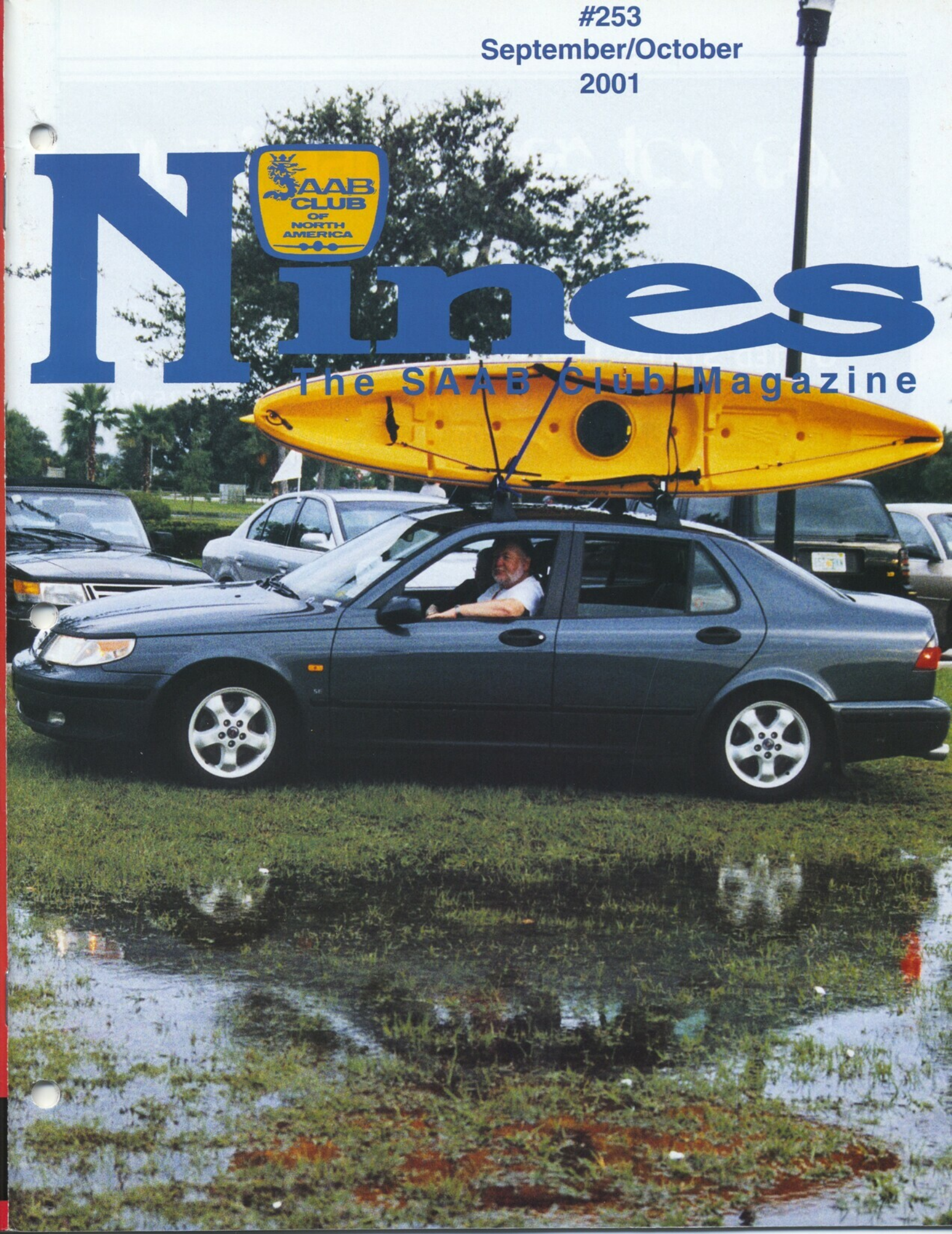


#253  
September/October  
2001



# Nines

The SAAB Club Magazine



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**Front Cover:** A Saab 9<sup>5</sup> Comes Prepared for the 2001 Saab Owners' Convention

Photograph by Stephen Goldberger

**Cover Wrap:** Celebrating 15 Years of the Saab Convertible, Three of the Original 400 1986 900 Turbo Convertibles Were in Attendance at the 2001 Saab Owners' Convention.

Photograph by Stephen Goldberger

# Letters

Readers:

The stories about the International Meeting and the Saab Owners' Convention took up a lot of room this issue, hence this very abbreviated editorial. We will return to our regular format, so keep up with the stories about what you've carried in your Saab, how your Saab saved you, "wild and crazy" experiences, and our new topic, "My Saab".

About our "Saab Spotlight" in this issue: New Salem Garage. This is the kind of dealer people feared would be left by the wayside when Saab Cars undertook their franchise realignment a few years back: one of the "old school" that had been with us since the two-stroke days. Not only are they still with us, they have expanded with a "satellite" sales and service facility near Syracuse. We are happy to "Spotlight" New Salem Garage in their 40<sup>th</sup> anniversary year.

-Ed.

## More Power?

Just read Dave Prantl's letter about 9<sup>5</sup> power plants. Let me chime in. I have a 2000 9<sup>5</sup> 5 speed manual tranny wagon with the 'base' engine, and the car is a PIG. Sorry to ever use such a word in relation to my beloved brand, but with the air conditioning on, it is outright dangerous. There are times (not in 5th gear either) when stomping on the accelerator gets you nothing. Even with the air conditioner off, the car is slow to respond and when it does it still doesn't move very well, except within a very narrow range of RPMs within each gear. You have to really (over) work the gears to just survive on today's roads. I understand the package was improved in 2001, which was too late for me, but I cannot understand how Saab let this combo out of the factory-not to mention off the drawing board.

On the other hand, I have no one to blame but myself: I test drove both the manual and auto editions before buying, and was well aware that the 5 speed was slow...but I didn't try it with the air conditioner on..... I don't drive for "sport" but I hate automatic transmissions. I rationalized my decision, figuring I'm not driving competition, but I won't make that

mistake again. I hope when I go for my next Saab, it is much more responsive!

Michael Fremer  
Wyckoff, NJ

In Saab News (page 18) is information about Saab's "Tuning Kit", which should improve the situation.

## Who Writes for NINES?

Ever notice how much NINES content comes from the Turbo! community?

Thor Carlson  
Morristown, NJ

And VSAAB as well as Turbo! Yes, it's been noticed, and lamented, fussed, and fumed over, because I just KNOW there's tons of good but unreported stories out there!!! We encourage all our readers to write their experiences. -Ed.

## More Tech Articles!

I would like to see more tech articles and letters being answered as in the older newsletters. For example: Can the new synthetic gear oils (such as Chrysler uses) be used in Saab transmissions? They are much less expensive than Redline MTL.

William W. Brueggeman  
Fairfield, OH

To some extent the readers themselves influence the content of NINES. If we don't get questions, we can't give answers! Technical articles, as in "how I did it myself," also depend on readers writing in their experiences. Saab's technical bulletins are becoming less relevant to owner service as the issues become more involved with the car's computers and start with "Attach the Tech II diagnostic computer..."

As for your question about gear oils, Saab has only tested Saab branded synthetic gear lubricant, recommended for 9000, NG 900, and 9<sup>x</sup> manual transmissions, and found it to be incompatible with the seals in the Classic 900 and 99 gearboxes. Other than MTL, which has been widely used by Saab owners with few complaints, a very few owners have reported good results with Mobil 1 Synthetic transmission lubricant, and Amsoil

20W50 Synthetic Racing Oil has been used in Classic 900 manual transmissions in warm climates with good results. Using "Chrysler" synthetic gear oil in a Saab would be exploring the unknown. -Ed.

## Global Warming and Fuels

I suppose I'll add my \$0.02 worth re: global warming. Yes, it's getting warmer. Has been for about the last 10,000 years since the glaciers began to retreat from northern Ohio. It's going to keep getting warmer, probably a lot warmer, and there's nothing anyone can do about it so we might as well stop wringing our hands over it. I thought that methane was a much more potent greenhouse gas than CO<sub>2</sub>. At least the oceans and plants suck up CO<sub>2</sub> which mitigates burning fossil fuels somewhat. Drive an average car (somewhere between a sport ute and a 9<sup>3</sup>) for 3 hours on the highway and it will put as much CO<sub>2</sub> into the atmosphere as the average human does in a day. Even if no one in China drove anything they're putting more CO<sub>2</sub> into the air than the whole USA. So, it's only cars that are bad?

On diesel: I think we are missing the boat on this one. Certainly the new generation of engines and newer fuels have gone a long way to cleaning up the exhaust. Diesel fuel has the highest energy density of anything going (somewhere around 140,000 btu/gal, vs 110,000 for regular, and 92,000 btu/gal for propane). Plus, it's probably the safest fuel, too; at least, it has the lowest flammability. Remember the big boom a few months ago at the bus garage in Akron? (Akron uses Compressed Natural Gas to fuel its busses. Recently one suffered a valve failure and the resulting explosion blew the roof off the fueling station. -Ed.) Sure CNG is nice and clean, and in a fleet operation with central fueling maybe it can be made to work. As for me, I get the willys just getting my little tank for the gas grill filled. I don't think I want to be driving around in a latent fuel-air weapon. Gasoline is bad enough... Wait until two LNG fueled semis mix it up on the turnpike and blast a crater 1,000 feet wide in the highway. Remember the big boom that wiped out a large section of East Cleveland during WW2 when a CNG/LNG storage tank exploded?

Jeffery Sutherland  
Mogadore, OH

## Classic Saab Electrics

This time by, I'll be giving an overview of the electrical systems in the Saab 99 and Classic Saab 900. Like last issue, it will be a brief overview of the systems, and some recommendations for mitigating common problems.

Between 1969 and 1993, the electrical system in the 99/900 evolved from a simple 10-circuit system to one with more than 40 circuits. An early 99 would start and run on a marginal battery, but not so the later cars with 4 or more ECUs, and a high-current fuel pump to feed. The systems servicing all those current consuming devices remained largely the same for the whole run, and indeed, are not changed much in the newer cars. There is a 12-volt lead-acid battery, an engine-driven alternator with either external or internal voltage regulation and one or more fuse/relay panels. Alternators ran the gamut from 35 amp units in the earliest 99s to the 80 amp dual belt alternator in the last years.

### The battery

The classics use a standard 12-volt lead-acid automotive battery, although in different sizes and orientations, depending on specific application. For the most part, a local auto shop will be able to find the proper size battery for your Saab. The one exception is the Classic 900 turbo. This battery is a somewhat different shape than most, being taller and less deep than the battery in a non-turbo 900. It is a size not normally stocked by car parts shops, though your local dealer should have the proper size. Using the wrong size will, at the least, make it difficult to install or remove the battery, but can put the battery too close to the turbo elbow.

Always use the heat shield that came with the car. This will help protect the battery from the heat of the exhaust. Proper care of the battery begins with a clean installation. It is a good idea to use a battery brush to clean the contact posts and cable clamps prior to assembly. Take care, also to inspect the condition of the battery cables and clamps. If you need to replace these, resist the temptation to skimp on the cost or quality. I was lucky enough to find a quantity of military surplus battery terminals which work far better than what you will find at a local car parts. Good terminal clamps are sized properly for the individual terminal.

Did you know that the positive terminal and the negative terminal are different sizes?

With a good connection, there is less likelihood of a buildup of corrosive sulfates on the battery terminals during normal operation. Normal charging is done by the alternator. The battery provides current to start the motor, then the alternator picks up the running of the car and recharges the battery. In the early cars, the battery was probably topped off in the first 10 minutes of driving. With all the systems on the later cars it will take longer to fully charge the battery. This is important to remember when making a lot of short trips. Replacing the battery should probably be done every 4-6 years, depending on use. Probably more often if you are prone to shorter trips, less often if you tend to take longer trips.

