement of front CV Boots (outer). Removed rotors spindles and axles, cleaned and inspected CV joints, repacked joints with new grease and installed new CV boots.

Labor: 5 Hours

Parts: Clamp, 2, \$4.40; bellows, 1, 22.00; Clamp, 2, 9.60; CV Joint, 2, 4.00

7. Perform replacement of 2 front lower shock bushings. Performed replacement of lower shock bushings, extra time for corroded fasteners, repaired threads.

Labor: 1 Hour

Parts: Bushing, 4, 12.80

8. Replace leaking valve cover gaskets. Removed valve covers, straightened, painted, and reinstalled valve covers.

Labor: 2 Hours

Parts: Gasket, 2, 6.40

9. Perform replacement of rear brake cylinders, rear brake shoes and grease seals. Performed replacement of rear brake cylinders and rear brake shoes and grease seals, removed backing plates and cleaned backing plates and sanded braked drums to extend drum life and bled system complete.

Labor: 5 Hours

Parts: Bellows, 2, 12.40; Brake Cylinder, 2, 100.00; brake shoe, 1, 71.00; axle seal, 2, 17.80

OK. That's it. Now, are you sitting down? (Of course you are, you're reading NINES.)

Total Labor: 1425.00 (75/hr)

Total Parts: 378.40

Total Material: 50.00

TOTAL: 1853.40

(No sales tax in Oregon.)

The day I picked the car up I immediately drove over to Les Schwab and put a set of four new tires on the car. All the same size, too! I replaced a mixture of 155/15 and 165/15 with all 165/15. The total cost was \$216.16. The condition of the tires I replaced varied from dry/rock hard to fair. Three of the tires had severely cracked sidewalls. Did I need four tires? No, I probably could have gotten by with just two new front tires. But now I know what the condition of the tires is, how old they are,



The car in transit from Missoula to Portland (at my cousin's place in Coeur d'Alene, ID)

and how many miles they have on them. One of the rims was filled with gravel. Hmmm.

So the total cost for safety and necessary functional repairs plus tires exceeded \$2000. This was more than I anticipated spending. I had a vague idea that tires and repairs might run me a thousand dollars. But I had no idea what the car really needed. Also I've had late model cars for many years and I take good care of them. They rarely need simultaneous repair of multiple systems. Not a good preparation for owning a 31 year old car with some (obviously) deferred maintenance.

I discovered today that the backup lights are not coming on. And I have this little problem with the choke (I'd like to fix these myself).

I hope this information is helpful to anyone contemplating old Saab ownership. I'd love to hear from anyone who has a reaction to this. I expect to get the full range of reactions! Note that for me using a shop I trust to do good work is important. I know of several shops in the area whose labor rate is less than what I paid. But I have no idea if they are competent with an older car. I know from experience having two Saabs (an '88 900 and a '99 9-5) serviced at this dealer that they do good work, treat me with respect, have a sense of humor, and are enthusiastic about the cars. I like that.

I also realize that I can afford to pay them for their work. Not everyone is able to afford their rates (I don't think the parts prices were much different than what I

would pay to buy them elsewhere) and I don't think this solution is right for everyone. But for me the convenience and confidence in the correct repair of the car's safety systems is worth the price. In fact the purchase price plus the repair cost is still cheap for a decent car, much less a time machine that takes me back to my youth (I'm 44) AM radio and all. And it makes me smile.

Gary Wasserman
Portland, OR
grw@acm.org

Photograph by the author.

"This story was previously published on VSAAB, the vintage Saab list."

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One year ago last June, the Port Authority of New York and New Jersey took delivery of three new Saabs for their runways. These are not winged Saabs, but ground-based ones similar to what you can drive off your local dealer's lot. These three Saabs (one for each airport: Newark International, John F. Kennedy International and LaGuardia), have been modified by Scandinavian Airport and Road Systems AB (SARSYS) as Runway Friction Testers to the tune of about \$120,000 each. I was privileged to sit in on one of the training sessions at Newark International for the Port Authority personnel who will be manning these machines.



Saab 9⁵ Runway Friction Tester

Mounted on the test wheel assembly are load sensors. One measures the horizontal load (the 'drag'); the other measures the vertical load (variations in runway surface to be compensated for in the computer). There is also a speed sensor to provide a speed to the computer.

The computer replaces the radio in the dashboard of the car. It processes the signals from the sensors, and provides outputs in

Ontario, Canada. The order will include such items as paint, lights, radio and other equipment as may be requested or mandated, depending on the airport the tester is to work at.

accordance with the program selected. The FAA program measures friction over a set distance, the ICAO program measures friction over the entire runway and gives an average reading.



Driver's Cockpit showing the computer and data printer in place of the Saab radio.

The main instrument is the test wheel assembly. The test wheel is an aircraft-style tire that is lowered hydraulically from a compartment in the rear of the wagon. This wheel is driven by a driveshaft from the right rear wheel, but at a speed that is 15% slower than the road wheels. This speed was chosen after tests showed that this speed provides the peak in the coefficient of friction.

The computer is normally set for the airport that it is used at, and for each of the runways. The steering wheel radio switches are integrated with the testing computer to allow for the tests to be done with the operator's hands on the wheel at all times.

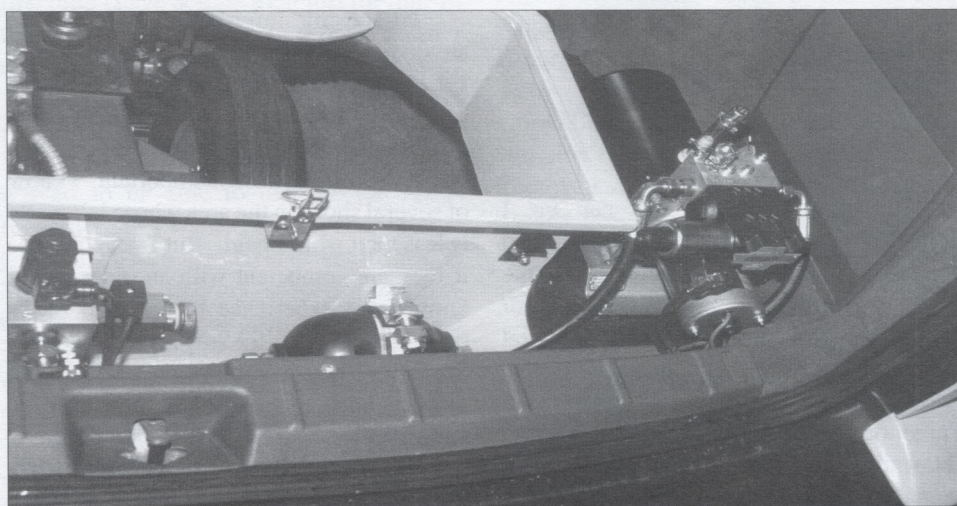
A large (580 Liter) water tank replaces the rear seat. This water is used primarily for calibration runs. Periodically, the runways must be tested to provide a base friction number. This can also determine whether there is a need to have the runway scrubbed of excess rubber.

The last major component is the hydraulic system. Unlike the last generation of testers, the hydraulic system for the test wheel is completely self-contained and not

The cars

The 'Testers' are modified Saab 9⁵ Estate (wagon) models. They feature standard Saab equipment, including leather front seats, 2.3 liter light pressure turbo-charged engine and automatic transmission. The cars are modified with the latest in airport runway friction testing equipment. This equipment traces it's lineage back to the first Saab Friction Testers, created on modified Saab 99 platforms.

SARSYS manufactures the cars in Sweden, upon receiving an order from the regional distributor. In this case, the distributor is Tradewind Scientific of



Cargo area mechanism showing the test wheel and the hydraulic pump used to load the wheel. During operation the test wheel box is covered.

part of the car's power steering system. An electric pump provides the pressure to operate the hydraulics.

Operation

Typically, the testers are manned and ready to go during periods of inclement weather. When called upon by the control tower, the operators perform the friction runs. The numbers generated by the computer are then relayed to the control tower, and from there to approaching aircraft.

Earlier, and periodically through the year, calibration runs are done to check the friction of the dry runways. These runs can be done dry, or with the water system. The water system provides a specific depth of water for the wheel to travel through. The 580 liters of water are good for 23,000 feet of runway. From the calibration runs, a baseline is established. Then, in times of inclement weather, the runways can be tested, and the amount of friction lost can be determined accurately.

Training

Mr. Leonard Taylor of Tradewind Scientific conducted the orientation for the Port Authority personnel. The orientation began with some background and comparisons to the Port Authority's previous testers, a set of 1987 Saab 900 turbos. The major differences (besides being completely different cars) are the computer system, fuel range and the hydraulic system.

The computer is the latest generation designed specifically for friction testing. This has been steadily upgraded over the years. The new computer can accommodate GPS and a data link to the control tower.

The fuel range of the testers based on 99s and Classic 900s was extremely limited, as the test apparatus occupied the space normally taken by the fuel tank. The 9⁵ retains the stock tank giving it a roughly tenfold increase in range.



Water sprays as the Runway Friction Tester goes through a runway calibration test.

The hydraulic system of the older cars was part of the power steering system. That proved to be one of the most troublesome parts of the system. The 9⁵ replaces that hydraulic tap with an electrically driven hydraulic pump dedicated solely to the test equipment.

Once the short classroom session was complete, it was off to the ramp and to the tester. Mr Taylor continued the orientation here, going over the systems, placing of components, and troubleshooting.

Then, on to the runway! Well, Taxiway. I rode along in a second car while the operator and Mr Taylor rode in the tester. When the test wheel is lowered, the rear of the tester rises noticeably. The test itself is computer controlled. The computer is linked into the car's data bus, and will

engage the cruise control at the requested speed for the test. The driver also has the use of the standard Saab steering wheel buttons to operate the major functions of the tester. After several runs, and some opportune photography on the ramp, it was back to the garage for the day.

A long future ahead

If the previous testers are any indication, these new 9-5s will have a long life at the three New Jersey/New York airports. The previous testers were 1987 models, and have accumulated less than 20,000 miles each. The older testers were not destined for the scrapheap, though. At this writing, their fate is unknown, but the Port Authority was looking at selling the testers to another airport, or perhaps a highway construction company. As soon as I find out, I shall post it to Nines.

The worldwide market for these testers is less than 200. It's not every airport that can afford \$120,000 for one. But the next time you are taking off or landing from a major airport in inclement weather, it's a good bet there is a Saab out there helping keep the airport safe.

Photographs by Larry West



Previous generation Runway Friction Tester built into a 1987 Saab Turbo.

S3 • Summer
• Safety
• System

High Performance

nokian NRH2



Feature	Safety Benefit
Water Wipe System	<i>Allows tread to press cleanly against road to help prevent aquaplaning</i>
Symmetrical Tread Design (directional)	<i>In combination with fan-shaped tread design, the symmetrical tread pattern effectively expels water</i>
Driving Safety Indicator (DSi)	<i>Provides visual awareness of tire wear in millimeters</i>
Jointless Nylon Belt	<i>Helps prevent tread separations</i>

H-Rated for speeds up to 130mph/210kph

nokian NRV



Feature	Safety Benefit
Termo Silica Compound	<i>Performs equally on dry pavement in winter/cold weather and provides increased grip on dry pavement in summer/hot weather</i>
Asymmetrical Tread Design (directional)	<i>Inside tread expels water and resists aquaplaning and outside tread enhances handling</i>
Single Wire Bead	<i>Better adhesion to rim</i>
Jointless Nylon Belt	<i>Helps prevent tread separations</i>

V-Rated for speeds up to 150mph/240kph

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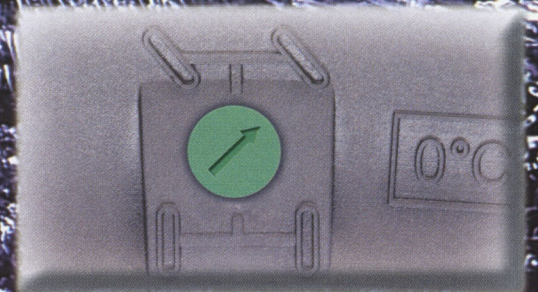


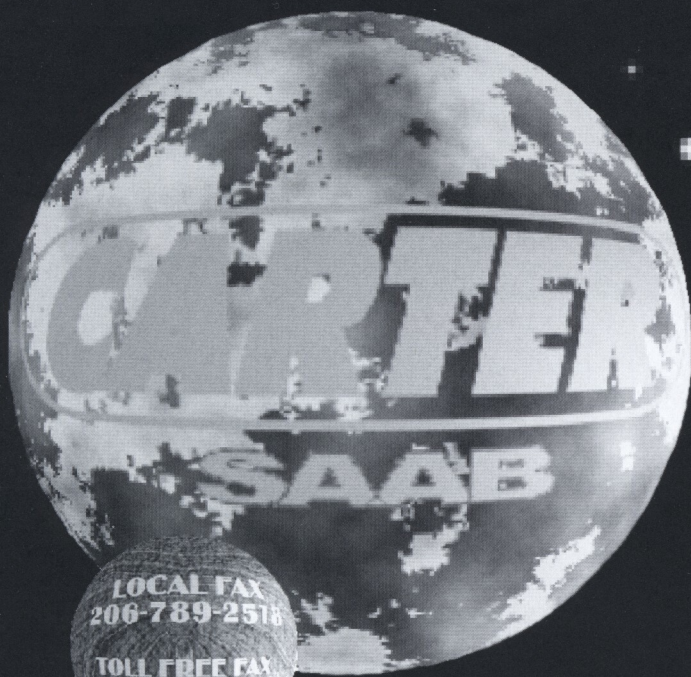
Feature	Safety Benefit
Termo Silica 2 Compound	<i>New and improved T2 performs equally on dry pavement in winter/cold weather and increases grip on dry pavement in summer/hot weather</i>
Info Pin	<i>Can inform driver of road conditions based on outside temperatures</i>
Driving Safety Indicator (DSI)	<i>Provides visual awareness of tire wear in millimeters</i>
XL Carrying Capacity	<i>Improved stability in sidewall allowing for safer cornering and handling at higher speeds</i>
Jointless Nylon Belt	<i>Helps prevent tread separations</i>

W-Rated for speeds up to 169mph/270kph

When outside temperature is above 56°F the Info Pin is green. The Info Pin turns greenish-black between 34°F and 56°F. When temperatures are below 34°F the Info Pin is black, indicating below freezing temperatures.