### Alternators

Saab used several sizes of alternator on the 99 and 900. Starting with a 35 amp unit on carbureted cars, it was improved to a 55 amp unit on fuel injected cars. Early 900 turbos had a 70 amp unit, and the last size fitted was an 80 amp unit. Three companies manufactured most of the alternators for Saab: Bosch, SEV and Motorola. The Motorola was primarily used on 'B'-engined 900 turbos. An alternator takes the rotational energy of the engine and converts it into electrical energy. It does this by having a rotating magnetic field move within a stationary coil of wire. This induces a current in that wire, and electricity is generated and sent to the battery and other circuits of the car.

There are two types of voltage regulators used in the 99 and 900. 99s up to 1976 used an external switching regulator. These alternators have a three-wire connector in addition to ground and power connections. The regulator was a separate unit bolted to the inner fender. From 1977, internal regulators were used. On the Bosch alternators, the regulator assembly includes the brushes which transfer the power to the rotating field coil. The Motorola alternators use an internal regulator separate from the brush pack. The alternators with internal regulation have no more than three connections on them. First is the large connection which carries power from the alternator, second is a 'D+' wire, which energizes the field circuit, and a ground wire (typically only on 900s, as the bracket was sufficient to ground the alternators on the 99).

Maintenance of alternators is fairly straightforward. Check that the belt tension is right - tight, but not too tight. Too tight can wear the alternator bearings prematurely. On 900s, check the condition of the bushings by observing the alternator while the motor is running. Bad bushings will make the alternator dance all over the place. Check the wires for fraying.

The charging light in the dash can tell you important things about the charging system. This light should always be on when the ignition is switched on but the motor is not running. If it is not, then you should check that the bulb is good, and that the wiring to the regulator or D+ terminal of the alternator is good. If it stays on dimly while the motor is running, then check that the alternator has a good ground. Note that the charge indicator bulb is not the same as the rest of the dash bulbs - check your manual!

### Wiring

For the most part, wiring is wiring, no matter which Saab you are talking about. However, time and use do take their toll. The middle 80s 900s were particularly susceptible to wire-rot, where the insulation would just rot away from the copper conductors of the wires. This is an annoyance at least, but could lead to a fire in the worst case. There is not a lot you can do about this wire rot, except to replace the lengths of wire as they go bad. It doesn't happen to all cars, but most will show signs.

Saab does use metric wire designations in the diagrams and parts lists. The system is different than the US measure of AWG. Here is a short conversion table:

AWG	Metric - Square mm
20	0.50
18	0.75 (0.85)
16	1.0
	1.5
14	(2.0)
	2.5
12	(3.0)
	4.0
10	(5.0)
	6.0

Note that some lines do not match up. That means there is no directly corresponding AWG size for that metric wire. Numbers in parentheses are the actual size for that AWG size, though Saab only uses the other sizes. On their wiring diagrams, Saab has a color

code derived from the Swedish names for the colors up to the late 90s:

Code	Swedish	English
BL	Blå	Blue
BR	Brun	Brown
GL	Gul	Yellow
GN	Grön	Green
GR(GY)	Grå	Grey
RD	Röd	Red
SV	Svart	Black
VT	Vit	White

Color combinations are usually marked thus: RD/VT or GN/RD. In the late 90s, Saab switched to a universal set of colors and abbreviations, much closer to English. Of course, if you're used to looking for that GL wire in the diagram, this can make things interesting!

**Fuses**

Finally, that one item that can cause an early Saab owner much consternation: the lowly fuse. Somewhere in the history of the Automobile, European manufacturers decided to go with a fuse that was easy to change, and easy to see if it was blown. Thus we have the ceramic (later plastic) bodied fuses with the open conductor and fusible link. Anyone with a 99 or 900 up to 83 knows the ritual of 'rolling' the fuses to break up the galvanic corrosion, and to help the fuses make better contact. But, eventually, the corrosion gets to the brass plating on the fuses and the nickel plating on the fuse holders, and you've got to roll the fuses again.

The one feature of these fuses that is handy is that they are usually color-coded by current rating. Thus, you don't have to hunt for the 8 Amp fuse, just look for the white one! After too many times 'rolling' the cheap fuses, I hunted for a better mousetrap. And I found it.

Buss (<http://www.bussman.com>) manufactures sealed glass fuses that directly replace the old open ceramic type. They look like regular glass automotive fuses, but a bit shorter, and with bullet-shaped ends to fit into the holders for the ceramic fuses. Buss calls them the GBC series of fuses. Because of their nickel-plated end caps, they do not corrode and cause intermittent problems. Their only drawback is the lack of the 'color coding', but if that is so important to you,

you could put a dab of nail polish on each! The Buss GBC series of fuses should be available wherever Buss automotive fuses are available. Standard sizes for stocking are 8, 16 and 25 Amp. Other sizes, like 5 Amp are available by special order. They sell for about \$2.00 per package of 5. I highly recommend these fuses.

From 1984, Saab used the Automotive Blade Fuses in the 900. These are usually more reliable than the open ceramic fuses of the 99 & early 900. About 40 fuses can fit in the fuse block of a Classic 900, though Saab did not fill up all of the locations in the fuseblock. I have, in the past, used the spare locations to add circuits for driving lights, etc. These fuses are color coded, so it's hard to get the wrong one for replacement. Just be careful that when you insert a new fuse that the contacts don't get pushed down, which can happen on older cars. And, never replace a fuse that blows repeatedly with a higher-rated fuse. Find out why the fuses are blowing, and correct the problem.

That's all for this issue, folks. I'll be back in the next issue of Nines with more information and tips to keep your Classic Saab alive.

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### European Delivery, Vintage Style

As many of you know, I just got back from Finland & Sweden roughly a month ago from both the International clubs meeting and the Swedish meeting as well. As soon as I can get a few good hours in I will finish writing the tales of plunder and pillage I wrought on 5 European countries over the course of 10 days. As a supplement to this adventure, however, I'll tell you a little about the intervening week. Unlike my saner pal and traveling companion Andy Burgin, I chose not to remain in Sweden, but rent a car to go down to the continent for a few days. I picked up a nice 2000 9-3SE in Stockholm and headed south. (Saab Corporate, please note, the vintage columnist just gave your car a RAVE REVIEW.) About halfway there, I noticed the one English phrase on the rental contract, which I had not seen before nor had my rental agent been kind enough to show me:

**DO NOT TAKE CAR OUT OF SWEDEN**

I was dismayed, but carried on, and reached the port city of Trelleborg that evening. Late, I might add, as I stopped to shop the last few minutes of Biltema Linköping's business day, as well as to take pictures at SAAB Aerospace. I left the car in a parking garage by the sea, and walked onto the 0315 ferry to Germany. After a four hour ferry ride and a four and a half hour train ride, I spent a night in Berlin (more later on this) and then another train to Holland to visit my soon-to-be-Australian friend Remy Maassen in the area of Utrecht.

I gave Remy a ring from Duisburg (western Germany) to find that there had been a train wreck at Utrecht around noon that day. Damn! We agreed that I should disembark at Arnhem, and that he would be waiting there with a new-to-him 1974 99 Combi-Coupe (Wagonback). Funny, I thought, that Remy would have a new car so soon prior to moving to Australia. In any event, Remy was present at the Bahnsteig, and we took off in the tight little hatchback 99, first to dinner and then home to Zeist. We drove around in the 99 for a while the next day as well before changing to Remy's classy '79 900 GLE. During some point that

day, I offered to buy Remy's new 99 from him, jokingly of course, and he replied that he would probably leave it in Holland to drive when he came home to visit. So after a busy day and a good night's rest, Remy and I drove to Sweden the next day in the 900, picked up my rental car, paid a large parking ticket, and the rest you will have to read about in the next issue.

Home for two weeks at least, I received an e-mail offer from Remy to buy the '74 for his purchase price of \$600, plus he would arrange the shipping from Holland to the US. One of the nice things about being an east coast SAAB guy is that Europe is just a boat ride across the pond. After scrutinizing and driving the car on my trip, I figured that a largely rust-free, rebuilt suspension first-year-hatchback 99 was worth the roughly \$1500 total cost to get it to the States, plus it would serve as a nifty container for shipping some stuff over to me here in the U.S. Luckily still, I had given Remy some money to ship home all of my European parts scores, and so I had a deposit on the car already! What do you think I said? No? Are

you nuts?

Well, that's about all I know for now, the car is currently in its second week in transit and probably still en route to the Caribbean before turning north again up the coast to Baltimore. It's a shame they can't just pop up the James and drop it in my backyard, but such is life. I hope to have it ready to go for the Lorenz bash as it is, off the boat, if not the Swedish Car Day in Brookline or SAABtoberfest with fresh paint and interior.



Chip's "new" 99 with the trophy it received at Ed Lorenz's picnic.

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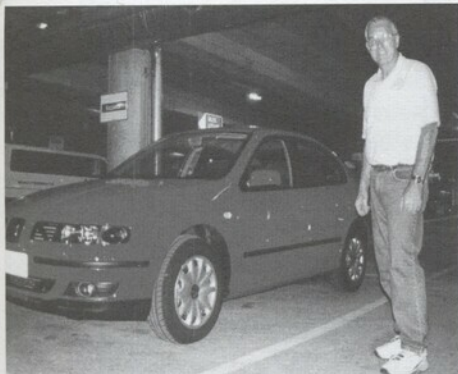
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## Scandinavian Saab Rental

Let's see, what can I write about that won't be covered by the other NINES writers that were in Ellivuori, Finland, for the International Saab Owners Convention on June 8-9-10 and Trollhattan's Saab Festival 2001 on June 16-17? Would you believe that Phil, Larry, Chip and I all made the trip? Being able to tour the Valmet Plant (where the Saab CV, Viggan and Porsche Boxter are made) and Nokian Tire plant made this trip very attractive. Trollhattan is always a treat. Anyplace where one in three cars on the street is a Saab has to be great!

Linda had asked our travel agent to line us up with a Saab rental in Helsinki and also in Gothenburg, Sweden. Anita, our travel agent, just smiled. (I thought that meant, "No problem.") We arrived at Helsinki's Vantaa Airport and went to the Europa Car rental office for our Saab. As you can see in the picture, it wasn't a 9-3 but a Seat Leon 1.6 four-door TDI (diesel). Because we were going to be driving quite a distance, I decided that the Seat would be an interesting ride. "Red" was brand-new. He only had 17 km



Chuck and the Seat rental car. (Seat is the Spanish based VW affiliate.)

on the odo. "Red" was a four-door with plenty of room and the basic amenities. Since writing about diesels in the last issue of NINES, I had a real interest in how "Red" would perform on this trip. We cruised at about 120kph. The engine had great torque and overall good power. The engine torque in city traffic was very convenient and the performance seemed much like a NG900 most of the time. The 5-speed shifted well and overall the Seat delivered an enjoyable ride. The backseat and trunk were small but adequate. We didn't notice engine noise at any RPM above idle. Probably the most

noticeable irritation was the road noise. We drove "Red" from Helsinki to Uusikaupunki (Valmet location) and then to Ellivuori for the International Saab Event.

A fun rally on Saturday afternoon was part of the International event. Since we had "Red", we decided we would catch a ride with someone with a Saab who needed a navigator and some company. I approached Frank Mauch, a Saab Club Member from Germany, who was driving a 97-900 5dr/5spd. (Yes, a 900!) My first question at these things is, "How good is your English?" I didn't want to spend three hours navigating for someone I couldn't talk to. Fortunately, Frank's English was great and he was happy to have our company.

During the course of the rally, we talked about a wide range of topics. Some of the subjects included his choice of cars, service and diesels. Frank had purchased his 97-900



Frank Mauch in cap looking at the scoring results of his driving skill on the Nokian Tire test track.

new and I can tell you he has had it meticulously maintained by a dealership. As we talked about service, he explained how disappointing it was to have to drive over two hours to get his car serviced. (Does this sound familiar?) He said that he grew up in Germany with Mercedes/Benz, Volkswagen, etc., and a 20-minute drive was a long way to get these cars serviced. Two hours for service is a ridiculous distance to a German! For your information, Germany is undergoing a process similar to the U.S. with its dealer group. (Less is better?) With the European fuel prices and traffic, two hours is a stretch in Frank's mind!