In addition, the driver can turn the arrow on the Info Button to mark the mounting position of the tires. This is especially helpful during storage and tire changeovers.





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Real World Safety

"Test dummies fail at being real." That was the headline of a story by Marcia Myers of The Baltimore Sun, reprinted in The Repository on March 11. The rest of the story describes the national Crash Injury Research and Engineering Network, a collaboration of physicians and engineers from nine research centers around the country. Dr. Ricardo Martinez launched the program as head of the National Highway Traffic Safety Administration five years ago. He was quoted as saying "The same crash that occurs in the lab every day at 1 p.m. to a 170 lb. dummy that goes back to work the next day doesn't exist in the real world." This is not a revelation to Saab Automobile AB or to NINES readers. For decades Saab has employed a team of engineers and scientists to study serious accidents in Sweden involving Saab cars, using the information to design both safer cars and better laboratory tests. "Real World Safety" is the catch phrase, and it is encouraging to see that the philosophy is spreading to American vehicle safety researchers.

GM Restructures European Sales Organizations, Defines a New "Premium" Platform

General Motors wants to boost sales of its luxury cars in Europe by adding Cadillac sales to some Saab dealerships. The company is investigating how "to leverage Saab's expertise catering to the specific requirements of European luxury car buyers" as it seeks to expand Cadillac sales in Europe, Michael Burns, president of GM Europe, said in a speech at the Geneva Motor Show.

Saab and Cadillac represent General Motors' luxury car business and compete with Ford Motor Co.'s Premier luxury group, which for European sales includes Aston Martin, Jaguar, Land Rover, and Volvo. Lincoln adds to the Premier group in the USA. Premier sold 870,000 cars last year and aims to sell about 1.2 million cars by 2005. It's about twice the size of Cadillac and Saab, according to Bloomberg News Service.

GM's grouping plans are apparently less formal and more "need" oriented than Ford's grouping of brands. Ford groups Lincoln, Jaguar, Volvo, Aston Martin and Land Rover in a single organization that includes product development responsibilities as well as sales. As quoted in the Detroit Free Press on March 1, 2001, Saab spokesman Thomas Schultz said, "Ford has more brands. We're talking about one scenario, two brands. Cadillac can use our expertise."

Bloomberg quoted GM saying that a new push to boost Cadillac sales in Europe will come with the Cadillac CTS in 2002. Last year Cadillac sold about 800 cars, all Seattles, in Europe, while Saab sold 81,000. The combined Cadillac-Saab sales goal in Europe is closer to 210,000, and most of the growth must come from Cadillac if the brand is to be perceived at the same level as Mercedes-Benz, BMW or Audi.

"Europe is the biggest luxury car market, and it's the home of many of the world's premier luxury brands," said John Howell, director of Cadillac's global marketing strategy, according to the Free Press. "You've got to be successful here if you want to play globally. You've got to be successful globally if you want to play in the U.S." At Saab, GM is investing about \$3.4 billion over six years to expand the line-up beyond the current 9³ and 9⁵ cars to include all-wheel-drive vehicles. It wants to double sales from the current 130,000 cars a year.

A sweeping behind-the-scenes change in GM's European organization will make it easier to put Cadillac with Saab. Today, most European countries have a Saab organization and an Opel organization, such as Opel France and Saab France. In the future, there will be one GM France grouping Saab, Opel, Cadillac and Chevrolet.

"This new organization will be a reflection of GM increasingly becoming a multi-brand organization," GM Europe President Michael J. Burns said, "and it is flexible for future additions." Until now, GM's Cadillacs and Chevrolets have been distributed by a separate organization in Europe devoted to cars from North America. Being sold through Opel and, in Britain, Vauxhall dealers, Howell said, "is not really giving us the luxury environment and the treatment for luxury customers that we need to have to sell Cadillacs."

Back-office functions, such as accounting and government relations can be combined, while sales organizations remain separate. But one back-office function will affect sales of all the brands. GM is establishing a central division for fleet sales at GM Europe headquarters in Zurich, that will offer fleet buyers the whole range of GM cars.

In European capital cities, Saab is developing 20 company-owned premium brand centers that are showrooms without salesmen. They support the name brand more than specific products, but they develop sales leads sent to dealers. Saab will probably also have a brand center in New York. In addition, Saab is helping big dealers develop 80 city centers, where cars are test-driven and sold as well as displayed. The first city center opened Jan. 27 in Berlin.

The showrooms look like Saab stands at an auto show, with Scandinavian furniture and blond wood walls, but Schultz said the idea can be adapted to display the Cadillac brand image and cars as well. Ultimately, single dealerships could handle both brands.

Long-term, such Fiat SpA luxury brands as Alfa Romeo and Lancia could be brought into a common group as well. GM owns 20 percent of Fiat and has started to talk about sharing platforms, the basic underpinnings of a vehicle. "On the brand side we haven't done as much," Howell said, "but it makes sense, and we will in the long run. Fiat has got some very premium brands in its portfolio, brands we would want to create synergies with over time."

Meanwhile, on the product design front, Fiat and GM approved a joint platform that will be used mainly for Alfa Romeos, Lancias, Saabs and Cadillacs. The new platform will also be the basis of Fiat and Opel niche models, say suppliers involved in the project. The "premium platform", as the partners call it, will feature sophisticated suspensions and a high level of rigidity. It will also accommodate four-wheel-drive systems, allowing it to be used not only for sedans, coupes and spiders, but also for sport-utilities and crossovers.

GM defines an architecture, or platform, as having a common build sequence, common component interfaces and common locating points. Automotive News Europe, a sister publication to Automotive News, reported that the next-generation Alfa Romeo Spider, in 2004, will be one of the first vehicles from the alliance along with the next Saab 9⁵ sedan, also in 2004. It will be followed by the 2005 Lancia Lybra replacement and by the Alfa 156 and 166 successors, the paper said.

Although these vehicles will share the same architecture, that architecture allows the creation of a wide range of vehicles with different lengths, widths and wheelbases. They are not clones, and

each vehicle's interior and exterior styling will be unique, the GM source said.

To avoid conflict between Fiat engineers and their GM counterparts, the premium platform team will be based in a neutral location: at Saab in Trollhättan, Sweden. The team leader will be Paolo Sandri, former components platform director at Fiat Auto, the supplier sources said.

Sales

	FEB '01	MAR '01	period
coupe 93	44	59	103
viggen coupe	5	5	10
sedan 93	447	596	1043
sedan 93 se	336	465	801
viggen sedan	9	14	23
convertible 93	14	32	46
convertible 93 se	472	773	1245
viggen convertible	31	42	73
campaign convertible	1	4	5
total 93	1359	1990	3349
sedan 95	339	462	801
sedan 95se	200	259	459
Aero 95	129	123	252
wagon 95	147	187	334
Gary Fisher edition	10	7	17
wagon 95se	84	105	189
Aero Wagon	50	42	92
total 95	959	1185	2144
IDS	6	2	8
total (2001)	2318	3175	5493
last year (2000)	2539	2255	4794
percent increase	-8.70	40.89	14.62
total year to date	7839		
previous year	6773		

Sales for the period were improved over 2000's admittedly anemic results for the same period. Convertible sales in March returned to the strong level they have shown in recent years, registering 43% of 9³ sales. Looking deeper into the sales results, the 9⁵ outsold non-convertible 9³ models by almost 300 in the period, despite some considerable incentives on the 9³ and none on the 9⁵.

2001 Saab Owners' Convention

The Saab Owners' Convention for 2001 is being held at Vero Beach, Florida July 12 - 15. The theme of the convention is the celebration of 15 years of the Saab convertible.

The Saab convertible was introduced in 1986, and the first production of 400 vehicles for the U.S. market sold so quickly that many prospective buyers did not even realize that sales had begun. The 1987 model was sold out on pre-orders before production began. In Europe, one out of every three buyers of a convertible in

the premium segment chooses a Saab 9-3. In the U.S., one out of every five Saab's sold in 2000 was a convertible.

"What better place to celebrate the Saab convertible than on the sunny beaches of Florida," said Jay Campana, dealer principal at Saab of Vero Beach and convention committee member. "The community of Vero Beach welcomes the opportunity to host Saab owners and their families for this annual event."

The convention is being organized and hosted by a collective effort from Saab Cars USA, regional dealers, and a committee of volunteers from various Saab Owners' Clubs around the U.S. Several corporate partners are supporting the event through sponsorships, including Castrol, Garrett Turbochargers, Pirelli Tires, harman/kardon, CAT Logistics, and Interstate Batteries.

Convention activities include a mixture of traditional events such as educational and technical seminars, scenic road rally, and the opportunity to test-drive the latest Saab models, along with outdoor recreational offerings for the entire family. One highlight is the Concours de Saab, where owners display hundreds of carefully maintained vintage and current model Saabs, competing for awards.

Attendees will have the opportunity to meet several VIP guests at this year's convention. Honorary guests will include defending Pikes Peak champion and European Rallycross driver, Per Eklund - along with his winning Pikes Peak Saab Viggen, legendary rally driver Erik Carlsson, Saab Cars USA president Dan Chasins, former Saab Cars USA president Robert Sinclair, and Saab Museum Manager Peter Backstrom.

NINES subscribers should have already received registration flyers. If not, you can register on line at the Saab Cars website, <http://www.saabcars.com>, or you can receive a mail-in registration form by leaving your name and address at the Saab Media Hotline. Phone 1-800-438-7222 (1-800-GET-SAAB) and press option "6".

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Club News

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New Jersey SOC Tour

The New Jersey Saab Owner's Club is organizing a scenic tour through lesser-known parts of New Jersey, followed by a picnic. The date set is Saturday, September 15, 2001. All Saabers are welcome. If you are a New Jersey Saab Owner, come on out and see what we get up to on the weekends with our Saabs! The picnic will be BYO. Further details will be available soon.

njsoc@saabturbo.com

908.507.6691

www.saabturbo.com/njsoc

Larry West

NJ Saab Owner's Club

SAAB CLUB OF CENTRAL OHIO UPDATE

We're getting things rolling again here in the Columbus area. We are planning to meet at 7 p.m. on the first Wednesday of every month (starting April 4) at the Buckeye Hall of Fame Cafe on Olentangy River Road. These will be very informal gatherings of the Saab faithful who want to get together and swap stories, exchange repair tips, or just "talk Saab" for a few hours. Between these meetings, we'll be planning some other activities, such as tech sessions at a local repair shop, visit the local dealer to see the new products (I've been trading voice mail with the sales manager for a week), social outings, and more. A Web site is under development and a mailing list will be created as well. As soon as this is ready, I'll let you know. We'll continue to coordinate with Phil and the Tri-State Club, as well as with other regional clubs and individual activities taking place.

Dan Orzano
Columbus, OH

Northeastern Ohio Saab Club at the NE Ohio Winter Rally

In the 2001 running of the Northeastern Ohio Region SCCA "NE Ohio Winter Rally," the Northeastern Ohio Saab Club represented a full 7% of the 44 contestants. Besides myself, Jim Levine and Terry Racinkas from Shaker Saab were each entered as drivers and were accompanied by Mr. Cronig and Mr. Kralj as navigators respectively. When asked to run the rally, my first visions were Speedvision's infamous World Rally coverage and sprints up Pikes Peak by Per Eklund in his 700 horsepower Saab 9-3. Though I knew speeds would be limited to the speed limit and road conditions would be obstacle free, I never knew the details involved in a time-speed-distance rally. Sky Kosobud, owner of a '91 900 T, had lost his driver, and the loss of my navigator had brought us together. Neither of us had near the 5 years

maximum of rally experience to be put in any other class than novice, so we were a bit unprepared for what was in store for us.

My 2000 9-5 Aero, shod with Michelin Pilot Alpins mounted on Gary Fisher quad spoke wheels, was just the ticket for spirited driving. With the tire pressure set at 40 PSI, we had no problems navigating 200 miles mix of paved and potholed gravel roads in northeastern Ohio, most of which were snow covered and icy.

As we were getting registered I noticed quite a few cars that had external lighting mounted on the front for better viewing and studded snow tires. Sky and I wondered if we should have planned better. We spent some time with Jim Levine and Terry Racinkas. Jim had a notebook computer and was logging in numbers. We asked a few questions after receiving our packet of information and were asked a return question of having a calculator or flashlight. Neither of which were planned for, but Sky had brought a hand-held light. Low score wins and seconds are converted to tenths, which really threw us for a loop. We decided to just have fun since it was our first one.

The driving was fun as we started in the early evening. Though the key was to follow the route directions, as first timers we did not fully understand time allowance and played our best rally car impression after missing a turn or two. We generally followed the course at the prescribed speeds, and if we did not miss a turn we actually were pretty close to the suggested time for our leg.

All in all we finished 6th out of the 21 novice entrants. We beat the LeVine team in their 2001 9-5 wagon equipped with their notebook computer and "silver box". The Racinkas team, in a 1988 900, gained the maximum points and probably logged the most miles. Congratulations goes to Steve Phillips and Paul Gilbert from southwest Indiana winning a close battle in the Limited Class in a 1989 900.

Norm Crowe
Cleveland, OH

CARLISLE Import
Kit/Replicar
Nationals

The Carlisle Import, Kit and Replicar Nationals will be held on May 18-20, 2001. Please join the *Central Penn SAAB Club* as we again host SAABs at Carlisle. On May 19th, there will be a "SAAB Only" buffet lunch, a mid-afternoon scenic tour of Central Pennsylvania, and a dinner stop at the end of the tour. CPSC will again host the event, and we urge local clubs in the New England and Middle Atlantic States to participate. The Carlisle Import Show attracts a wide and varied group of participants, including a strong showing by Citroen devotees and other marques which are not commonly seen.

You can download a map and directions to the Carlisle Fairgrounds from the Saab Club website. Point your browser to <http://www.saabclub.com> and follow the link to "Events."

Pressure

Pressure. This one word sums up the entire night of a rally for the navigator. Especially if it's your first foray into the realm of time-speed-distance (TSD) rally like mine. The first hint of what was to come involved reading instructions and definitions that ran three pages long, and I still don't know what a free zone is. However, even with the foreshadowing, I was not prepared for the amount of work veterans put into the race. At registration people had everything from laptops to special rally clipboards with an attached stopwatch and/or reading light! I have to admit I felt a bit overwhelmed with only my Timex Ironman wristwatch and a small hand-held flashlight. Adding insult to injury was learning that calculators are an integral part of the rally, and I didn't bring one.

Desperately trying to glean any information possible from other teams (notably Jim Levine) before the start, I finally gave up on "working" the numbers, having made an executive decision that this was my first race, and I was thereby entitled to wing it. Luckily Norm didn't seem to mind.

After the start of the rally, I received sage advice from a veteran team while we were waiting for our turn to begin the first stage. They advised me that the most important thing was to stay on course, and that should they or some other car need to pass, not to try and block the road. No worries, this wasn't going to be so hard after all. We then began at our start time and I promptly missed the first turn, in front of most of the other competitors, of course.

I quickly learned that one has to pay close attention to those little numbers under the heading "delta mileage" as ignoring them led to my missing two out of the first three turns right out of the gate! Those miscues also meant our passing the veteran team often enough that they began moving over before we even had a chance to signal.

Quickly settling into a routine, the pressure eased and the first half of the race flew by. Then came the break for stretching and a quick bite to eat. However, getting out of the car proved more of a challenge than I thought. The act

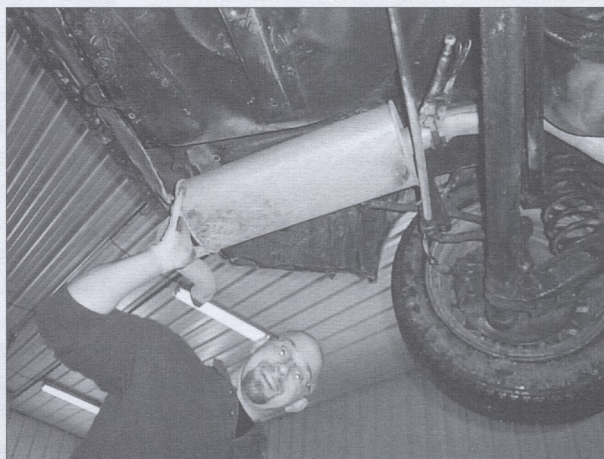
Meyer Garage "Fix-it day" gives Saabers a Late Winter Lift

A late winter ice storm throughout Iowa and heavy snow in southern Minnesota couldn't keep a contingent of Minnesota and Iowa Saab club members away from Meyer Garage Saturday, March 17th. Fifteen Saab club members made the trek in the rough weather for a day of wrenching and socializing. Marty Adams, owner of Meyer Saab and president of the Saab Club of Iowa, said, "We wanted to give people a chance to work on their cars during the winter because it's been a rough winter here." Marty, his wife Annette and Paul Poore, assistant manager of their Saab of Iowa City operation were all available for advice throughout the day.

Those who attended had the opportunity to work on cars in Meyer Saab's shop area, even getting access to the car lift, tire of balancing pen, light, paper, and other useful (read GPS trip computer) items on my lap while bracing against the door often required pressing my body into odd positions. This setup was required due to the spirited driving that often ensued an "Uhm, I think that was the turn back there" comment. In the heat of battle it isn't so bad, but it quickly manifests itself as you try to step out of the car. At that point, you realize those snaps, and cricks you hear are coming from your joints and not oil dripping from the still-hot engine. Luckily this wore off before thoughts of knee bends and windmills had to be seriously considered.

Overall? A fantastic experience. It was great fun to drive on twisty roads and to be involved with other people who enjoy cars and driving as much as I do. Next time, will I remember a calculator and other tech help? Hah, it was more fun just having a conversation and enjoying the drive. Besides, I'm just a novice.

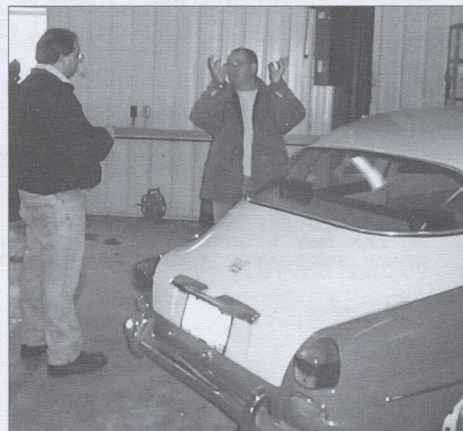
*Sky Kosobud
Cleveland, Ohio*



Mike Ellis shows off his improvised muffler attachment device on his 9000 Turbo. Shades of Larry Williams? [note: For what it's worth, Mike is the author's younger brother]

equipment and technical data. The parts department was open throughout the day for those who needed both new and used Saab parts. The cars driven to the event ranged from a stroker 96 to a 2000 9-5 Aero, and just about one of every Saab variant through the years. Adams said, "We were happy with the turnout, and we plan on making this a regular winter event in the future."

Paul Ellis
Des Moines, IA



Marty Adams and Greg LeBaron of the Minnesota Saab Club discuss structural rust on Greg's stroker 96.

After reading in my newest NINES #250 about premium oil filters, I was prompted to write about some experience I had using the "Hard Driver."

My 1985 900 Turbo has had only D. A. Super Speed Sport 10W30 oil since I bought it used in 1990, with 62000 miles. My 1979 99GL had used it previously, and that car had 220,000 miles on it before a rear shock broke through into the trunk, and I retired the old girl. The engine, tranny, and clutch were all original, and it still did not use any oil. I have always used a Fram premium filter.

When I first bought the '85 turbo, it had a Sunoco door sticker, showing only 800 miles. By using D.A. oil, I get free oil analysis from their lab in Indianapolis, IN. That Sunoco, with only 800 miles, came back real junk, but the DA samples leveled out really quickly, and things went well for a long time. I read the ad for Hard Driver filters in Car and Driver, so I ordered some.

I use a mechanical oil pressure gauge besides the "idiot light", and the first thing I noticed was about a 10 psi increase in oil pressure with the Hard Driver filter. My first analysis using the Hard Driver came

back with a lot more stuff in the oil, mostly iron and dirt (silicon). I am sending my sheet from D.A., indicating the 1st, 2nd, 3rd, and 4th Hard Driver filters.

I called the company and talked to some engineer, but he didn't give me any satisfaction, so I went back to Fram, and the analysis has been within D.A. guide lines. I haven't seen any more ads for Hard Drivers in any of my auto magazines lately.

We now have a 1999 9⁵ 2.3 liter 4 cylinder which we bought new from Automobile International in North Clarendon, VT. When I called to make the appointment for the 1000 mile oil change, I asked them if I could bring my own oil. They said "OK", although they told me that nobody had ever done that before.

I took along a sample bottle, and the guy who changed the oil got all bent out of shape, wanting to know what that was all about. Oh yes, they use Citgo 10W30. That sample came back full of dirt, brand new engine, 1100 miles. I have still been using Saab filters and changing my own oil, but now I think I will start buying some UPF-13 Duraguard Gold filters. Thank you for the information.

I was really surprised at my dealer, that nobody had ever furnished their own oil before, and I am the first one who has ever sampled his oil for analysis. My '85 turbo has over 170,000 miles now, and still runs as new, although I am beginning to believe that old original turbo may be where the iron may be coming from. I only drive it on short trips now, and during the sloppy winter driving to keep the 9⁵ out of the salt, so I have to change the oil at shorter mileage intervals.

Douglas Pond
Pittsford, VT

Oil analysis is very commonly used in industrial machinery to detect imminent failure of bearings and other moving parts, and in heavy duty transportation equipment (trucks and buses) to determine an appropriate oil change interval as well as to monitor the condition of the engine. For private passenger cars, oil analysis can reassure the owner that his maintenance schedule is not too infrequent and alert the owner to developing problems. Often the

UNIT NUMBER	UNIT DESCRIPTION	MANUFACTURER OF COMPARTMENT	COMPARTMENT/LOCATION	LAB CODE	DATE RECEIVED	REPORT DATE													
000001	99 SAAB 9-5	SEE UNIT DESCRIPTION	ENGINE/	JA0005	10/26/99	10/29/99	HTH												
							CURRENT SAMPLE												
* ANALYSIS NUMBER	DATE TAKEN	OIL DESCRIPTION	DR/MD	DRAIN PERIOD HOURS/MILES	TOTAL UNIT HOURS/MILES	CSI VIS @100°C	SAE #	FUEL OIL	FLASH PT. °F	MOISTURE	ANTI FREEZE	IRON	ALUM.	COPPER	CHROM.	TIN	SILICON (ppm)	T.S.N.	
8096A	10/04/99	OTHER	DR	1283M	1283M	7.1	10	TRC	348	NEG	NEG								
							CAUTION → 7.1 →												
							WARNING: DAMAGING CONDITION →												
							SEE COMMENTS BELOW →												
							PREVIOUS SAMPLES												
* ANALYSIS NUMBER	DATE TAKEN	OIL DESCRIPTION	DR/MD	DRAIN PERIOD HOURS/MILES	TOTAL UNIT HOURS/MILES	CSI VIS @100°C	SAE #	FUEL OIL	FLASH PT. °F	MOISTURE	ANTI FREEZE	IRON	ALUM.	COPPER	CHROM.	TIN	SILICON (ppm)	T.S.N.	
8845B	09/12/98	D-A SSS 10W30	DR	9075M	147085M	10.5	30	NEG		TRC	NEG	22	4	9	0	0	12	3 rd	
9915X	3/6/98	D-A SSS 10W30	DR	2208M	138010M	7.9	20	TRC	315	NEG	NEG	42	1	6	1	1	10	2 nd	
4273X	09/20/97	D-A SSS 10W30	DR	6485M	135802M	8.6	20	TRC	342	NEG	NEG	31	2	12	4	0	10	1 st	
8042W	08/15/95	D-A SSS 10W30	DR	4192M	113950M	8.1	20	TRC	309	NEG	NEG	12	3	8	2	0	12	FRAM	
8011X	02/10/95	D-A SSS 10W30	DR	5191M	109758M	9.1	20	TRC	350	NEG	NEG	10	2	7	1	0	6	FRAM	
0383W	09/04/93	D-A SSS 10W30	DR	5495M	91101M	9.1	20	TRC	346	NEG	NEG	8	2	8	0	0	4	FRAM	
<p>BOTH DIRT AND FUEL ARE PRESENT IN THIS SAMPLE. CONTINUED OPERATION WITH THESE CONTAMINANTS CAN LEAD TO EXCESSIVE WEAR AND ENGINE DAMAGE. WE SUGGEST YOU LOCATE AND CORRECT THE SOURCES OF THESE CONTAMINANTS.</p> <p>THE SAE GRADE OF THE OIL IN USE IN THIS COMPARTMENT WAS NOT RECORDED ON THE FIELD SAMPLE REPORT. WE CAN NOT ACCURATELY EVALUATE THE TESTED VISCOSITY OF THIS SAMPLE. A CHANGE IN VISCOSITY OF ONE SAE GRADE INDICATES A CAUTION CONDITION.</p>																			
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<p>Test results reported are representative of the sample as received in this laboratory.</p> <p>(TEST EXPLANATIONS ON OPPOSITE SIDE)</p>																			