That brought us to the diesel topic. Since diesel is half to two-thirds the price of gasoline in Europe, I asked him why he hadn't traded for a 9-3 diesel. He related how his dealer had shown him the 9-3 but the price savings of the fuel just didn't offset the

noise of the engine. It was a NO SALE to Frank--one man's opinion from a land that loves diesel.

Since the rally had been routed through Nokia, we stopped by to see the Saab Dealer so Frank could get a screw for a mud flap. This being Saturday afternoon, meant the dealer was closed, even though they had advertised that they would be open for participants attending the Saab event.

We had a nice talk and drive. Frank is a good driver and I only misled him a few times as I tried to read the maps. Have you ever looked at the Finnish language? It's hard! Even some of the Finns admitted to getting lost on the rally. Also, on this event, we had an impromptu crash demo. H.C. Hand from Denmark, (many of you will remember meeting H.C. and his family on the Colorado NINES Run the Rockies Tour in 1999), had the misfortune to allow his 9000CS to get away from him enroute on a gravel road. He managed to roll the car and damaged it severely. It certainly was a total loss - if it were in the U.S. Both H.C. and his passenger (youngest son) were fine! That's why we drive Saabs, right? The International Convention was a good event in a very beautiful country. Cars displayed ranged from a wood burning 99 to a twin turbo V6 96. Lots of cool cars!

We returned "Red" on Sunday afternoon to Helsinki having driven 646 kilometers at \$37 for fuel for the whole trip. Because the Saab Festival 2001 in Trollhattan was a week away, we went by ferry and train through Sweden and Denmark and eventually ended up in Gothenburg, Sweden on Friday, June 15, to rent another car. Unfortunately, our agent used Hertz. When we got to the car rental area in the City Center there were all kinds of 9-3s and 9-5s available but they all said AVIS on the window! We went to the Hertz office and reluctantly accepted our Ford Fiesta. On Saturday morning we were off to the Kinnekulle Ring (Swedish Road Course Racetrack). It is a nice track. We had a good time watching the owners drive, or abuse, their cars at full-bore around the road course. They laid a lot of rubber out on the corners.

Ahhh yes! Back to the Ford....we drove back to Trollhattan to our hotel and as you can see in the picture, the trunk of our Fiesta had only enough room for our four carry-on bags. The back seat was just plain tiny! Are you one of those people that think Saab



Second "Saab" rental, a Ford Fiesta. 9<sup>3</sup> and 9<sup>5</sup> selection available through Avis

should build a 96-sized car again? After renting a modern 96-sized car, I think I like 9-3s just fine! The road noise in the Ford was horrible and the ride was choppy! Its performance was mediocre at best. By the time we returned it to Hertz, we had driven 300 km and paid \$26 for a gasoline fill-up. That's not very impressive for a 4-cylinder, 5-speed hardly ever cruising over 90 KPH.

In Trollhattan, Peter Bäckström & Associates, did a good job with the 2001 Event. Their format is something that we in the U.S. might want to consider for our future conventions. Attendees don't have to register. There is no hotel bookings or food provided! No charges whatsoever! When we got to the Saab Museum where the event was held, we received a folder with the event information in it and then we were on our own! (We had already booked rooms at the King Oscar). We bought lunch at a cafeteria on the grounds in an adjoining building. We ate with Maria Bäckström, Peter's wife, whom we met in Colorado in 1999 when they were newlyweds. This type of event worked well and Saab spends very little to put on a super event. Depending on what the other columnists write about, I may expand on these events in future columns. I think



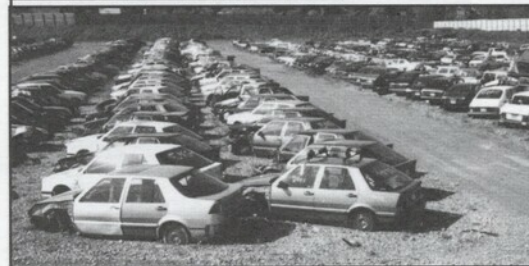
Fiesta trunk with 3 of our 4 carry on bags inside. Good thing we travel light!

everyone got great pictures of the restored and unusual Saabs that were on display.

**Scandinavian Car Rental Advice**

Make it very, very clear to your travel agent what you want to drive and then be prepared to drive what you get! Because of the parking and fuel costs, the tiny cars can be very nice. Cruising is another story. A 9-3 5-door/5-speed diesel would be ideal for me. I don't know if they rent them or not. For my use in the U.S., I'll stick with gasoline. Thanks! Good luck if you're heading overseas with car rental in mind. Actually, we prefer the train!

Lastly, I'm not going to apologize for bringing up the Kyoto protocol or talking about global warming. So far this year, we have traveled in six European countries and in each one people have talked to us about the U.S. role. Our country needs to make it clear that we are the World Leader. Are we already doing enough? Too much? Public opinion world-wide may ultimately have an impact on what we do. We reside in a small and ever shrinking world. Saab is a leader in clean engine technology! Whether it is burning wood chips, diesel, gasoline, hydrogen or something else, come on Saab. Let's get it done!



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We drove to the 2001 Saab Owners' Convention with our friend, Harvey Barron (who introduced himself alternatively as the "Toyota-Dodge Representative" -guess which cars he has owned lately- and the "Optional For an Extra Fee Chauffeur"). Extended road trips aren't the challenge that they were years ago. In the place of a full tool box and shop manual, I now take along my AAA and credit cards. I do ensure that the car is in proper condition: freshly changed oil, fluids at proper levels, and the maintenance schedule up-to-date.

*Our trip to the SAAB convention at Vero Beach Florida started with Steve's announcement that he would replace all our balding tires with brand new Nokian tires just in case it rained on the trip. He said he didn't want to be blamed if I or Harvey, a recent widower who accompanied us, skidded on the road and crashed the car. Harvey came prepared for almost everything. Steve and I laughed when he held up his air pump and we told him with new tires this was one less thing we needed to take on the trip.*

I was driving in the left most lane on a 3-lane wide section of I-95, south of Brunswick, Georgia. Traffic was light and my speed was "comfortably close" to the speed limit (say, 10 mph over).

*Harvey and I could not agree on music choices. Harvey brought his collection of Broadway music starting from the 40's and collections of singers mostly from the 50's. I prefer contemporary, soft rock, and a variety of songs. Harvey couldn't stand the bass sound of contemporary music while in the back seat. When I wasn't driving, I generally sat in the back of the SAAB. Harvey found a Boston Pops tape collection which he popped into the tape deck and pressed rewind because unlike me, he likes to hear tapes from the beginning to the end and not just from where they start to where they repeat.*

The two of them had been squabbling all morning about what music to play, and our friend had inserted a tape into the tape player with the intent of rewinding it. He is not familiar with the Saab's radio, and the traffic was light, so I glanced down to see that the tape was rewinding as it should be. I looked up, and I could see "something on the road" several seconds away. It was white, circular, and about 4 inches tall and perhaps 6 inches around. A short piece of

plastic sewer pipe comes to mind, but it could have been anything. I knew I didn't want to hit it. It was to the right of the center of the lane, so switching lanes didn't seem to be a great idea. I steered left.

We're told in the Skip Barber driving schools that you will hit what you're looking at. The point of the lesson is that when driving on the track and a car near you is having a problem, you should look for the open space and try to drive through it. You should not look at the car in trouble and try to miss it. Well, I paid entirely too much attention to the thing I didn't want to hit, and not enough to the "open space" to the left of it. Sure enough, there was a "bang" and a "hisssss", followed by the lumpy vibration that happens when running on a deflated tire at high speed. *The bang sound happened immediately following Harvey's statement of "Your going to like this". I thought we had been shot. I signaled "right turn" and easily made my way across the lanes to the berm.*



Norma indicates the sidewall damage to the tire.

*Steve pulled over into a 6" deep puddle and we encouraged him to get back into the SAAB and pull forward into a drier place. Harvey and I expressed the same sentiment to each other: "Thank God we're safe. It's only a tire. And most of all, thank God I wasn't driving. He'd never forgive us". Harvey then advised Steve to put the hood of the car up in the hopes that the traffic would be less likely to crash into us.*

I half expected to see the kind of shredded sidewall that graced NINES #245, but aside from being flat from the one hole in the sidewall and being covered with sand, (I pulled way over, off the pavement), the tire looked pretty well intact. I mentioned the sturdy construction of the Nokian NRH2 in my editorial in NINES #251, and the way it

tolerated being "run on the rim" at high speed showed it. At this point the very best that could happen would have been a tow to the



This won't be fixed. Note the absence of "shredding", despite "running on the rim" at high speed.

nearest Nokian tire dealer. Just two problems with that: I had no idea where the nearest Nokian tire dealer was, and I needed to contact the AAA tow agency. The car was packed to the gills, and the AAA tow plan is good for 100 miles, 3 times a year, with no bonus for not using it. Our friend, who has chastised us on occasion for "driving naked with no cell phone" smugly pulled out his in order to contact AAA. The "800" number on the back of my card was perpetually busy, and the "emergency number for Georgia" in his Canadian Automobile Association Trip Pack repeatedly asked for secret codes and permissions which we did not have. We were on our own. Norma volunteered to walk on to the exit, about a quarter mile away, while Harvey and I emptied the car and changed the tire.

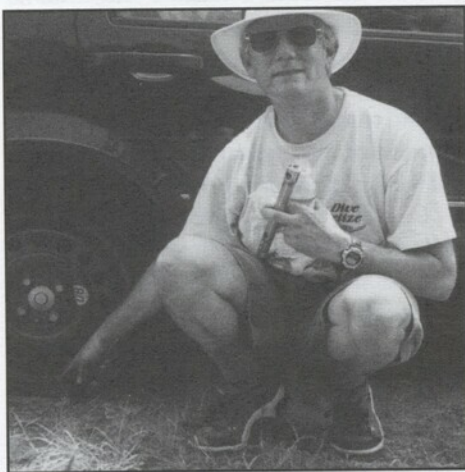
*I left to walk to the nearest gas station in 90 degrees plus sunshine, no shade, with cars whizzing by on shoulders with 4 foot tall scratchy weeds. After a short while a senior gentleman offered to drive me to the nearest gas station. He seemed harmless enough until he told me that he noticed our flat, and the same thing happened to him the week before when he fell asleep at the wheel and hit a guard rail. I made sure we kept talking until we reached the gas station.*

*I immediately called the Nokian 800 number in their NINES ad to find out that there are no Nokian dealers in the South, and an overnight or 2 day delivery of a replacement tire is prohibitively expensive. The representative wanted to be sure I wasn't claiming manufacturer's defect and then told me I should calm down because I*

## Our Trip South

sounded stressed. When I called AAA, the rep there told me they were extremely busy and didn't want to send a tow truck unless we really needed one. She then asked if we had a spare. "Yes", I replied. "Does he have a jack?", "Yes" again. "Is he handy?" Steve, I thought, an engineer, someone who used to take his mom's dryer apart when a kid (but not able to put it back together again), the editor of Nines: "Of course he's handy", I replied. "Well then he's probably got the spare on already and you don't need us". She advised me to return to the car and check the progress, and to call AAA again only if we absolutely needed a tow truck.

I take a dim view of traveling with a space-saver spare on the front wheels, so I started by replacing the good rear tire with the spare. Things went well until I lowered the car onto the spare, and found it almost as flat as the broken tire. One probably should check the air in the spare periodically, and especially before loading up the trunk for a



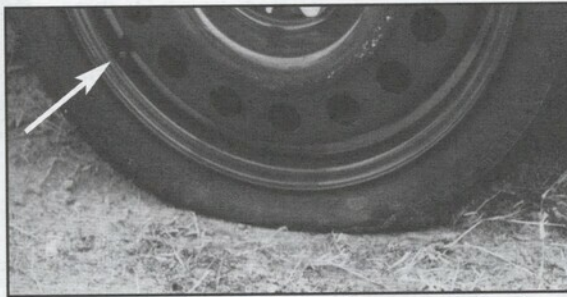
Securely mounted and without any air inside: the spare tire.

trip. Next time, for sure, I will check it before leaving home. I will also seek out the flexible extender I purchased many years ago and install it on the spare, so I won't need to actually remove the tire to check and fill it. Harvey looked at the flat spare, looked at me, and had the good sense to say nothing.