cost of an oil analysis approaches the price of an oil change, and so concerned owners usually just adopt a shorter change interval, which explains why few car owners use oil analysis. The results obtained from the analysis can be affected by the most recent use for the vehicle, and out-of-the-ordinary results may be a result of a temporary change in driving environment rather than an indication of a change in the condition of the engine. I recall from a conference devoted to diagnosing machinery through oil analysis that a spark spectrographic analysis, the method used by DA Lubricants, will detect extremely small particles which are harmless to an engine, but not larger particles, such as the 20 micron particles that an oil filter should capture. Therefore, the amount of iron, chrome, copper, tin and aluminum in the oil does accurately represent the amount of wear occurring inside the engine.

I would not be concerned with an elevated level of metallic contaminants in the oil after a first, or even second oil change in a car's life, because the engine is still in its "break in" phase. In addition,

silicon is present in some of the metal parts of the engine, or the silicone detected in the 9⁵ analysis may be residue from the manufacturing process. It is also possible that the technician's sampling technique was faulty (scooping some oil out of the drain pan, rather than snatching the oil out of the stream as it drained), resulting in the high silicon reading. Once the engine is "broken in" and you are doing your own sampling, I would expect the results to match what you have been seeing on your 900.

I would be concerned that the oil analysis for your 900 consistently shows the oil viscosity to be in the range of SAE 20. According to a specialist at DA Lubricants with whom I spoke, "trace" amounts of fuel dilution in an oil sample from a gasoline engine is very common, and likewise, "trace" amounts of fuel can lower the measured oil viscosity the equivalent of one grade. You may wish to consider trying Super Speed Sport 10W40, or even 20W50 in the summer, if you wish to continue using DA products, to maintain viscosity within Saab's specifications.

I had my own oil tested years ago, shortly after attending the conference. The results were unremarkable and I discontinued the practice. In this case, the analysis program has correctly identified that "Hard Driver" oil filters have questionable performance in spite of their manufacturer's claims, as indicated by increased iron in the oil. Owners interested in comparing the actual performance of different lubricants or filters in their engine would be well advised to follow Mr. Pond's example and send samples of the drained oil to a lab for analysis. They should also follow Mr. Pond's example and send at least 3 consecutive samples before switching lubricants or filters to eliminate random sample events. I too may follow Mr. Pond's example and have my oil tested.

While dealers may choose any supplier for lubricants, they are now required to use "Saab Turbo Oil" for oil changes performed as part of Saab's free scheduled maintenance or oil changes which result from a warranty repair. "Saab Turbo Oil" is a semi-synthetic 5W30 oil distributed through Saab Parts. -Ed.

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Saab 900 16 valve 1985-93 Bentley

Saab 9000 1986-95 Haynes



Can a form of Oil Analysis be performed automatically inside the engine? Consider oil condition monitoring from Delphi Automotive. Delphi is one of the world's largest automotive parts and systems suppliers, having been formed out of several of General Motors' in-house parts divisions and "spun off" to become an independent company.

The Delphi web site contains an index of technical papers published by the Society of Automotive Engineers (SAE) authored by Delphi employees, along with each of the papers in Adobe's "Portable Document Format" (PDF). Included in the list was number 2000-01-1366, "Smart Sensing of Oil Degradation and Oil Level Measurements in Gasoline Engines," by Amiyo Basu, et al. Using a sensor which measures the electrical conductivity of the motor oil, the authors then describe a computer algorithm that converts that data into a "Change Oil Soon" (COS) signal and a "Change Oil Now" (CON) signal. Presumably this system is intended as an improvement or replacement for the oil condition monitors currently available in some vehicles, which have but a single signal: "Change Oil".

Summarizing, the breakdown of the lubricant in an automobile engine is taken to

occur in 4 stages, corresponding to the depletion of detergent additives, depletion of anti-oxidants, the increase in acidity, and finally the increase in viscosity (the oil turning to tar). The 4 stages are accompanied first by a decrease in conductivity during stage 1, relatively constant conductivity during stage 2, an increase during stage 3, and a subsequent decrease during stage 4. The algorithm was shown to accurately trigger the COS signal at the beginning of stage 3, and the CON signal at the beginning of stage 4.

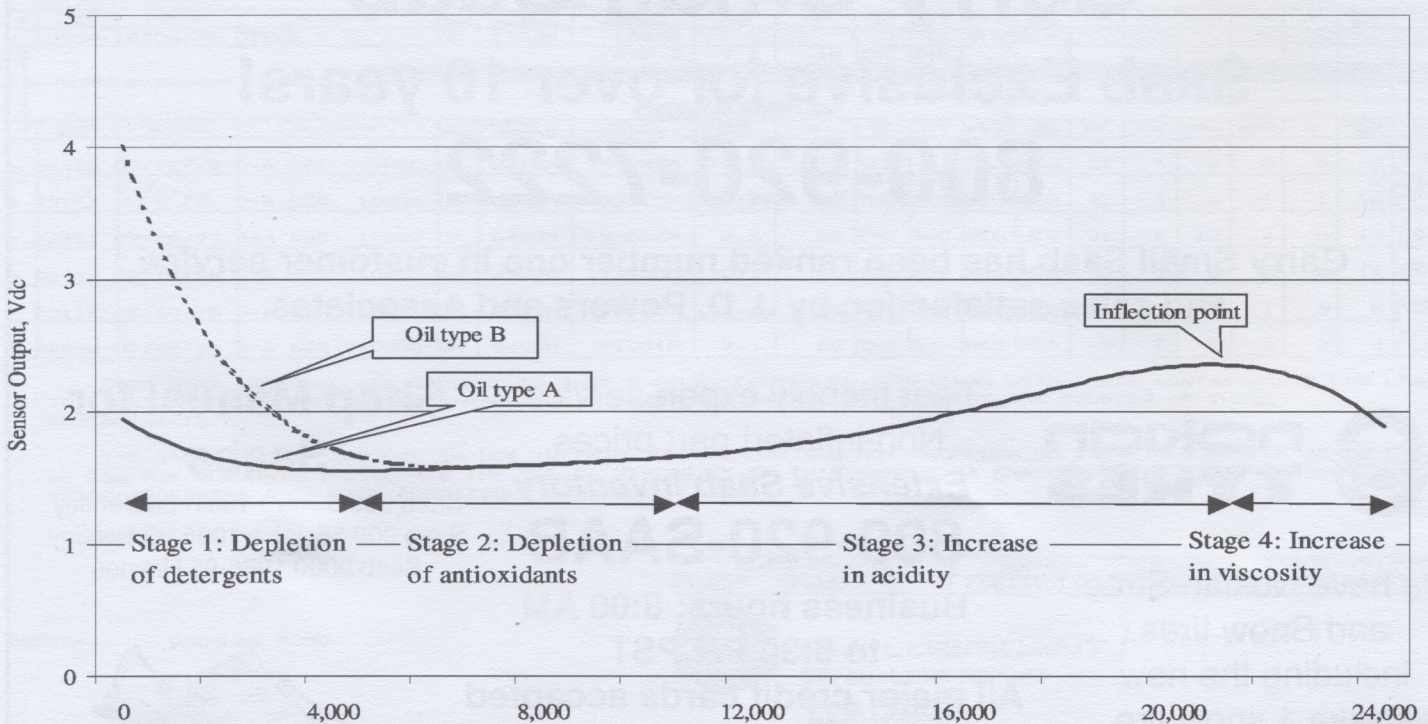
Data were presented for a test vehicle which was driven in a combination of city and highway driving, and for which oil was added at the rate of about one quart per 6,000 miles. The oil was identified merely as conventional petroleum (not synthetic or semi-synthetic) 5W30. The vehicle reached stage 3 at approximately 10,500 miles and stage 4 at about 14,000 miles.

Our belief is that the best time to change the oil is shortly after the onset of stage 2. Once the detergency of the oil has been depleted, deposits will begin to form. Fresh oil should quickly remove any slight deposits formed during short periods of operation into stage 2, but we would be concerned about the outcome of habitually

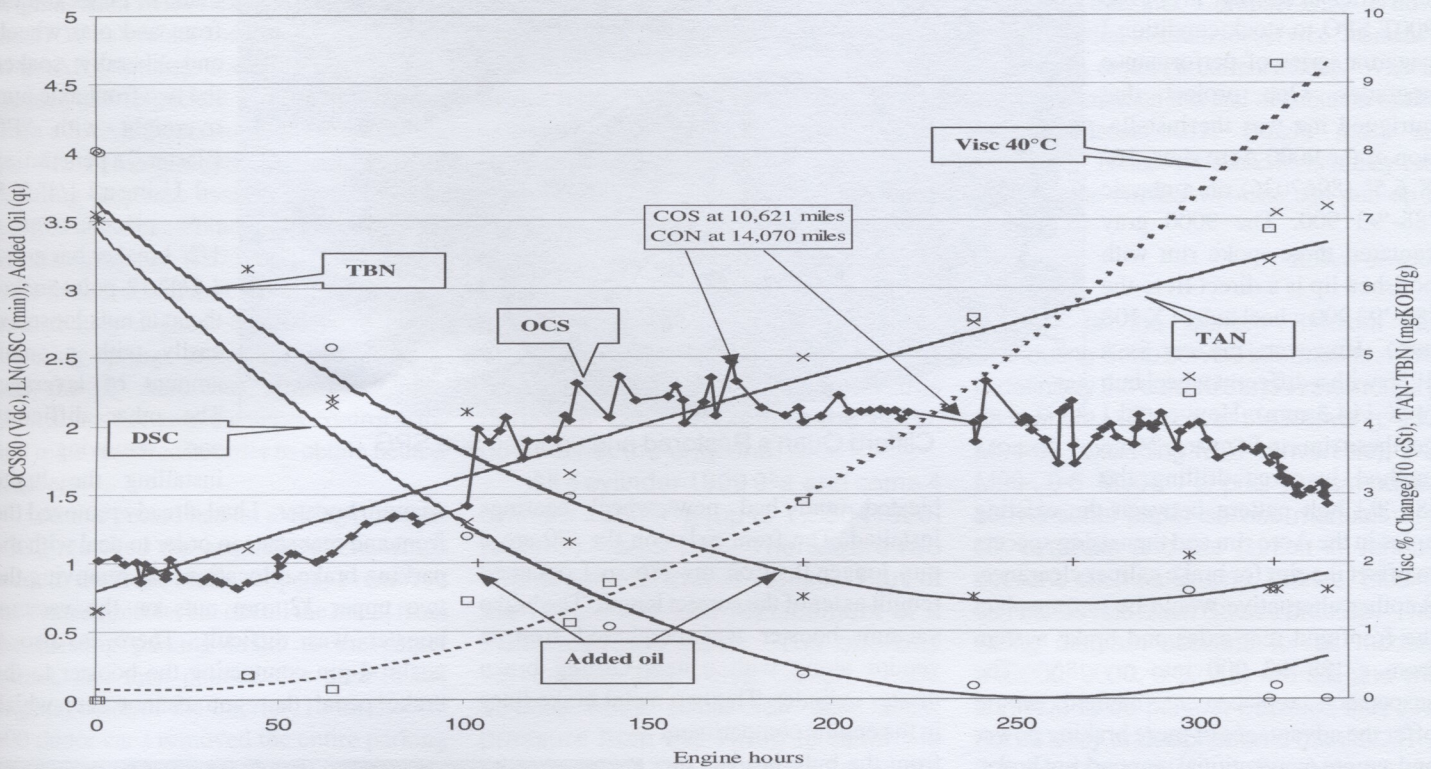
deferring oil changes until the beginning of stage 3. Based on the data presented, Stage 2 was reached for the test vehicle at approximately 5000 miles. The mileage at which lubricant reaches a particular stage in any specific vehicle will depend on the specific oil formulation, the characteristics of the engine, and the driving conditions.

In the context of Saab's service recommendations, traditional oil change recommendations, and Mr. Pond's demonstrated habits and good experience with vehicle longevity, the advice given by Dan Chasins, President of Saab Cars, Inc., in NINES #249 was right on the button. The 10,000 mile recommended change interval will probably get the car to 100,000 miles without any problems, but following the "severe service" schedule of every 5,000 miles all but guarantees that the oil will be functioning as it is supposed to right up until the drain interval.

You can read this paper in its entirety as well as the other SAE papers authored by Delphi employees on the web. Go to <http://www.delphiautomotive.com>. Then, select "Investor Relations", and the link to the SAE papers will be on the right hand side of the screen.



Above is a generalized graph showing 4 stages of lubricant degradation and the conductivity of the oil during those stages. The mileage shown on the horizontal axis is for example. The true mileage depends on the specific additive package in the particular oil used and the specific driving conditions.

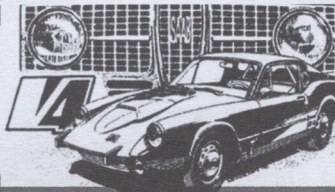


—●— OCS80 (Vdc) —○— LN(DSC (min)) —+— Added Oil —□— Viscosity (40C) —×— TAN (mgKOH/g) —*— TBN (mgKOH/g)

Data gathered during a field test of the new Delphi oil change sensor and algorithm. Smooth curves are fit through data for oil acid/base numbers(TAN and TBN), viscosity (VIS), and oil stability (DSC). The output of the oil change sensor is shown as a jagged line connecting dots, with the "change soon" and "change now" signals marked.

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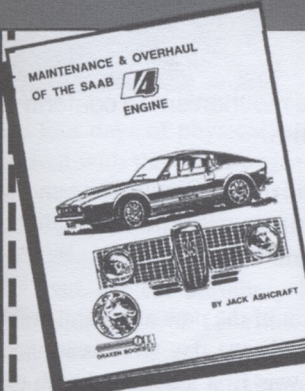
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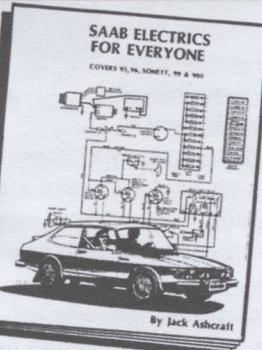
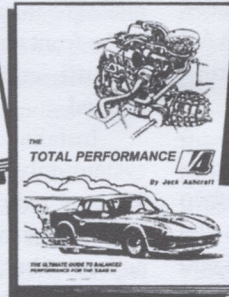
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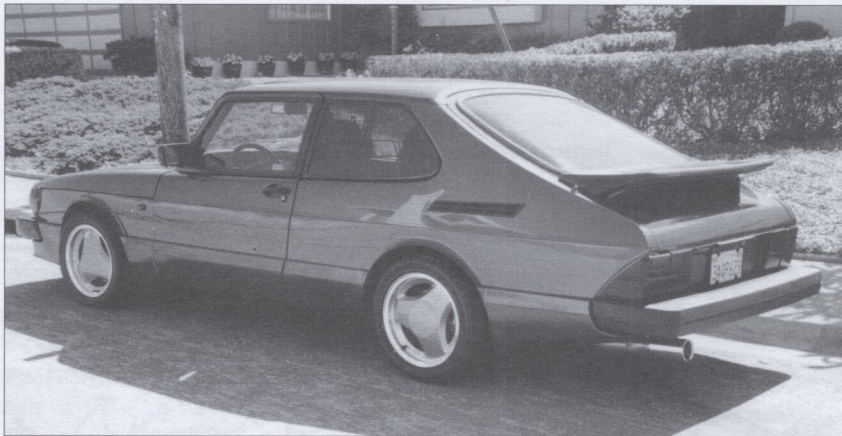
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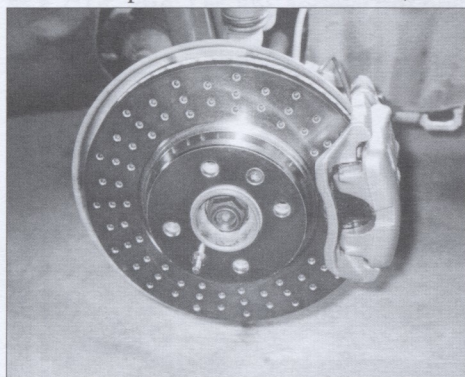
After restoring my 1986 900T SPG to stock condition I began a series of performance upgrades. One project that intrigued me was the installation of the 9000 Aero rims, 16" X 6.5" (8967036) on a classic '88-'93 900. The 9000 gray centered three-spoke rim with polished lip is a direct fit to the '88-'93 900 wheel hub (4 X 108 mm). However, my car is a 1986 with a different wheel hub (4 X 114.3 mm). How could I get these rims to fit my car? One method involves drilling the



Clifford Quan's Restored and updated 900 SPG

'88-'93 bolt pattern between the existing holes in the Aero rim and then using spacers to offset the rim for brake caliper clearance. Another alternative would be to transplant the front and rear axles and brake system from a '88-'93 900 into my '86. The suspension replacement method would offer the advantages of more braking power and a more conventional rear parking brake. I chose to undertake the latter method for this project because of those advantages, along with the guidance of a friend's prior experience in this conversion.

I was fortunate to locate a wrecked 1990 900T SPG whose rear axle and brake system were salvageable. The ABS sensors from the salvaged front and rear wheel hubs then had to be removed, since my '86 is pre-ABS. The rear axle required removing the single metal brake line, the ABS union, and then cutting the bracket flush with the axle. I had the rear axle powder coated in black and installed the dual metal brake lines. The two torque arms and the panhard rod from the '90 were also salvaged. The front wheel hubs were purchased from a vendor, sand



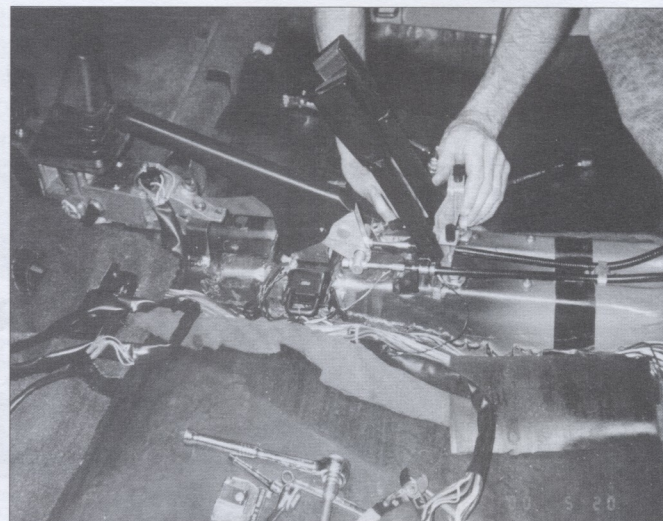
The front brakes upgraded to the 1988-93 system and with cross-drilled rotors installed.

blasted, and had new wheel bearings installed. The front axles on the '90 are 6 mm longer than on my '86 so I obtained rebuilt axles of the correct length. The brake vacuum booster was purchased from a vendor along with a new Girling brake master cylinder. The two metal brake lines in the engine compartment from the bulk head to the master cylinder were changed to fit the newer style brake master cylinder. The brake calipers were completely disassembled, sand blasted, powder coated, then reassembled with new piston seals, slide pins, and rear fluid lines. For brake rotors I chose the cross-drilled gold cadmium plated units and PBS Metal Master brake pads. The 9000 Aero rims were somewhat of a challenge to locate. I was able to obtain them used in sets of two, costing approximately \$150 per wheel, from a wrecking yard and from a SAAB independent shop. Two of these used rims did require professional refinishing at a cost of \$100 each.

The removal of the original brake system, front and rear axles took me two days. One point of apprehension was the removal of the center drive axle nuts. I had read numerous posts on the TSN 900 bulletin board (<http://www.saabnet.com>) of how these nuts could be frozen in place. Following instructions in the Bentley

manual, I chocked the front and rear wheels and liberally soaked the two front axle nuts overnight with "PB Blaster," a penetrating oil. Using a 1 1/4" X 5' pipe placed over a 1/2" breaker bar and a 1 1/4" 12-point socket the axle nuts loosened easily with a small amount of leverage. The other difficulty was removing and installing the brake

vacuum booster. I had already removed the front and rear seats in order to deal with the parking brake relocation, but removing the two upper 12 mm nuts on the vacuum booster was difficult. There is also a pushrod pin connecting the booster to the brake pedal that you cannot see, which



Changing the parking brake mechanism to conform with the 88-93 braking system.

makes re-installation difficult. The removal of the front and rear axles and brake calipers is sufficiently covered in the Bentley manual.

Installation of the new axles and brake system only took one day with assistance. The rear axle was first assembled with the torque arms, brake calipers, rotors, pads and anti-sway bar, then installed as an assembly. The metal brake fluid lines from the axle were connected to my Group 6 stainless steel brake lines and the panhard rod installed. In the process of removing my

Dr. Nio's Saab Klinik

original front axles I had damaged some of the TRW ball joints and opted for a new set of SAAB OE units. The inner drivers were cleaned and re-packed with bearing grease from a SAAB dealership. After connecting the brake master cylinder and pressure bleeding the brake system, the Aero rims, previously mounted and balanced with a set of Bridgestone RE730 205-50ZR-16s, were installed, and the car's "front end" was immediately aligned. Since I have Intrax lowering springs and Koni shocks along with the 16" Aero rims, almost all of the front shims between the upper control arms had to be removed in order to obtain neutral camber.

At this point I had no parking brake, as I had removed the original system which went to the front brake calipers. I removed the center console, cut out all the metal from the existing parking brake to the center tunnel, and then painted this area in the original color of the interior. From the '90 900 donor car I removed the entire parking brake system including handle, cables, cable bracket hold-down, and center console. In order to transplant the parking brake system it was also necessary to transfer the seat bracket from the '90 into the '86, because the parking brake handle attaches to the seat bracket on newer 900 models. The '90 seat bracket and cable bracket hold down were heli-arc welded into my car and painted to match. Two holes were cut underneath the passenger seat to pass the parking brake cables through to the rear brake calipers. Transferring the parking brake to the rear probably was the most difficult part of the project.

This conversion was a very involved project that took three months of planning and four days of physical labor. I am very pleased with the brake upgrade because of the noticeably improved stopping power. The 16" Aero rims look sharp on a pre-'87 SPG and, with increased tire contact with the road, the car definitely handles better than with the stock 15" rims.

I would like to thank the following people for assisting in this project: Damien Shulock for mechanical assistance and guidance, John Whyland of SAAB Savior, KY for supplying many of the parts, and SPG9 of Atascadero CA for the parking brake retrofit.

When I start my '00 9-5 Gary Fisher wagon after it has cooled, I get a noticeable cloud of blue-grey smoke. The dealer tells me that the 4 cyl. turbo puffs smoke on startup. I have a feeling that the car is not the only one blowing smoke.

*Marc S. Dobin
Jupiter, FL*

It is not considered "normal" for the 9⁵ 4 cylinder LPT to smoke on startup. Assuming Recall 719 was performed, one likely cause of this particular car's problem is the turbo, but it is not the only one.

All 4 cylinder 1999 9⁵s and some 4 cylinder 2000 9⁵s (up to Y...3041906) required Recall 719. There were two vital elements to that Recall. Part of the Recall required replacement of a PCV hose and valve. The one-way valve (from the Valve Cover) to the throttle body could fail and allow pressure from the Turbo to enter the crankcase. The second part of the Recall had the technician install a different banjo bolt in the cooling system to increase the water flow from the cylinder head to the turbo. It is possible for the seals in the turbo to be damaged by the overheating of the turbo housing caused by the insufficient coolant flow. The damaged seals can leak oil and cause the smoke at start-up.

It's also possible that there is a problem with the engine valve seals. Leaking valve seals could allow oil in the cylinder head to leak (overnight) down the intake and exhaust valves and into the combustion chamber. How do you differentiate between the two? The most expensive way (and most aggravating) is to throw parts at the car. The most accurate method is to leave the car at the dealer overnight. The dealer can look inside the cylinder with a bore-o-scope, before starting the engine in the AM, and check for any signs of oil inside the combustion chamber or on the valves. If the combustion chamber is clean, the turbo is suspect; if the combustion chamber is wet, the valve seals are suspect.