Installing the full-sized tire on the front didn't go a whole lot better. The first challenge was installing the jack into the Saab's jacking point. At some time the jacking point was used as a "lifting pad", with the result that the jack wouldn't fit into the slot. With the screwdriver from the tool kit and the hammer I took along for hanging

NINES posters, I managed to get the jack in place. I probably shouldn't have hammered on the jack, because when it came time to remove the jack, I couldn't.

By this time Harvey had resorted to



The arrow points to the under-used valve for inflating the spare tire.

calling AAA's Canton, Ohio local number to ask for help. They attempted the national number, but had no better luck than we did. The Canton office then looked up the local number for the AAA affiliate in Marysville, GA and played relay messenger.

Imagine my surprise as I returned to the car to see Steve absolutely dripping wet banging on the jack attached to the underbelly of the SAAB and a spare tire that was flat. Harvey was 50 feet away facing the oncoming traffic on the shoulder ostensibly to warn people not to crash into us. Since Harvey is an attorney and conversational I suspect Steve wanted silence as he beat on the jack. When I told them what AAA had said, Harvey stared and said slowly, "You're telling us that you got through to AAA and they talked you out of asking for help?"

As Norma was reporting her conversation and AAA of Canton was relaying our predicament from Harvey's call to the local office, the local Sheriff Deputy stopped by to offer assistance. Dressed in casual attire, she phoned directly to the towing company that services AAA members and verified that our various messages were indeed bringing help. When Harvey saw the Sheriff wearing a shell top and tight, white jeans, he couldn't resist saying to her, "Nice Outfit." She laughed. The challenge now would be to get everything back into the car along with the damaged tire and wheel assembly. The 9000 spare tire well doesn't hold a tire larger than

185-65-15, a size the 9000 has long since outgrown.

After 20 more minutes, the tow truck came down the road. The driver walked over and greeted us, in a dejected tone, with, "Y'all done changed it already?" I pointed to our difficulties. The tow truck driver then put on a crooked smile. Although an air pump, or at least an air tank, is standard equipment for tow trucks, his had been unused and broken for some time, so he had removed it that very morning. He said, he "never needed one until now." He radioed back to his dispatcher for a second truck and then started beating and prying on the jack with a small crow bar. Having the jack engage a slot to ensure safety and efficiency was something he had never seen before. Seeing the jack stuck in the slot was even more unusual to him. By the time the second truck had arrived, the jack had been freed and was properly stowed. *The scene of 2 huge bright yellow tow trucks protecting*



How many tow trucks does it take to change a tire? It depends!

*our car from oncoming traffic was quite spectacular as were the many tatoos on one of the driver's arms.*

For those whose trunk supplies include a small 12V DC compressor, be assured that such devices are really professional grade equipment. At least, that was the compressor that the second tow truck carried. It did take a while for the diminutive spare to reach it's specified 60 PSI. This gave us time for the drivers to pose for pictures and to show off samples of NINES which the tow drivers wanted autographed. From there, it was on to Sam's Club in Jacksonville. They carry

the correct size tires for our SAAB. We couldn't help but notice the Budweiser brewery with FREE TOURS signs across the street from Sam's, and since the schedule was shot anyway, we re-hydrated. *After the second free beer we lightened up considerably and were able to laugh about our misadventure. On a positive note, when our son Josh headed out to Berkeley in his car Steve took him to a gas station before the car was packed to show Josh how to check the air in all the tires, and to make certain the spare was fully inflated.*

PS: Even an esteemed Editor can learn something by reading instruction manuals. More than a year after buying this car, and of course after the Convention trip, I discovered (from reading the manual) that this Saab's radio has a "Loudness" function. The loudness function adds six or ten decibels to the bass to compensate for the ear's sensitivity at low sound levels. To engage or disengage the function you must press a button labeled something else and hold it for several seconds. It had been "on" ever since we bought the car, hence the "booming bass" which has so annoyed our back-seat passengers for the past year.

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## Saab Spotlight

### New Salem Saab Celebrates Forty Years of Saab

New Salem Saab started back in March of 1961, when Dewitt Carl and his son, Frederick W. Carl decided to take a chance and sell Saabs. These cars which were built by a Swedish aircraft manufacturer, had front-wheel drive, and a two-cycle engine, fueled by a mixture of oil and gas, certainly not your average automobile. In addition to the challenge of selling such a unique line of cars, their location was also out of the ordinary, nestled in the Helderberg Mountains on Rt. 85 in New Salem, NY. Within one year of selling Saabs, New Salem Garage was among the top 20 dealers in the United States. Frederick took over the business from his father in 1968. The dealership continued to grow, selling a total of 141 Saabs in 1968.

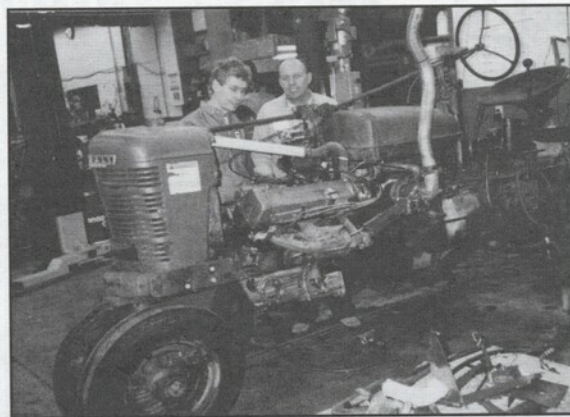
Fred and his wife, Sandra, worked at the dealership together. Sandra was the Office Manager, Accountant and mother, to their daughter, Terri. Sandra worked side by side with her husband, bringing Terri to work with her everyday. Soon after the birth of their son Darryl, in 1970, Fred's sister Arlene Lendrum came to join him at New Salem Garage, and took over the position of Office Manger. Arlene worked with her brother for a total of 24 years. Fred's younger brother was also employed at the dealership. Glen Carl was a technician, and was also in charge of making sure the customers' cars were ready for delivery. Glen served at the dealership for almost 25 years. Another employee, who's been with us long enough to call family, is Harold Cameron. Harold started working at the dealership part-time as a salesman in 1976, and became the first full-time salesman in 1978. Today, at the age of 73, Harold is still employed with New Salem Saab as a sales consultant!

Fred was the kind of guy who always liked to experiment with different things. A perfect example of this would be his Saab Turbo powered Farmall H Tractor. You see, along with the dealership, Fred had a love of farming. He owned a large farm and grew hay to feed the several different types of livestock that he owned. The animals ranged from Brahma Bulls to sheep, pigs, cows and even the rare bird, the Emu. Fred decided to combine two of his favorite



The New Salem Garage acquired its Saab franchise in 1961, selling cars from their "corner gas station."

things-Saabs and Farming. How could you do this? Well, the result was a 1941 Farmall H tractor that was powered by a Saab Turbo Engine! Obviously some special customizing had to be done. The original tractor engine displaced 152 cubic inches and developed about 24 horsepower @ 1650 RPM's with a compression ratio of 5.9:1. The Saab two-liter, on the other hand, displaces only 121 cubic inches, but pumps up 135 SAE horsepower @ 5,500 RPM's.



Fred Carl and the Saab powered Farmall.

The engine was installed using scrap parts that were just lying around, and were handy at that moment. An empty transmission case served as the oil pan, some PVC pipe plumbed the turbo and cooling systems, a reversed 900 front pipe was turned into an exhaust system and a little special work on the brake lathe coupled the Saab flywheel to the original. The result? An exceptionally powerful, one-of-a-kind Saab Tractor that goes a whole lot faster than anyone could ever imagine a crop tractor could go! At one time the technician who helped build the tractor, Keith Lorette, was clocked at 60 MPH!! The only question that went unanswered was: if you tripled the PTO speed, just how far would the baler kick the bales?!

Another one-of-a-kind example of

Fred's creativity is his completely customized Saab Limousine. Fred actually combined three different model years into one. A 1981 900 was used for the nose and engine, the center section was from a 1974 99, and the rear of the car is a 1979 900. The car (as seen in the photo) was painted a dark blue and is still pulled out of storage for special occasions.

Fred was also an avid Ice-Car racer. In 1961, he was one of the founding fathers of the race club, named NYSIRA. For years he raced Saabs on the ice and won several Championships. Over the years, he enjoyed his racing with Saab drivers like Eric Carlsson and with driver Per Eklund.

Community was an important part of Fred's days. He was a lifetime member of the New Salem Volunteer Fire Company, and served as Chief during the years of 1976-1978 and 1989-1990. He also donated Saabs to the Driver Education Program of the local Voorheesville High School over the years, emphasizing to the community the safety that these cars had to offer.

As the dealership continued to grow, so did Fred and Sandy's family, with the birth of their second son, Andrew in 1973. The years of hard work and dedication lead to a rapidly growing dealership. In 1992, the dealership was selling close to 225 new and used Saabs a year. In 1993, New Salem Garage celebrated a grand re-opening just 4 miles down the road from the original dealership. Now in the Town of New Scotland, still on Rt. 85, New Salem Garage was ready to meet the growing demands of their customers. This new dealership was designed to be state-of-the-art. It is large enough to display over 200 New and Used Saabs for sale, 10 Service bays and an enormous Parts room holding over a million dollars of inventory. The customers also receive special treatment. For example, the customer-waiting lounge is equipped with workstations, so that customers are able to plug in their laptop computers and still remain productive while having their Saabs serviced.

Fred passed away in July of 1994, just eight months after completing the new dealership. He died at home, with terrifying swiftness by the standards of cancer. His sons, Darryl and Andrew, decided to pursue their fathers dream. Darryl, only 24, and



The Saab Limousine

Andrew only 21, at the time, dedicated themselves to continuing what their father had begun.

One of the things that Darryl and Andrew have made a top priority is that of caring for their customers, and maintaining the relationships that their father started. While New Salem Garage may not accept cows and chickens as payments for service done on their cars, (something that Fred used to do quite often in the old days) we certainly make sure the job is done correctly and priced fairly.

At New Salem Garage, we take pride in the number of our long time customers. Several are on their 9th or 10th Saab purchased from us, and we attribute that loyalty to the positive and educational service and sales experiences they receive.



Dewitt and Fred Carl with one of the "Long Run" 9000 Turbos

We currently have 34 employees consisting of: four full-time salesmen, eight full-time technicians and three service advisors, two parts personnel and two detail technicians who all work together to achieve perfection for our customers. Several of our employees have been with the Garage for years and are excellent at diagnosing and

repairing the older Saabs. Our parts manager has been with us for over thirteen years as well. We have added a full-time Internet Sales Specialist. Using the Internet as a tool we are able to communicate and respond to many people who have questions regarding the Saab Automobile. The gentleman who runs this department for us has also been an employee of New Salem Saab's for over 10 years. We are very proud to say that the combined knowledge available to our customers comes from over a total of

75 years of experience.

In 2001 we are proudly celebrating our 40th anniversary with Saab Cars USA, Inc. Just like their father did, Darryl and Andrew believe in the Saab Automobile. As the current location continues to grow and sell more and more Saabs each year, along with a steady growth in both Service and Parts, we are opening a Satellite location. That expansion into Halfmoon, New York, was pre-ordained in 1998 when New Salem Saab purchased Orange Saab's (Schenectady, NY) franchise. At the time of this publication, blueprints are being made to create yet another state-of-the-art dealership.