Is this true, that "Compact Disc" is now the distribution medium for service manuals? All of them, or just the current models? What is Saab's position on use and distribution of the Service Manual CD? (Might make an interesting "bonus" for subscribers if they can log onto the NINES web site and pull up a manual)

Robert Schenk

CD is the current medium for distributing Saab service information. This is definitely the current trend in the industry as a whole. CDs cover the following: 900 M94-98 (excluding M94 convertible), 9-3 M99-, 9-5 M99-. For prior years/models, conventional paper service manuals are still available and are printed in various sections such as Engine, Brakes, Electrical, etc as has been Saab's practice. The wiring diagram sections for all models (NG900, 9000, 9-3, 9-5) are still and will continue to be printed, because they are not as easy to decipher on a monitor. The 900 M94-98 manual in the conventional paper form, in sections, will be available until current stock is depleted.

All service information for models from the 1996 model year and newer will be available on a website later this year. June is the target date, but the schedule could slip. This will comply with new EPA regulations requiring all OEMs to provide repair information specifically on emissions related systems to the aftermarket. Saab will be putting all information for the applicable model years on the website, not just the minimum required by EPA. There will be several payment options, such as a "pay per view", monthly, and annual subscription fees for accessing the information, which is also outlined in the EPA's guidelines. Several OEMs already have live sites if you are interested in sampling what's out there. You can generally find them by going to the OEM's home page and then looking, for example, at the "Ownership" or "Ownership Experience" sections.

Saab service information is copyright protected and may not be reproduced without permission. Again, this is common throughout the industry. The CDs mentioned above are available for purchase just like the paper manuals are. The CDs, as well as the 900 (M94-98) and 9000 paper manuals, may be purchased

by contacting Kent-Moore at 1-800-345-2233.

We contacted Kent-Moore, and while they do have the manuals available, they are listed in an unusual manner and many of the order takers may not be able to find the reference. We have listed the manuals and Service Bulletin compilations which are available from Kent-Moore, and the relevant Kent-Moore part number, on our web site at <http://www.saabclub.com>. The paper manuals may also be ordered from a franchised dealer, where at least there won't be a problem in locating the part numbers. -Ed.

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Tech Talk

9000 Transmission Fluid Drain and Fill Hints

I set out to change the transmission oil in our '93 9000 CSE Turbo 5-speed to Red-Line MTL.

It has an oil capacity of 2.5 liters. It does not have a drain-plug, just like all '85-'93 9k 5-speed trannies. It does have a front dipstick, like all '88-'93 9k 5-speed trannies.

I did not want to drill/tap a hole in the bottom of the gearbox case. I got my liquid-soap bottle/pump, some old vacuum hose, and started pumping the oil out through the dipstick hole. Once I got to 1.5 liters, no more could be removed through this hole.

I resorted to removing the speedo-gear from the back of the transmission case. This requires the removal of one bolt with a 12mm head, and after that, the gear sensor/unit just pulls straight up and out. I pumped out the remaining liter of oil through the speedo-gear hole.

I put the 2.5 liters of new MTL in through the dipstick hole. The old oil looked rather dark, and the shifting quality had been quite notchy. After less than 10 miles on the MTL, the synchronizer engagement feels noticeably smoother!

I suspect that the early transmissions ('85-'87) that only have a rear fill-plug may permit the removal of all 2.5 liters of oil through this one plug, and speedometer gear removal would not be necessary.

David Prantl
Cordova, TN

This article first appeared on Turbo!, the internet mailing list.

96 "Bullnose" Windshield and Backlight Molding Installation

Holy crap, what a job. Everything everyone warned me about came true, installation was a nightmare. Bill Trench was nice enough to stop by and give me a hand, five hours later we had the front and rear glass back in using Motorsport Sweden's new rubber seals. So let's review the installation process with a simple True and False test:

1) Always use black goopy sealer during installation? Answer: False.

Black goopy sealer will get all over your hands, face, clothing and new paint job. Cleaning black goop off your new paint with solvent is a very bad idea (trust me).

2) Always install the decoration strip in gasket before installing the glass in car? Answer: None of the Above.

We tried it both ways and they both suck. That friggen piece of aluminum has a mind of its own. We did have slightly more luck installing the strip first.

3) Use a small rubber mallet to hit things? Answer: False.

You must use a HUGE rubber sledge hammer to bash the living crap out of the seal and lock strip. Make sure you pound the aluminum strip hard enough to bend it into a pretzel. If you don't, you will not have the pleasure of removing and straightening it eight times.

4) Have someone pull the string a little at a time to pull the rubber flap over the body flange? Answer: False.

If you go too slow the guy pressing on the glass from the outside has much too much time to complain about things not going in quickly enough. This distraction results in the string puller suddenly pulling faster, throwing the installation rhythm off. The result: window slips out of opening... for the fourth time.

5) Don't do this job to begin with; pay someone at a glass shop to do it? Answer: TRUE!

Thanks again Bill, I owe you big time.

Bruce Turk
Walden, NY

This article first appeared on VSAAB The Vintage Saab Mailing List.

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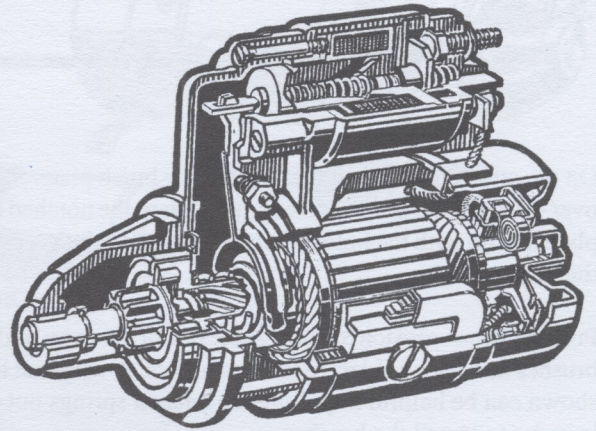
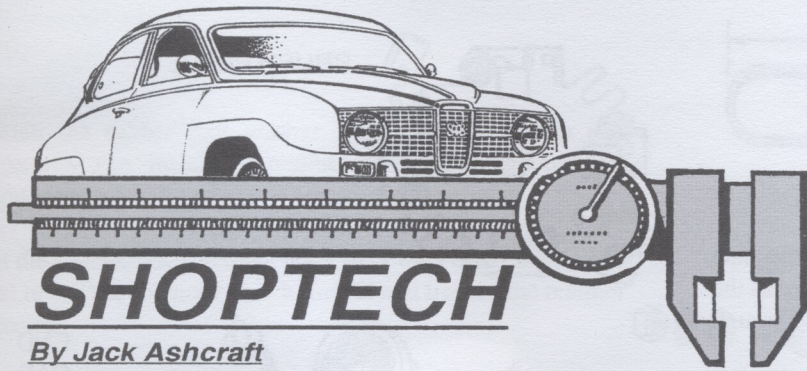
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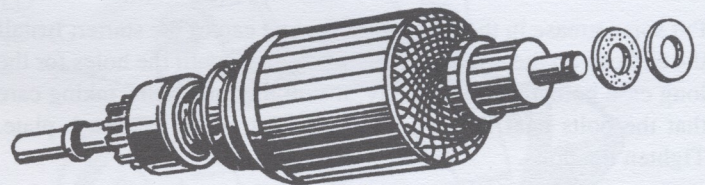
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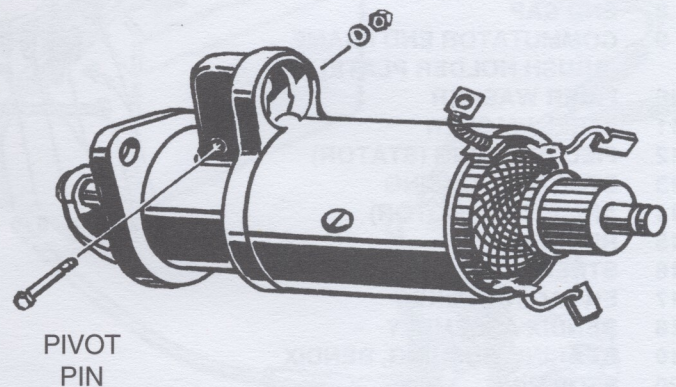
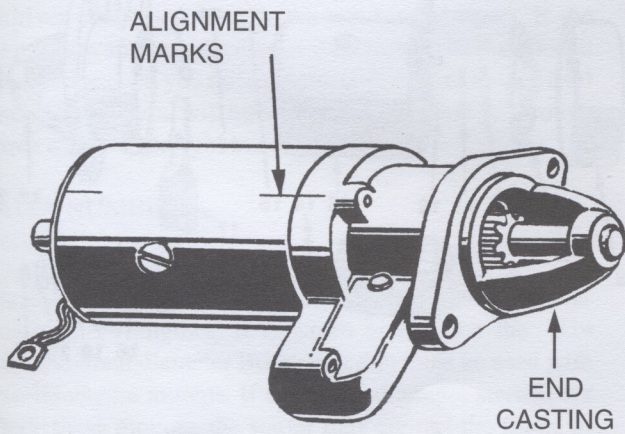
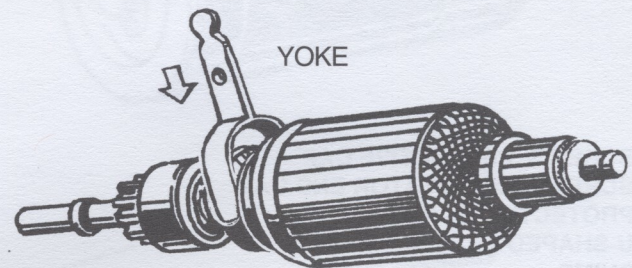


THE BOSCH STARTER FOR THE SAAB V4
Part 3: Reassembling The Starter

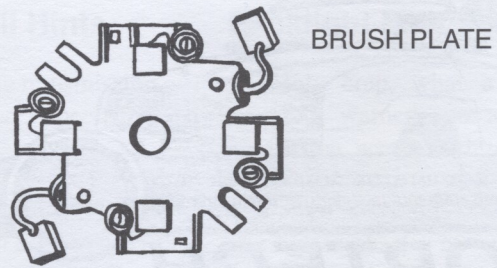
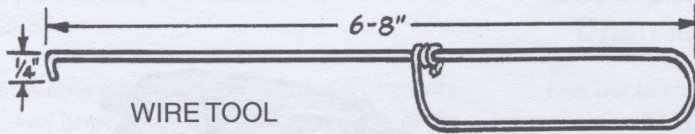
Install the fiber and steel washers on the commutator end of the armature shaft. Gently fit the armature back inside the starter housing.



Put a bit of wheel bearing grease inside the pivot hole in the engaging yoke and some grease on each of the round pegs at the end of the yoke "Y". Put a thin coat of grease on the large helical threads of the armature shaft where the Bendix moves. Add a thin coat of grease to the bushing in the end casting of the starter. Fit the engaging yoke into the starter Bendix.



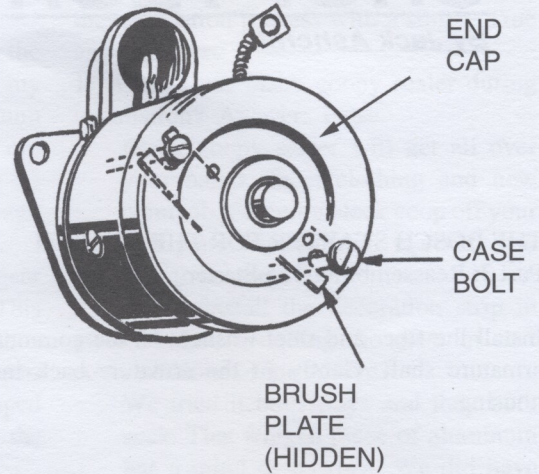
Match up your scribe marks and install the end casting to the starter housing. Install the pivot bolt through the end casting, and through the engaging yoke. You can reach into the end casting with needle nose pliers to move the engaging yoke so the pivot bolt will pass through it.



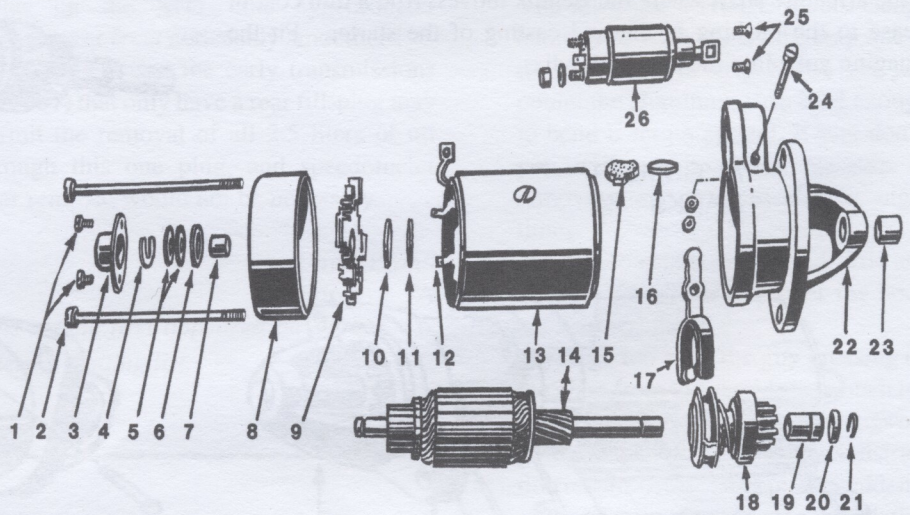
On the other end of the starter, install the brush plate. Slip the plate over the armature shaft, rotate the plate until the notched arms of the plate line up with the holes where the long case bolts come through the rear casting.

Pull the brush tension springs back out of the way and insert the brushes into their holders in the brush plate. A wire tool like the one shown can be helpful in pulling the tension springs out of the way in order to install the brushes.

Put some grease in the bushing in the end cap of the starter. Install the end cap on the armature, rotating the cap until the holes for the long case bolts line up properly. Install the long bolts, taking care that the bolts pass through the notched arms of the brush plate. Tighten the bolts.

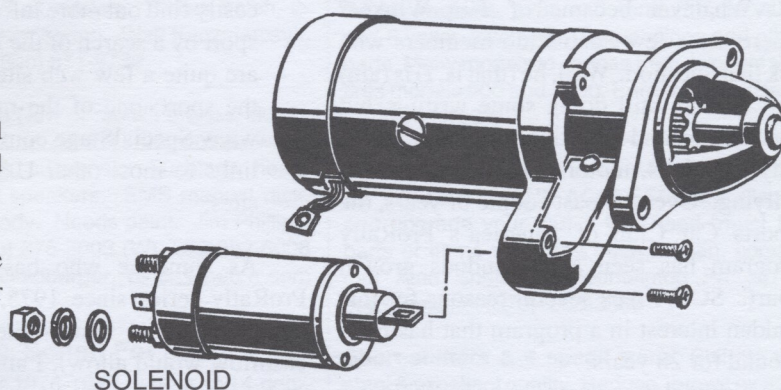


- 1 SCREWS, PROTECTIVE CAP
- 2 SCREW, COMMUTATOR END CAP
- 3 PROTECTIVE CAP
- 4 U-SHAPED RETAINER CLIP
- 5 SHIMS
- 6 RUBBER GASKET
- 7 BUSHING, COMMUTATOR END
- 8 END CAP
- 9 COMMUTATOR END FRAME (BRUSH HOLDER PLATE)
- 10 FIBER WASHER
- 11 STEEL WASHER
- 12 FIELD WINDING (STATOR)
- 13 STARTER HOUSING
- 14 ARMATURE (ROTOR)
- 15 RUBBER SEAL
- 16 STEEL PLATE
- 17 ENGAGING YOKE
- 18 BENDIX ASSEMBLY
- 19 BEARING BUSHING, BENDIX
- 20 STOP RING
- 21 RETAINER CLIP
- 22 PINION HOUSING
- 23 REAR BUSHING
- 24 PIVOT BOLT
- 25 SOLENOID RETAINER SCREWS
- 26 SOLENOID ASSEMBLY



Install the rubber seal washer, steel washer, U-clip and protective cap. Install the retainer screws into the cap and tighten the screws.

Fit the solenoid engagement hook over the engagement yoke and install the solenoid switch. Install and tighten the retainer screws.



Reattach the large field winding lug to the lower terminal of the solenoid switch assembly.

Test the starter before installing it in the car. Using a fully charged battery of the same rating as the starter (12 volt battery for a 12 volt starter, etc.), connect the NEGATIVE terminal of the battery to the CASE of the starter. Connect the POSITIVE terminal of the battery to the large, TOP terminal of the starter solenoid switch. Put your foot on the starter so it will not jump around.

Connect a heavy duty screwdriver—momentarily—from the B+ (top) solenoid terminal to the solenoid spade terminal.

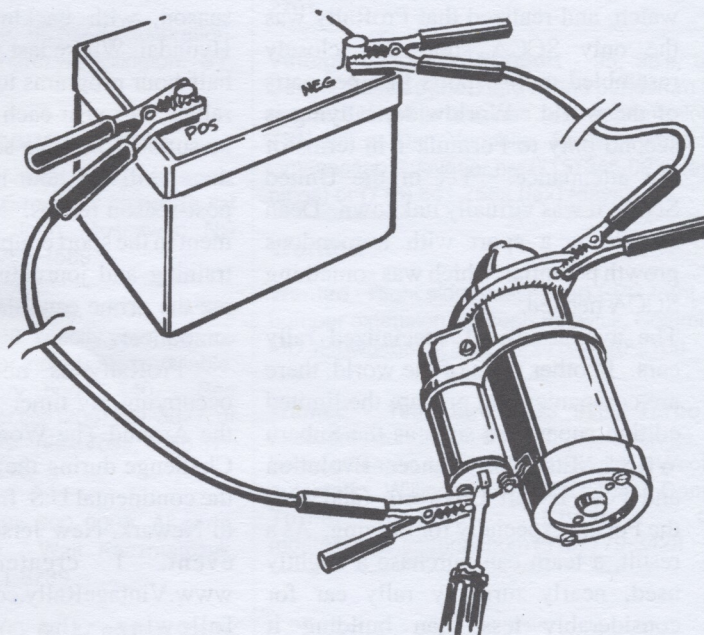
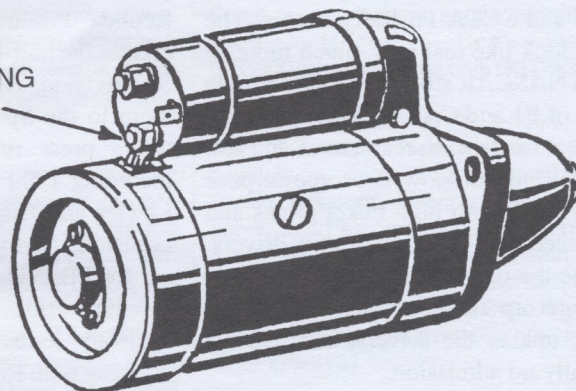
The starter should engage and run as long as you keep the screwdriver connected. Repeat the test several times. If the starter engages and runs each time, it is ready to be installed in the car. If it does not, you did something wrong in the overhaul or reassembly and you will have to take it apart and go through each step to see where you made the mistake.

STARTER NUMBERS

The Saab Parts Manual lists the following Bosch starters for Sonetts with V4 engines. It is worth noting that the -029 starter is the small diameter Bosch unit that must be used with low profile engine mounts. If the larger diameter starters are used with these mounts, the starter may contact the frame of the car.

SAAB Number	Bosch Number	Comments
8801079	0-011-208-029	Original equipment for Sonett V4
8807596	0-011-311-023	OE on Sonett III to 97743002000
8862245	0-011-311-109	OE Sonett III 97743002001 on

FIELD WINDING LUG



TESTING THE STARTER

Whatever became of Tim Winker? There are a few Saab Club members who ask that question. Well, he (that is, I) is (am) still around, still doing some writing, but focusing on and reporting on another of his (my) passions, motorsports. Specifically, rallying. Over the past couple of years, the Sports Car Club of America's ProRally program has seen a tremendous growth spurt. SCCA sees several reasons for this sudden interest in a program that has been around for 28 years:

- 1) Television coverage. ESPN and Speedvision have, over the past few years, started carrying half-hour summaries of the World Rally Championship and SCCA ProRally events. The cars look like real cars, much more so than NASCAR stockers or the formula cars of F1 and CART. Plus, they drive on real roads, with real curves and real gravel and real snow, not some purpose built track with high ticket prices and no access to the teams and drivers. Quite the opposite in fact. Spectators can get up close, and even sit in the cars, talk to the drivers, and there is usually no admission.
- 2) New management at SCCA. A couple of years ago Dennis Dean, then the new Vice President of Rally/Solo at SCCA, took a look at the programs under his watch, and realized that ProRally was the only SCCA sport that closely resembled motor sports in other parts of the world. Worldwide, rallying is second only to Formula 1 in terms of fan attendance. Yet in the United States, it was virtually unknown. Dean saw it as a sport with tremendous growth potential, which was something SCCA needed.
- 3) The availability of specialized rally cars. In other parts of the world, there are companies that prepare the limited edition super cars such as the Subaru WRX, Mitsubishi Lancer Evolution and Ford Escort Cosworth (and now the Focus) especially for rallying. As a result, a team can purchase a slightly used, nearly turn-key rally car for considerably less than building it themselves. In the past year there has been a leap in the number of these cars entered in ProRallies.
- 4) The Internet. People who have seen rallying on TV or in magazines can

easily find out more information on the sport by a search of the Internet. There are quite a few web sites dedicated to the sport; one of the most popular is www.SpecialStage.com, which has links to most other U.S. rally related sites.

As someone who has followed the ProRally series since 1975, and who has competed in a few rallies (when the cashflow would allow), I am quite pleased and excited to see a much stronger series with more entries and more fans. During 2000, I was able to attend every ProRally on the circuit. At some, I shot video for Replica Productions, the company that creates the half-hour ProRally programs for Speedvision. At others I shot stills and sold them to the Speedvision.com web site. I wrote press releases for several teams, including 1999 ProRally Champions Noel Lawler and Charles Bradley. On several occasions I drove a van towing a VW rally car for J.B. Niday and AL Kintigh.

For 2001 my involvement in the ProRally series has increased. I will be working with Replica Productions in a dual capacity, as cameraman and doing the voice-over narration for each ProRally television program. SCCA is putting more money into the television coverage this season, with backing from Subaru and Hyundai. Where last year there were seven half-hour programs to tell the story of nine rallies, this year each of the ten rallies will be summarized in a separate program, plus there will be hour-long mid-season and post-season recaps. My longtime involvement in the sport coupled with my broadcast training and journalistic credentials made me the prime candidate for the position of announcer.

ProRally is not the only activity occupying my time. Last year I followed the Around The World In 80 Days Motor Challenge during the two weeks it crossed the continental U.S. from Shelby, Montana, to Newark, New Jersey. To report on the event, I created a web site: www.VintageRally.com. In the months following the ATW Challenge, VintageRally.com has become an Internet magazine, with regular reports on vintage and historic rallies, cars, and equipment.

95, 9000 For Sale

2000 95 Wagon, Gary Fisher Ed. (Premium Pkg (Leather, 9 Spkr Harmon Kardon, Driver's Side Memory, Traction Control System, Auto Load Leveling, 17" Quad Alloys, Sliding Load Floor, Front Air Dam, Side Skirts, Roof Rack, 2 Bike Racks, Cooler/Heater Box, Cargo Nets, etc.)), 5-Speed Manual, Heated Seats, Metallic Silver, 4,700 mi, like new, always garaged. We need a 6-seater soon. \$31,800. TSN Richard Dorff, Groton MA rdorff@astralpoint.com (978) 448-3253

1999 95, Cayenne red, automatic, 16,400 miles. Car is in mint condition, has tan leather, 6 CD player in trunk. \$28,200 Todd Rockwood, Columbia SC rockwoodt@everestvit.com (803) 732-9717

1999 95 SE TURBO, 200 HP V6, 4 Dr, Auto, P/ Srf., ABS, All Pwr., Cruise, 16" Alloys, Harmon/ Kardon St., Anti-Theft, Vent. Lthr., Walnut Veneer Dash Trim, 18K Mi, Frost Gray/Gray, \$25,900, Imports Unlimited, 569 N. Colony Rd., Wallingford (203) 284-8989 www.luxurycars.com Stock #SX036569

1999 95 TURBO, Auto, PDL, PW, P/Srf., Ht. Seats, ABS, Traction, A/C, St. Cass./CD, Low Mi., Silver/Grey, Test Drive It! \$19,900, Imports Unlimited, 569 N. Colony Rd., Wallingford (203) 284-8989 www.luxurycars.com Stock #SX003009

1997 9000 CSE Turbo Automatic, 63,000 miles, black. Non-smoker. Heated leather seats, in dash C/D, trip computer, inlaid wood dash, all the other neat Saab options. Serviced regularly by Boyd's 'How Sweed It Is' in Salt Lake City. Need to sell - please call with any reasonable offers. Will arrange shipping or pay airfare from in the continental US for full price offer. \$15,000 OBO Ryan Fuller, Highland UT fullmeister@hotmail.com (801) 301-0302

1995 9000 Aero Turbo EC Red/grey leather, sunroof, CD, heated seats, built-in radar detector, all options, 4 extra wheels w/snow tires. 91K. Below Book. \$13,900. Robert Lickeri, Dublin, OH (614) 761-3189

Saab 9000s 2 1987 Turbos, 1 1988 9000S. Walt Kaczmarczyk, Ellington, CT. (860) 871-8739

1986 9000 Turbo white, 5 dr, 211,000, new tires, rust free, sunroof, records, + 4 studded snows. Daily driver, window tint, great as parts car. \$3250. Brian Beall, Mesa, AZ. (480) 984-1951.