"What we plan to build is a museum environment within the new dealership that really accentuates what the manufacturer is, and what the family's history is with the company," said Darryl Carl. The facility is an architectural compromise between the hangar-like design Saab wanted, to emphasize its aeronautical roots, and the colonial heritage emphasized by town officials, such as the use of split-brick facing. It will feature a rotating number of the vintage Saabs from the Carl family's collection, as well as a variety of early Saab memorabilia and records going back to the late 1940s.

The idea for a museum started with the discovery of a mysterious storage space in the drop-ceiling of the family's Saab auto dealership in New Salem. Carl said he and others discovered the source of musty old records and photographs when cleaning out the old dealership prior to its move from New Salem to Slingerlands. Someone saw a cubbyhole door with a small latch above the drop ceiling. They found their smallest employee and sent him up with a flashlight.

"We stuffed him in the hole and the next thing you know he started handing down boxes from 1946, 1947," Carl said. The paperwork documented how Carl's grandfather Dewitt bought into the facility in 1947 after moving his Texaco Marfax Service Station there from Western Avenue in the Albany-Guilderland area. It traced the growth of the business with his son Frederick until 1961, when they decided on the venture of holding a Saab franchise.

Starting with the Valet parking and ending with a complete car wash for our service customers, combined with the over forty years experience and satisfied customers, is New Salem Saab.

*(Some material used in this story was previously published in the Times Union newspaper of Albany, NY.) We encourage readers to send stories about their favorite Saab dealers and independent service facilities that specialize in Saabs. Quality service is essential for today's complex vehicles, and NINES is proud to highlight the people who supply it.*

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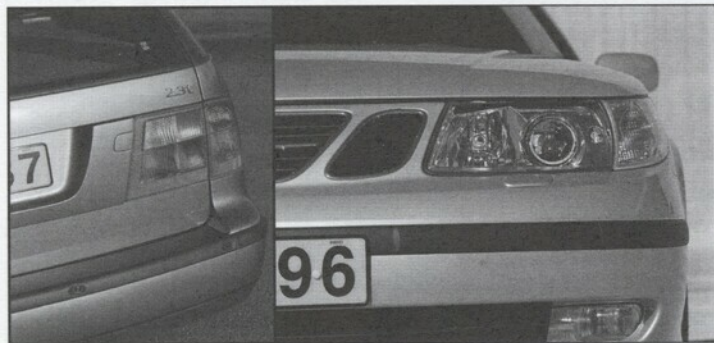
**2002 Models Announced**

2002 sort-of marks the 25th anniversary of Saab turbocharging, since a limited number of 1977 99 Turbos were produced for in-use testing by Saab officials and private owners. The Saab 9<sup>3</sup> line-up celebrates this milestone, along with the final year of production of the current model, with numerous exterior and interior enhancements. Saab has discontinued the base 9<sup>3</sup> model in the USA in favor of a 9<sup>3</sup> SE five-door model. The 9<sup>3</sup> Viggen line-up continues with three-door, five-door, and convertible models, each with a new Sand Beige interior color option, matched with a carbon-fiber instrument panel.

All 2002 9<sup>3</sup> SE five-door models will feature the 205-horsepower high-output turbocharged 2.0-liter, four-cylinder engine. Also standard are: 16-inch five-spoke alloy wheels, an exterior body kit, a sunroof, power driver's seat, and a wood-grained instrument panel. To commemorate the 25th anniversary of Saab turbocharging, all 9<sup>3</sup> SE models also receive new embossed leather-and-textile seats (embossed with "Turbo") and leather door panels. A Premium Package will be available that includes: a sport chassis, Automatic Climate Control (ACC), prestige audio, power passenger seat and driver's side memory seat, full leather seats, a leather-wrapped sport steering wheel, and 3-year/36,000-mile no-charge scheduled maintenance. Heated front seats and automatic transmission are optional.

For 2002, the 9<sup>3</sup> SE Convertible includes upgrades similar to the five-door SE model: 16-inch five-spoke alloy wheels, Turbo-embossed leather seats and leather door panels. ACC and power driver and passenger seats with driver's side memory are now standard equipment in the convertible. A Sport Package, featuring 17-inch wheels, a sport steering wheel, and a rear spoiler, is optional. Heated front seats and automatic transmission are also optional on the convertible. The '02 9<sup>3</sup> is expected to go on sale in October.

**9<sup>5</sup> Enhanced for 2002**



New styling front and rear, with a host of refinements in between.

For 2002 Saab has performed a "mid cycle enhancement" to the 9<sup>5</sup>. As was the case when the New Generation 900 was upgraded to form the 9<sup>3</sup>, the 9<sup>5</sup> enhancements are more functional than cosmetic. Unlike the case with the NG 900, however, the updated car's styling is different enough from the earlier car to give its owners instant "bragging rights."

As was entirely expected since its first showing at the Paris Show last year, the 176 hp common-rail 3.0-liter V6 TiD is

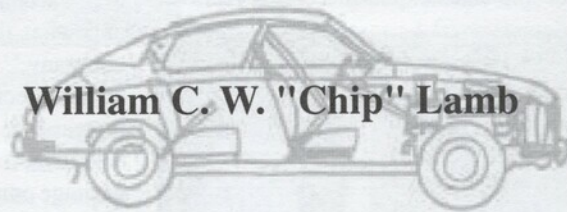
available in 9<sup>5</sup> cars and wagons in Europe. This engine, manufactured by Isuzu, is totally new, and the Saab is its first application. A modified 125 hp version of the direct-injection 2.2-liter four-cylinder TiD unit used in the 9<sup>3</sup> is also available. This will allow Saab to compete in the burgeoning European premium-car diesel market. (We note that many of the European countries which have signed the Kyoto Protocol to reduce "greenhouse gas emissions" have tax policies which strongly favor diesel engine automobiles over gasoline powered ones. -Ed.) In other engine news, the High Output Turbo 2.3-liter (HOT) engine has been retuned and now develops 250hp.

A new five-speed automatic gearbox capable of handling the HOT engine's full 350Nm (258 ft. lb.) torque output allows Aero models with the automatic to use the engine's full capability. The new gearbox, which constantly monitors its own performance and adapts to prevailing driving conditions, replaces the previous four-speed automatic in all 9<sup>5</sup> applications.

The chassis now provides a sportier and more responsive feel with crisper turn in and greater steering precision, especially in the "Linear" and "Arc" models. Credit the acclaim given the ride/handling behavior of the Aero models for motivating these changes. There is a version of the Bosch Electronic Stability Program (ESP) available for the first time in a Saab. Along with the ESP are modifications to the anti-lock ABS braking and traction control system (TCS). The front brakes on all V-6 9<sup>5</sup>s, diesel and gasoline powered, are now the larger brakes used on the Aero, and the Aero receives ventilated brake rotors for the rear brakes. The standard Michelin tires have also been redesigned to match the chassis changes.

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Styling has been freshened with a new grille integrated into the front bumper cover, and the rear panel for both the wagon and the sedan have recesses in the shape of the traditional Saab grille to add distinction. Clear plastic headlamp lenses with high pressure washers replace the glass lens and wiper. Xenon arc discharge lighting is available depending on the model. Unlike earlier arc discharge headlights, Saab's has both high beam and low beam capability. This capability is achieved using motorized shutters inside the light assembly to control the light output, and those same shutters are used to provide an automatic beam leveling function.

Nomenclature is used to define model trim: "Linear" for the base model, "Arc" for the more elegant model, and "Vector" for the more sporting model. In Europe, where there is a wider variety of drive train and interior combinations available, the terms refer to the interior trim only, but here in the USA the terms will define the drive train as well. In addition, the "Vector" trim will be available in the USA only in the Aero, and that model will keep its "Aero" designation.

In Europe, the "Linear" trim option features a black plastic dash panel with cloth seating; "Arc" features the wood instrument panel with leather seating, and "Vector" features a brushed aluminum dash with leather seating. The wood instrument panel will have a matte finish rather than a glossy one, and Aero models will feature Viggen style sports seats.

In the USA, "Linear" will refer to the 185 hp. LPT 4 cylinder model, which will include the wood instrument panel and may include leather seating as the only seating available. "Arc" will refer to the V-6 model, and the Aero will be the only model to carry "Vector" trim in the USA. ESP will be optional on Linear; standard on Arc and Aero. Xenon arc discharge headlamps, rain-sensing wipers, and rear parking assist sensors will be available on Arc and Aero models as a Touring Package.

Finally the 9<sup>5</sup>'s safety has been further upgraded. The new Saab 9<sup>5</sup> range features new adaptive airbags with a passenger-sensing system, retuned seatbelt performance and a new interior headliner that meets the latest US requirements. Crash performance has been improved by a modified engine support frame which is both stiffer and lighter. There is better knee protection for both driver and passenger, and Isofix child-seat-mounting points round out the changes.

"We have made a number of meaningful changes in virtually every aspect of vehicle development and design," comments Peter Augustsson, president and chief executive officer of Saab Automobile AB, "which makes the new Saab 9<sup>5</sup> very different from the car we launched in 1997. It is now sportier to drive, it has a more modern appearance, and there's a range of engines that significantly broadens the vehicle's appeal. It means we shall be able to engage more effectively and more competitively in European markets. However, the new 9<sup>5</sup> remains the choice for individualists who value Swedish design, engineering integrity and Saab's real-life safety record. And, of course, Saab's unique turbocharged driving experience."

The 2002 Saab 9<sup>5</sup> will go on sale in December, 2001 in the USA, and it has been on sale in Europe since July 1. The 2002 pricing structure was not available at press time, but will be printed in a future NINES. Saab No-Charge Scheduled Maintenance Program covers all 9<sup>5</sup>, Viggen, and Convertible models and is included with

Premium Package on the 9<sup>3</sup> SE five-door. OnStar continues to be "Port Installed" on every new Saab in the US, with one year's service included in the purchase price.

## Global Vehicle Order to Delivery Initiative

Saab Cars USA has implemented two new initiatives as part of Saab Automobile AB's ongoing global strategy to be more market-driven. The combination of an interactive, full-visibility car administration system (CAS-E) and the opening of a new port on the West Coast are part of an integrated plan to expedite the delivery of product to customers. Across the automotive industry, manufacturers are moving towards a pull market dynamic and away from the traditional push mentality. Industry analysts predict that the market infrastructure will change to a predominantly pull strategy by 2004. This will allow customers to select "built-to-order" vehicles, but will require a fundamental change in both buyer and dealer behavior. In 2000, 900,000, about five percent, of the 16 million vehicles sold in the U.S. were built-to-order based on customer specifications.

Bringing CAS-E into the U.S. market allows domestic Saab dealers to take advantage of an improved vehicle order-to-delivery (VOTD) process, previously granted only to dealers in Europe. This system is now used globally. CAS-E is linked directly to the factory production and logistic systems and provides complete visibility of every vehicle and order status in the pipeline. Dealers can search for a car with a specific configuration and make trades at any stage in the process — from production line to dealer lot. Another benefit is that dealers can change the product configuration up to as little as two days before the start assembly date, as well as add options at the U.S. port. Since the system is linked to the production line, a dealer can receive an estimated arrival date within 20 minutes of placing an order for a new car.

One goal of the new system is to link at least 60 percent of worldwide production directly to customer specifications. Key success factors for reaching this goal include widespread adoption and usage of the system throughout the Saab organization, as well as the responsiveness and accuracy of the CAS-E system itself.

The complexity of delivering a specific car to a customer can be illustrated with the 9<sup>5</sup> product line. Saab would like to deliver 20,000 9<sup>5</sup>'s in the USA through approximately 200 dealers, for an average annual sales of 100 per dealer. With 2 body styles, 3 engine choices, 2 leather configurations (ventilated or not), 2 seat heater options (heated or not), 7 exterior colors, and 1½ interior colors (not all exterior colors offer a choice of interior color), there are 168 different combinations. This doesn't even count the seldom ordered cloth interior or the sunroof delete option. The improved VOTD process has delivered customer specified cars in less than 40 calendar days from order to production in Sweden to dealer delivery in the U.S.