9³, 900 For Sale

2000 9³ 2.0 TURBO, 5 Dr., 5 Spd., ABS, Traction, Ht. Seats, P/Srf, Lthr. Pkg., Side ABGS, St. Cass. W/CD, 15" Alloys, Black Rr. Spoiler, 15K Mi., Midnight Blue/Tan, \$18,900, Imports Unlimited, 569 N. Colony Rd., Wallingford (203) 284-8989 www.luxurycars.com Stock #SY013859

1994 Saab 900S in great mechanical condition, red with charcoal cloth, automatic, 91,000 miles. PW, PI, P/Moonroof, Saab Catalog arm rest, Awesome Blaupunkt stereo with Infinity spks, original stereo, 16" Viking Wheels, extra set of wheels with tires (All season). Everyday driver. I need a bigger car for family, \$6500 obo. **TSN** Tony Stephens, Lawrenceville NJ mylesac@home.com (609) 912-0459

1993 White 900 Turbo Convertible, auto, tan leather, wood dash, new black top, 6 4,000 original owner miles. Garaged, driven summers, stored winters. Dealer serviced. Very clean car. Non-smoker. \$11,000. **TSN** Scott Heller, Newfane VT scottcic@aol.com (802) 365-7242

1993 900 S Convertible! Purchased 1 1/2 years ago with 93,000 miles and halfway through a restoration. New top and rear window (inc. defrost), carpeting, leather sidepanels. A/C and full engine service. this year (new belts, plugs, battery, alternator, engine and transmission oil service). Seats and minor paint work remain. automatic, citrin beige, black top, tan leather, AM/FM stereo with CD changer, car cover. **TSN:** Craig S. McMahon, San Antonio TX cmcmaia@texas.net (210) 710-3874

1988 900 SPG. rare black/grey, 116,500 miles. ca 265 HP. New or improved with less than 1,500 miles: \$4000 paint job(show quality). Aluminum flywheel, kevlar clutch strengthened transmission, injectors, viggan dump-valve, springs, Brembo cross drilled rotors, axis pads, racing camshafts/cylinder head, racing apc box, k&n induction, flowed/ported cylinder head/ intake/ exhaust, and on. All records and all receipts (10" thick). \$15,000. **TSN** Kevin Butterfield, Connersville IN gbutte2173@aol.com (765) 825-5239 or (765) 825-2285 leave message

1983 900 Turbo, 8v, 5spd, pwr windows & mirrors, wht/burg cloth. "85k orig miles". "Project car". Slightly over 1 bar boost. invested over \$5k. Group 6 APC, K&N cone intake(7hp), inter cooler(hp?), 3" custom cat-back exhaust, Centerforce clutch, Jamex springs, Bilstein Shocks, Slotted front/cross drilled rear rotors, 16' alloys w/Nitto 205/50/16 ZR Momo Steering Wheel, Shift Knob,& Pedals, Infinity Kappa Spkrs 45Wx4 CD w/eq, custom made armrest with cupholders, tint. Many new parts. \$5000 **TSN** Evan Webb, San Antonio TX epwebb@go.com (210) 732-0398

900s 1980-1990 all models. 2-door hatch, 2-door coupe, 4-door sedan. Walt Kaczmarczyk, Ellington, CT. (860) 871-8739

1980 900 Turbo New or rebuilt: brakes, clutch, transmission, head gasket, fuel pump, water pump, ball joints, suspension bushings, headliner, radio and speakers. EMS manual rack, straight, solid body. Needs paint. Jim Phillips, Akron, OH (330) 376-3003 (W), 330-882-6008 (H), or Steve Goldberger, nines@neo.rr.com 330-497-0346

93, 95, 96, 99, Sonett For Sale

Saab 99s Saabs 1976-1980. 2-door and 4-door. Walt Kaczmarczyk, Ellington, CT. (860) 871-8739

Yellow 1973 Saab 96. Third owner, for 4 years. 106,000 miles. Relatively new tires and battery. There are a few rust spots that are recent and also a cracked windshield. The interior is green. moving soon. \$1,800. **TSN** Doree Grossman, San Francisco CA (415) 359-0916

1969 Sonett, all components, many old and rare parts, 850 MC oil injected engine, needle rod bearings, instruments, lenses, and more. Tim Rasmussen, Marble, NC. (8288) 837-8470.

1969 95 V-4 Wagon, Special rebuilt & balanced engine. Body and upholstery good. Extra engine, trans, master cyl., radiators, etc. Loss of storage area makes it necessary to sell. Reasonable offers considered. Floyd W. Anderson, Sioux Falls, SD 57103. (605) 338-1665 - recorder.

95, 2 96s. 96 is very nice. 95 needs restoration. All V-4s. Walt Kaczmarczyk, Ellington, CT. (860) 871-8739

Parts & Miscellaneous For Sale

1973 Sonnet parts for sale. Complete nose, engine, transaxle etc. E-mail for complete list and prices. Vernon John, Boscawen NH Linear@aol.com (603) 753-4589

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) 721-3077, or Toll Free (888) 380-9277. Alex Voss, 4850 37th Ave S, Seattle, WA 98118.

Saab Parts 95s, 96s, 99s, 900, 9000. All parts, mechanical and body. Walt Kaczmarczyk, Ellington, CT. (860) 871-8739

Various 95,96,97,99,900, 67-87 engine, trans, wheels, suspension, brakes, glass, electricals, wiring harnesses, showroom literature, '87 900T 3-dr Michigan body shell. John Ball, Detroit, MI (313) 882-0129

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MOVING SALE! Used 96 fenders, air cond. units, hub caps, road wheels, axles, 1500 crankshafts, doors, roof rack, MUCH more! Sonett radiators, steering racks, fuel tanks, doors, hood ass'ys, springs, steering wheels. ALSO—a cross-ram manifold with 40DCOE Weber carbs and velocity stacks for the V4. Jack Ashcraft, 4305 Dark Hollow Road, Medford, OR 97501 jackashcraft@prodigy.net Phone/Fax (541) 779-0731

1963 sedan hood and front fenders, straight and non-rusty California pieces. Offer? Contact: Jack Robinson, Box 714, Sedalia, MO 65301. Email: bryant@iland.net Phone: (800) 886-2701

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Wanted

Wanted - Right side (passenger) SPG front bumper extension. Joseph Fenwick, Columbia MD jfenw54639@aol.com (410) 740-2180

Wanted - 1986 thru 1989 9000 Turbo in excellent condition throughout, average or below miles, no rust, no crash rebuild, any color, automatic. Willing to travel. Be honest. Daman Turner, West Chester OH monte@mail.saabnet.com (513) 779-3428

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

Our last issue was focused on service, including the requirements for an "oil change" service, and some thoughts by the contributors regarding what constitutes good service and what kinds of costs a shop must pass on to their customers to stay in business. We also covered premium oil filters. That issue prompted Mr. Pond to share his experience, which includes a program of regular laboratory analysis of his old oil.

It always amazes me the way related stories seem to gather together for NINES. In this case, as I was preparing Mr. Pond's article for insertion into the magazine, I stumbled across the Delphi article on oil change sensors. Similarly, Gary Wasserman's article on obtaining a vintage Saab and preparing it for regular service, and Kenneth Van Riper's "wild and crazy" acquisition of his vintage Saab and the parts to support it, appeared on "VSAAB" as I was preparing the group of articles on the 1967 Monte Carlo 850.

In that vein, I paid a courtesy call at Saab of Bedford, and stopped to chat with a long-time acquaintance: Saab Master Tech Kenneth Hanrahan. Ken had a Scarabe Green '97 9000, the same year and color as mine, up on the lift, and it didn't look pretty. You could see the end of a connecting rod poking out through a hole in the side of the engine block. "The owner never changed the oil, not for 30,000 miles," said Ken. "You have to change the oil more than that."

Back to the article on the 1967 Monte Carlo. What if someone wanted to make a stab at emulating Claire Duckham's achievement: buying a new Saab, enjoying it for many, many years, and then selling it for several times the original purchase price (not counting inflation, of course)? Which model should one choose? Well, Claire Duckham chose the highest performance and most fully equipped model that Saab made at the time: one which was made in limited quantities. In addition, the model he purchased was the "last of its kind." While the 96 was available for many years after 1967, the two stroke, high performance model was not. In today's context, the model that fits the mold chosen by Claire Duckham is the Viggen. In terms of collectability, the Viggen Convertible would seem to be best pick, but judging from the sales figures we publish in each

issue, the 3-door could turn out to be the most rare of the body styles.

The announcement of the new "Premium Platform", to be shared among Saab, Alfa Romeo, Lancia, and Cadillac, shows the benefit of being part of large family of vehicles. Last year at the One Lap of America race, I spoke with a GM chassis engineer who was campaigning a Saturn LS wagon in the series. He described some of the significant modifications that Saab had made to the "Vectra" platform to enable it to suit their product; modifications that he said he would never be permitted to specify on behalf of Saturn. When the 9⁵ was being developed, Saab was half-owned by GM, Cadillac was only beginning to explore the possibility of sharing product with GM Europe, and the agreements between GM and Fiat were years in the future. So, Saab started with a more basic design and modified it as needed to suit their purpose. Now there are four premium brands, plus niche vehicles in the more popular nameplates, planned for a common platform. This means that the kind of engineering quality that the Saab product line defines can be an integral part of the platform. Just as bringing an existing platform up to standard makes designing a new model easier, faster, and less trouble prone than designing a platform from scratch, starting with a platform designed specifically for premium class automobiles will make designing new vehicles even easier, faster, and less trouble prone.

According to Peter Augustsson, the new Premium Platform will allow the next 9⁵ to be manufactured on the same production line as the next 9³. To us, this implies to us that it will have a transverse front mounted engine and a front suspension similar to that used in the "Epsilon" chassis. Rear suspensions could be quite different, given that 4-wheel drive is to be a "standard option" in the Premium Platform. That said, a platform designed from the outset to concentrate on all wheel drive implementation would benefit from a longitudinal engine orientation. The drive train was arranged that way on Saabs from the model 93 up through the Classic 900. Vehicles such as the Alfa Spyder, which have traditionally been rear drive, will finesse their way into a basically front wheel drive platform by building only 4-

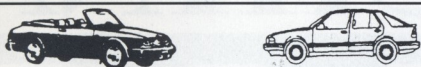
wheel drive versions. Saab and Lancia, by contrast, will probably offer both FWD and AWD versions. I for one am eager to see how this comes out.

I am speculating that the Premium Platform could become a major launching vehicle for Michelin's Pax concept, covered in the report on the 1998 International Tire Exposition and Conference in NINES #238, and which I intend to update next issue. To gain the full benefit for Pax, the platform should be designed exclusively for Pax products. With the spare tire provision eliminated and the inherently low profile tire design being used across the board, standout benefits to the design can be implemented. A dedicated "Premium Platform" would be an ideal way to both introduce the new tire concept to the market and create a standout product.

Of more immediate concern, subscriber David Prantl echoed our sentiment that Saab's product offerings in the US would benefit from higher standard power levels. We both agree that it's a marketing issue, rather than a pressing need in terms of the vehicles' performance. It's ironic that in Europe, where the average speed driven on the expressways is much higher than in the United States, the engine choice in the 9⁵ includes both a 2.0L "Low Pressure Turbo" and a 2.0L "High pressure Turbo", neither of which is considered "gutsy" enough for the American market.

Finally, it has been brought to my attention that I misspelled "Hakkapaliitta" in the previous issue. For the record: two "k"s, two "i"s, and two "t"s; one "l". Also for the record, the following story which was contributed to Turbo! by Sarah K. Robinson:

"Hakkapeliittas were the Finnish cavalry of the Swedish army. Gustaf II Adolf significantly developed the tactics and training of the army, making the Swedish army possibly the most efficient during the 30 Years War. The light cavalry had an important mobile role in the tactics. As the voluntary Finnish cavalry had many of the better horses (in contrast to smaller Swedish horses) and able men it became a feared elite force during the 17th century. The name derived from their command and battle-cry "hakkaa plle" (hack on / strike on)."



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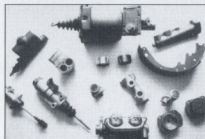
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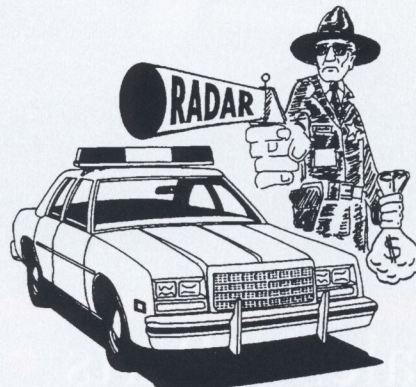
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