Another initiative to complement the CAS-E system is the opening of a third port for importing Saabs to the U.S. In addition to two East Coast ports, Brunswick, Georgia and Newark, New Jersey, Saab Cars USA will also now import through a facility at Port Hueneme, California. This port, just outside Santa Barbara, will not only improve delivery times to West Coast dealers, but also generate a cost savings by allowing product to be shipped directly from Sweden, rather than arriving via rail from an East Coast import site.

**Power to the People**

Perhaps in response to prodding in NINES, or perhaps in response to the clear need, Saab has introduced a "tuning kit" for the 2000 model year 9-5 with the "LPT" 2.3 liter engine. The tuning kit increases power by 30 HP (17%), torque by 19 ft lb. (9%). The suggested list price, according to the online catalog, is \$750, and the kit must be installed by a dealer or authorized service point.

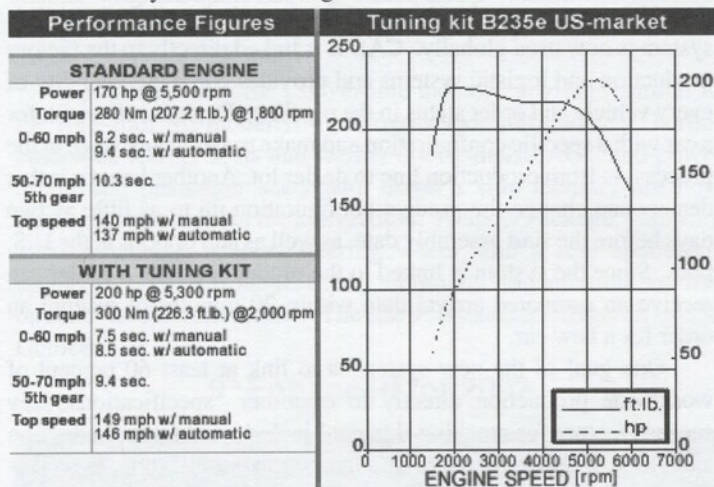
The accompanying performance curves show that torque is especially improved in the 3500-5000 rpm range, where the standard engine is left "breathless" during overtaking maneuvers. The tuning kit brings the 9-5 "Low Pressure Turbo" output to about the same level as the 9000 "Full Pressure Turbo" with the automatic transmission. For now, the tuning kit is available only for the 2000 9-5 2.3L 4 cylinder engine (not Aero). Because the 2000 model is a LEV (Low Emission Vehicle), it has different injectors, sensors, etc., than the 1999 model. Saab is not planning to develop a kit for the 2001 vehicles because of their higher standard power output.

Owners still have the option of purchasing higher output engine management controllers from independent companies such as Abbott Racing or Nordic Tuning. The Saab tuning kit is somewhat less expensive, and its use will not cause warranty issues in the unlikely event of an engine failure.

show how the clean lines of the 9X define a compact and sporty shape, with strong Saab styling cues dramatically evolved. "I regard this car as a statement of intent," said Saab Automobile CEO Peter Augustsson. "It is physical proof that Saab is embarking on an exciting journey." *Photograph and drawing courtesy of Saab Automobile AB.*

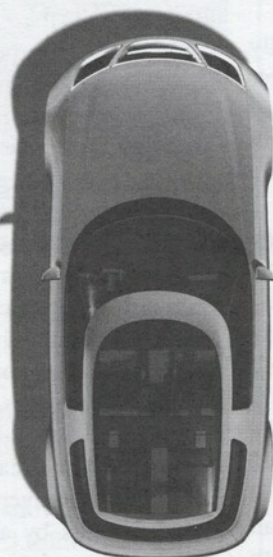


A strongly styled version of the Saab grille leads the "9X" concept car. Note the rounded front and steeply curved windshield visible in the top view.



**Saab "9X" Concept Car to be Shown at Frankfurt**

Saab's multi-dynamic 9X "Concept Car" is scheduled to be revealed for the first time at the 2001 Frankfurt Auto Show. Saab challenges traditional design by incorporating, for the first time within one car, key features usually associated with four different types of vehicle: coupe, roadster, estate and even a pick-up. The concept car is Saab's first "clean sheet" project styled by the new head designer, Michael Maurer, who joined Saab after 14 years with DaimlerChrysler AG's Mercedes. It is no doubt intended to highlight the direction he intends to aim Saab's future products. The photographs



**Sales**

	JUN '01	JUL '01	period
coupe 93	53	41	94
viggen coupe	16	5	21
sedan 93	505	391	896
sedan 93 se	417	243	660
viggen sedan	16	18	34
convertible 93	8	8	16
convertible 93 se	796	485	1281
viggen convertible	76	59	135
campaign convertible	1	2	3
total 93	1888	1252	3140
sedan 95	532	1038	1570
sedan 95se	309	426	735
Aero 95	166	176	342
wagon 95	229	307	536
Gary Fisher edition	3	1	4
wagon 95se	106	135	241
Aero Wagon	53	37	90
total 95	1398	2120	3518
IDS (European Delivery) (included in model totals)	23	31	54
total (2001)	3286	3372	6658
last year (2000)	3970	3855	7825
percent increase	-17.23	-12.53	-14.91
total year to date	16751	20118	
previous year	17525	21380	

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admin@centralpennsaab.com  
info

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mheyse@starpower.net

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412-366-6165

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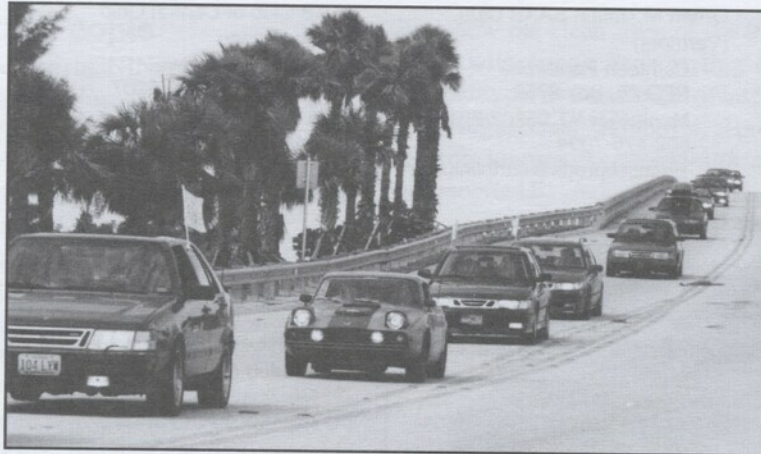
**BOLD Line** indicates new or updated club information.

A years long drought in Florida was finally broken as the 2001 Saab Owners Convention at Vero Beach, Florida, met in some of the worst weather we've seen at a Saab convention since we began attending in 1992. No matter, camaraderie was great, the clouds cleared just long enough for the Concours de Saab. The seminar speakers were outstanding.

A "Scavenger Rally" was scheduled for Thursday afternoon to kick off the convention, but owners were instead taken on a two-hour scenic drive, caravan style, up and down Highway A-1-A. No other events were scheduled for Thursday.

By Friday afternoon when marketplace tents were scheduled to open, the weather had turned for the worse, and as nearly as we could tell the marketplace never did get started. In a departure from past conventions, there was no "keynote speaker", but rather brief welcomes from Erik Carlsson, Simo Lampinen, Dan Chasins, and Robert Sinclair.

The theme of the Convention was the celebration of the 15<sup>th</sup> year of the Saab Convertible. Robert Sinclair, who was the President and CEO of Saab Cars USA, Inc. at the time of the Convertible's launch, captivated the seminar audience with images taken from the personal archives of Steve Rossi, who had been Vice President of Communications at Saab Cars. Continu-



Saabs On Parade: The Thursday afternoon scenic drive.

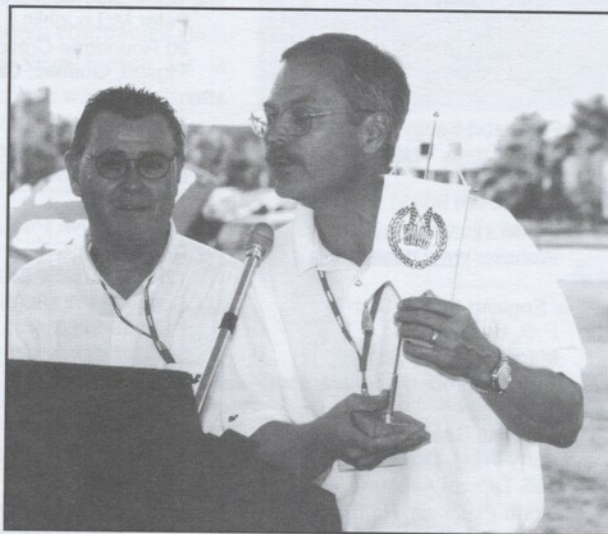
Photograph by Rebecca Young

Advanced Technology, Chairman of the Society of Automotive Engineers Southern California Section and the 2002 SAE President Nominee. Before joining Garrett in 1995, Dr. Shahed held positions at the Southwest Research Institute and Cummins Engine Co. Jack DiMaio, Manager, National Training & Consumer Affairs at Pirelli Tires has over 30 years of experience in the tire industry, 16 of them with Pirelli. Dr. David Viano, Manager of Advanced Safety Research and Development at Saab, has over 25 years of research and development experience with General Motors, and is also an adjunct professor at Wayne State University in Detroit and Chalmers University of Technology in Gothenburg, Sweden.

Saab is the "Center of Expertise" for forced induction engines and gasoline engine combustion technology at General Motors, a fact that is pretty well known among Saab enthusiasts. Less well known is that Saab is also the "Center of Expertise" for automobile crash safety at General Motors. The placement of Dr. Viano at Saab

Automobile underscores the importance of safety at Saab and the esteem that Saab's

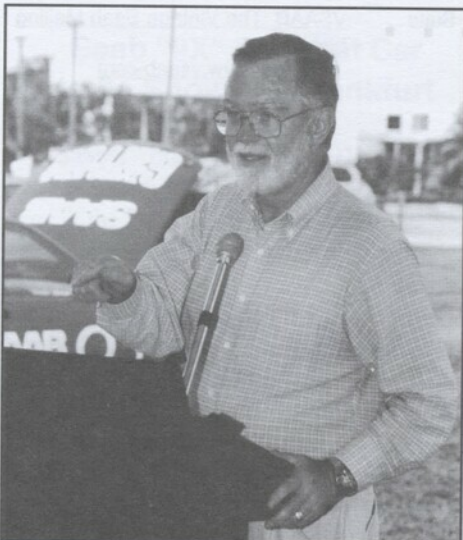
*Continued on p.25*



Dan Chasins accepts the Finnish Saab Club banner on behalf of the Saab Club of North America

ing with the convertible theme, Saab's legendary Technical Schoolmaster John Moss and Technical Training Development Specialist Dave Kapitulik hosted a session on Convertible Top Maintenance.

For those with a technical bent, there were sessions covering Motor Oil, Turbocharging, Tire Performance, and Saab's Real Life Safety. The presenters included respectively: John Demko, Director of the OEM Strategic Business Unit for Castrol, whose 23 years with the company have included positions as chemist, technical support for marketing and sales, and Laboratories Manager, Technical Services Manager, OEM Liaison Manager, and Quality Assurance Manager. Dr. S.M. Shahed is Garrett's Vice President,



Robert Sinclair makes a point during the welcome ceremony.



The "BFH" Viking Helmet oversees the Friday Evening entertainment.

# Concours Winners (see article)



1st 2-stroke Sedan. 1963 96  
Cathy & Scott Reeson



1st Sonett III, 1973 red  
Michael Raphael



1st 900 94-. 1997 900S  
Charles Edwards



1st 9<sup>o</sup>. 1999 Sedan  
Alan & Margaret Fein



1st V4 sedan. 1968 96  
Lester Ewing



2nd Sonett III. 1974 blue  
David & Alex Turner



1st 9<sup>o</sup>. 2000 Vigen 5-dr  
Thomas Sorensen



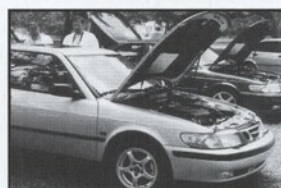
2nd 9<sup>o</sup>. 2000 Aero Wagon  
Dennis Blomquist



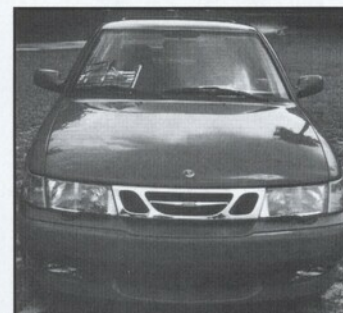
1st 99. 1972 99E  
Keith Barden



3rd Sonett III. 1974 orange  
Bob Blumstein



2nd 9<sup>o</sup>. 2000 3-dr.  
Rick Chuma



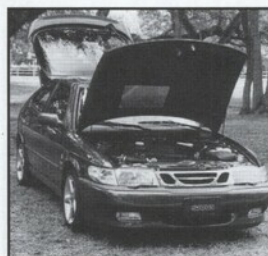
1st Modified: 1995 900SE,  
Sensonic Clutch (arrow in lower  
frame) James Uhl



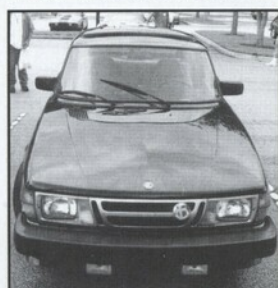
2nd 900 -86. 1986 900 turbo  
Larry Washington & crew



1st 900 Convertible -94. 1992 turbo  
Richard Donnelly  
\*\*\*\* Best in Show \*\*\*\*



3rd 9<sup>o</sup>. 1999 Vigen.  
Richard Donnelly



3rd 900 -86. 1986 900 turbo.  
Elisabeth Evans



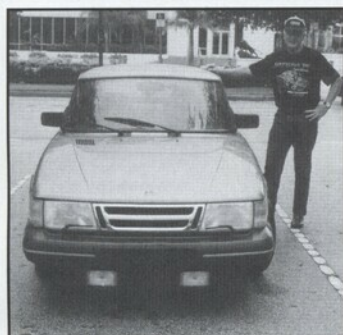
2nd 900 Convertible -94. 1993  
turbo Walter Barry



1st 9<sup>o</sup> Convertible. 2000 SE  
Frank Carson



2nd Modified: 1968 Sonett III 16  
valve Turbo conversion. John  
Plakey



1st 900 87-. 1992 900S  
Richard DeKold



3rd 900 Convertible -94. 1992  
turbo Jeff Armitage



2nd 9<sup>o</sup> Convertible. 2001 SE  
Alexandra Hellstrom



3rd Modified 1987 900 Turbo, SPG  
Mods. Harry Molyneux

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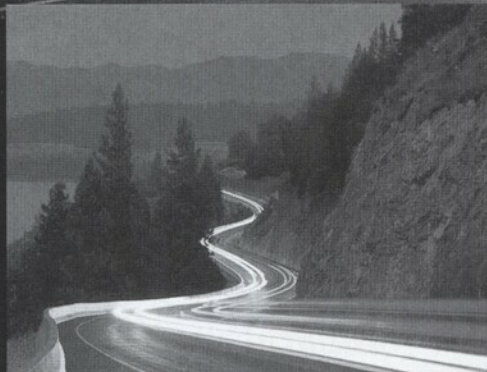


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for  
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**driv-ing** (dri'ving), *adj.* **1.** having force. **2.** vigorously active; energetic. **3.** relaying or transmitting power.

... we didn't need a dictionary...



...to tell us that.

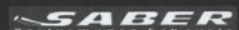


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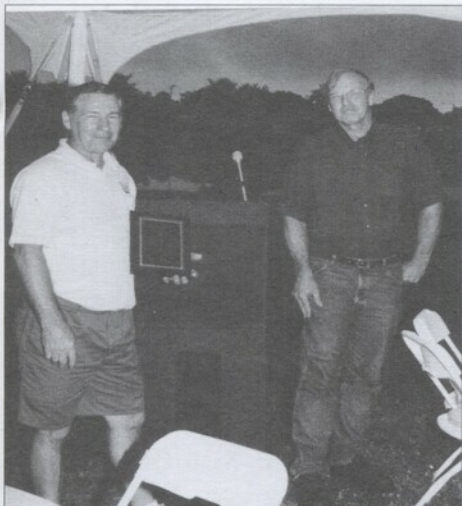
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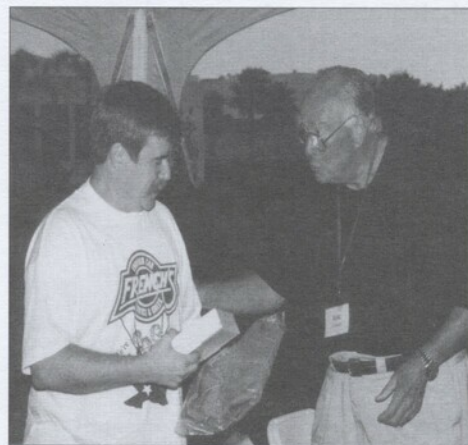
John Plankey receives the Walter Kern Memorial Award for his "Turbo Sonett."

accomplishments in the field of automotive safety carry throughout General Motors.

"Hands On" sessions included a retrospective of Saab cooling systems, with an emphasis on their operation and maintenance, by John Moss. Lester Ewing, whose day job is being a Dentist, hosted discussion on the trials and tribulations facing vintage Saab owners. Erik Pottala and Mike Schaden from SPG 9 hosted a

session on enhancing the performance of Classic 900 and 9000 model Saabs.

Dan Chasins, President and Chief Operating Officer of Saab Cars USA, Inc., outlined Saab's position in the US market, including insight into the magical world of market research, customer demographics, "The Purchasing Funnel" and "The Marketing Pyramid." For the majority of us who were unable to attend the 2001 International Saab Meeting in Finland and the Saab Festival in Trollhattan, Simo Lampinen and Peter Backstrom showed and described the events. Simo is a successful Saab rally driver and one of the "gang of three", along with Per Eklund and Stig Bloomquist, who followed Erik Carlson in representing Saab



Dr. Lester Ewing receives his Concours award from Erik Carlsson in international rally competition. Peter Backstrom is curator of the Saab Museum in Trollhattan, and before that was a development engineer for Saab.

The Convention Schedule called for a parade of Concours winners following the Awards Breakfast on Sunday. We had planned to photograph the parade for our annual winners' page, but the weather did not cooperate. With the gathering clouds and water-soaked display field, the parade was canceled. We have printed the

900 - 9000 - 9<sup>3</sup> - 9<sup>5</sup>

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# 2001 International Saab Owners' Convention

photographs we have of winning cars, and have listed the other winners below. If any of the unpublished winners wishes to send a photo of their winning car, we will print them in the next issue. Stories based on the seminars are also planned for future issues.

Class	Place	year	model	owner(s)
(C900 -86)	1	1986	900S	Cathie Ziegler
(C900 87-)	3	1991	900S	Phil Kitchens
	2	1991	900S	Justin Duthie
(9000 -92)	2	1991	9000 t	Gabe Conlon
	1	1992	9000	Don Cutler
(9000 CS-)	3	1995	CS	Richard Levy
	2	1994	Aero	Bill & Deb Cranor
	1	1998	CSE	G & C Farrington
(900 CV 95-)	3	1995	SE	Marv Phelps
	2	1995	SE	Claude Williams
	1	1997	SE	R Handestam

Talk about the trip of a lifetime - eleven days, four European countries, and more Saabs than anyone would have thought possible. I got to experience all this in June, as I journeyed to Scandinavia to attend the 2001 International Saab Owners' Convention in Finland.

Truth be told, I almost didn't make it. Although I planned on attending two years in advance, the arrival of Rhiannon and the subsequent removal of free time from my new father's schedule made it look all but impossible. But fate smiled on me, and delivered into my meaty mitts an unused Air France ticket that my previous employer couldn't get taken out of my name. Free plane fare to Europe? How could I say no? In a matter of days I was registered and planning the trip.

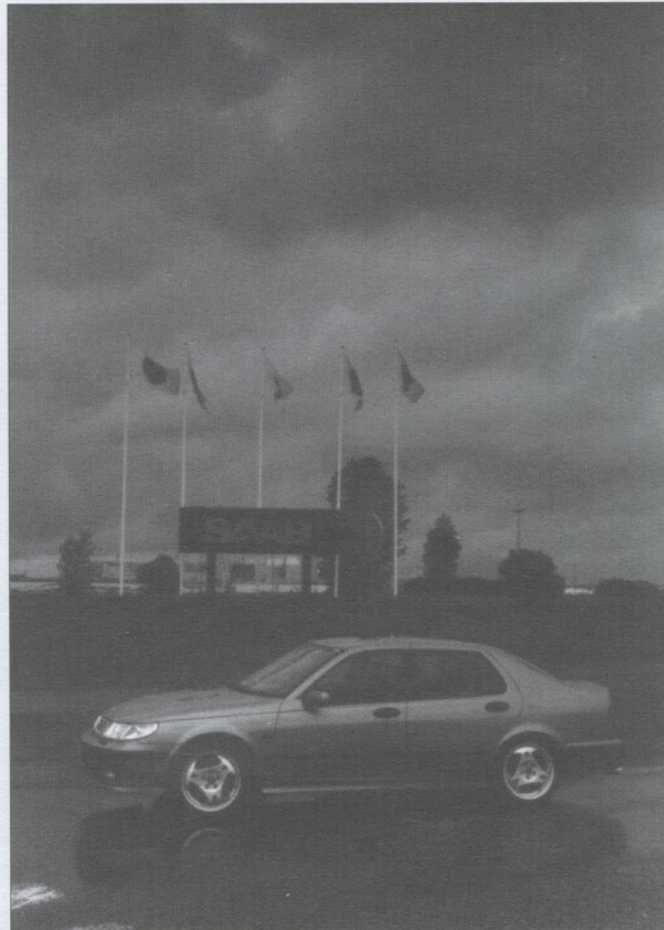
And what planning there was! Since I would already be there, I decided to see as much as I could during my stay, including the Swedish Flygvapnmuseum (Air Force

Museum) in Malmen, the Saab Areospace plant in Linkoping (where the Saab Viggen and now the Gripen fighter jets are produced) as well as a tour of the Saab production line in Trollhattan and the hallowed halls of the Saab Bilmuseum (Car Museum) also in Trollhattan. If that wasn't enough, I would also attempt a quick jaunt up to Oslo to see some dear friends who had recently lived in Dayton near me and then returned home to Norway seeking fame and adventure.

Before I left, I made a few strategic phone calls and emails. As a NINES contributing editor, Saab Cars USA was able to secure a car from the Saab Automobile AB press pool for my use. I also managed to get a hold of a PR person at Saab Aerospace, a feat that I learned later is darned near impossible for someone outside of a major publication (like, say, the New York Times), and arranged a tour of the facilities. I dropped hints heavily that I sure

wouldn't mind a quick check flight in a two-seat Gripen, but never got a reply. I would find out later that I was closer to my wish than I had expected! Fortunately this wasn't my first trip to Scandinavia. I had been a Rotary Club foreign exchange student to the far north of Norway in '87-'88. I knew somewhat the ways of the land and hoped my language skills would pop back with some practice.

The Air France flight to Paris was uneventful, and within a day I found myself being greeted at Landsvetter Airport in Gotheburg, Sweden by a Saab courier. During our one-hour drive to the Trollhattan plant, he explained to me that President Bush would soon be in Gotheburg, and that I might have a tough time getting out the following weekend! Turns out I left right after ol' Dubya, but there were a few close



My faithful steed at the start of our journey, in front of the main entrance to the Trollhattan factory complex.

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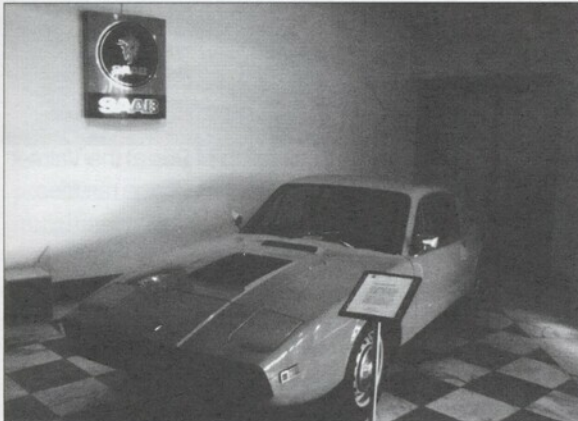
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The main gate at the Saab factory in Trollhattan



A '73 Sonett III with Connecticut tags at the plant.



The impossibly crowded Viking Line ferry, Stockholm



Saab from all over begin to arrive at Nystad.

calls with roadblocks and check-points while he was in town.

Upon arriving at the Saab Automobile AB plant, I was handed a set of keys and pointed to a special parking lot. I was half expecting to be loaned a ratty NG900 (probably with an automatic, no less.) When what to my wondering eyes did appear but a steel gray '01 9<sup>5</sup> Aero - all mine! The odo read less than 2000 klicks, and the seats still had that new-car crispness. By the time I got to the tourist info center in town, not five klicks away, I was in love and determined that one day I, too, would own one of these beauties.

After spending the night in a cheap youth hostel in Trollhattan (my favorite type of lodgings in Europe: \$20 for a bunk and a shower, what more do you need?). I wandered into the Centrum, Trollhattan's blocked-off main street, to get a feel for this storied town. It's a place one could truly grow to love, with friendly folks, charming houses, beautiful scenery, and a ratio of Saabs to other makes of about 20 to one. Talk about a company town!

My first long haul awaited, as I set out on the E20 for the five-hour drive to Stockholm. Not much more than a two-lane road in places, the main east-west highway in Sweden is a bit harrowing for a first-time driver in Sweden. Although the lanes themselves aren't much wider than a similar American road, it's perfectly legal to pass slower traffic on the left, as long as both wheels don't cross the center line! Very disconcerting, but actually quite useful once you get the hang of it.

No law enforcement was spotted as I



Yes, these fellows drove up from Israel to attend!

screamed across the heart of Sweden, enjoying the Midwest-like expanses of farms, fields and forests. No wonder so many Swedes settled in Wisconsin and Minnesota; it looks just like home.

My destination in Stockholm was the docks of the Viking Line, a daily ferry service to Turku and Helsinki. I had been on the Helsinki run when I was in Stockholm, with a group of my Norwegian schoolmates on our way to a tour of Leningrad (now St. Petersburg) Russia. What I failed to remember was exactly how to get to the dock. Although the boat can be seen from clear across the city, Stockholm sits on about five dozen islands, and is nearly impossible to navigate through. But I did make it, just in the nick of time, and was greeted on the boat's restaurant deck by Ian Simpson (who was flying solo in a rented Audi), Larry West, Kevin Quigley and their gracious host Martin Bergstrand, who runs the Svenska Saabregistret and was driving to Finland in his outstanding maroon '53 92. We passed



Checking in at the Valmet plant. Note the specially-modified Caravan (aka VW Vanagon) in the back.

## 2001 International Saab Owners' Convention

part of the night in the buffet, complete with aquavit toasts, and the next morning found ourselves disembarking in Turku, Finland.

We were greeted off the boat by representatives of the Suomi Saab Klubben (Suomi being the Finnish word for Finland), and soon we were off in a mini caravan to the Valmet Automotive plant in Uusikaupunki, about an hour's drive northwest. It's here that the party really started, as all the registrants for the International Meet began to gather and take tours of the plant. This plant not only produces all the Saab Viggens, 9-3 convertibles and Porsche Boxsters on the planet, but does all three on the same assembly line! No cameras were allowed on the tours, but we witnessed one of the cleanest, sharpest running production facilities many of us had ever seen.

After a quick lunch in the factory cafeteria, we walked across the lot to the plant's museum, and what a museum it is! The first hall holds non-Saab displays, such as German Fords and Opels from the 20s and 30s, as well as a big-fin Cadillac that was hard to miss. But the second and



The current Valmet Automotive lineup: Boxster, Viggen, 9-3 droptop, all built on the same line.

third halls hold a treasure trove of Saab related cars and memorabilia ranging from the very first Saab ever registered in Finland to the first 9<sup>3</sup> drop-top off the line. This was a spectacular display of Saab



Some of the competition cars at the incredible Valmet Automotive museum complex.

history, that in the eyes of some outclasses even the Trollhattan museum.

Another hour-long drive took us to Ellivouri, the ski resort in the middle of the Finnish countryside that was the site of the International Meet. If you've never been to Finland, it's a truly strange place: a language unlike any other, food and



An amazing collection of 96s at the Valmet museum, mostly low-mileage rareities.

architecture that tries quite hard to be Scandinavian but smacks of Soviet era influences; and, most importantly, the complete inability to make a straight road, unless it happens to be used as a backup fighter jet runway (no kidding - see the photos for living proof.) This hotel was

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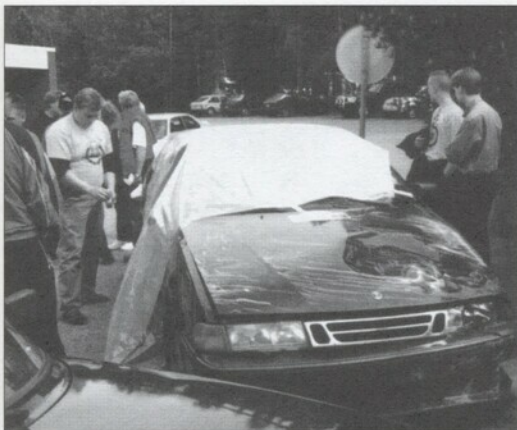
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The remains of Hans Thing's gorgeous 9000CS. The whole family was in the car, and no one was hurt.

somewhat dreary and was stuck quite literally in the middle of nowhere, but provided ample beer-drinking areas and mingling spots for all involved.

Friday was mostly a day of gathering and socializing, since, like most meets, Saturday was the action-packed day of the weekend. Almost 100 cars left early that morning for a TSD rally, with one notable exception not returning: the 9000 CSE of Hans Thing and family from Denmark.

Those of us who attended the '99 SOC in Keystone will remember Hans and his bright red beard. That is the same Hans who took a left-hander too fast and sent the 9000, packed full of camping gear and family members, right up onto its roof! No one was injured, but the carcass, which had been towed back to the hotel, made quite a spectacle for all to see during the rest of the meet. Saturday also was the main day for scavenging parts and Saab goodies at the Swap Meet area, set up in the resort's unused tennis courts. Yours truly was able to find several never before seen items for the Saab curio, as well as pick up a V4 slave cylinder rebuild that's getting very hard to find over here.

During the day on Saturday I spent loads of time with Kalle Karlson and several other Finnish lads (and one lovely young lass, seems the Saab Bug bites both genders in Europe as well) and found out that very little differs

between C900 fans home and abroad. Talk turned to performance mods, carb vs. injection engines, how to properly use The BFH (Viking Helmet) and much more (although the conversations in Finnish were impossible to follow.) They took great pride in showing me their 900 CD, a factory-option C900 with a stretched rear seating



No country is safe, no Saab gathering complete without rousing tales told round the BFH . . .

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## 2001 International Saab Owners' Convention



Americans in Finland: Phil Lacefield Jr. (and the BFH), Ian Simpson, Kevin Clemens, Suzanne Chase, Chris Mills, Linda & Chuck Andrews, John Del, Chip Lamb, Jeanne Ekstrom, Jim Laman, Inegmar Ekstrom, Andrew Bergen, Kevin Quigley.

area that was standard issue in Europe at some point in the 80s. Much to their disappointment, I didn't buy it and bring it home, although the price was more than fair.

Saturday night culminated in an awards banquet, a full-blown three-course Scandinavian buffet, with every country in attendance presenting the head of the Suomi Saab Klubben a token of their thanks from their mother land. Among the many lovely gifts: Switzerland gave a cowbell the size of a basketball, Norway a lovely plaque made from a 93 grille, and the lone Japanese representative brought kimonos and headbands for the hosts. The awards were lively, especially among the rally winners. Turns out there was a three-way tie for first, so a drawing contest was held to see who could make the nicest looking 96. After much cheering and vote-tipping, the

Norwegians won a fabulous prize - a child's 92-shaped rocking chair! The final award of the evening was presented to Hans Thing and his family by none other than Eric Carlson himself, who did the honors of squashing flat a model 9000 in recognition of Hans' new membership into the "På Taket" (On The Roof) Club!

After much drinking and partying after the banquet, it

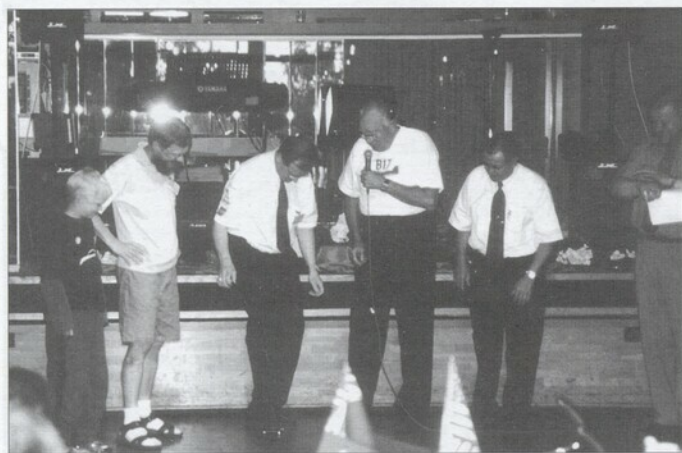
appeared that Sunday would be quiet, but not so. Early in the morning we were herded off in small groups to Nokia, about 25 clicks away, to tour the Nokian Tire factory. From this rather small facility comes every Nokian NRX and HakkaXXXXX tire in the world, with an attention to detail and top-notch quality that came as somewhat of a surprise. Like the other facilities I'd seen in Scandinavia so far, the Nokian plant was spotless and friendly, nothing at all what I'd come to believe I'd find in a tire plant. The hour-long tour was very informative and won over many in the tour to Nokian tires for life, yours truly included. Unfortunately no free sample tires were included in the tour package, but not for lack of trying

The rest of Sunday was spent tooling around Nokia and the nearby city of Tampere, Finland's second largest and a very nice metropolitan area. I had lunch

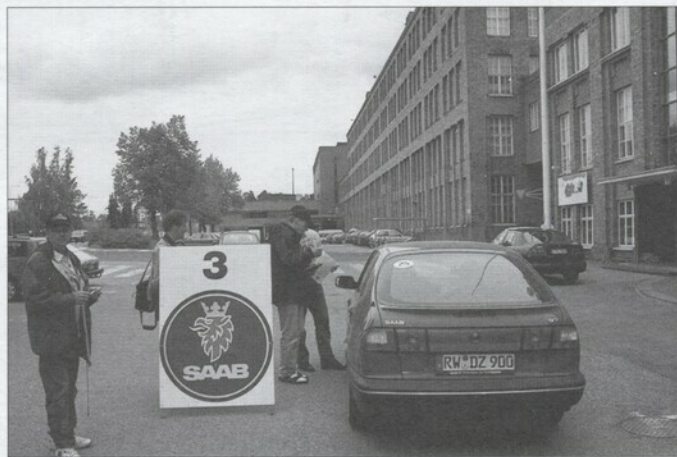


Those responsible for the madness, from left: Simo Lampinen, semi-retired rally champ and all-around good guy; Juha Lehtonen, head of the Suomi Saab Klubben; Peter Backstrom, from the Saab Museum, Trollhattan

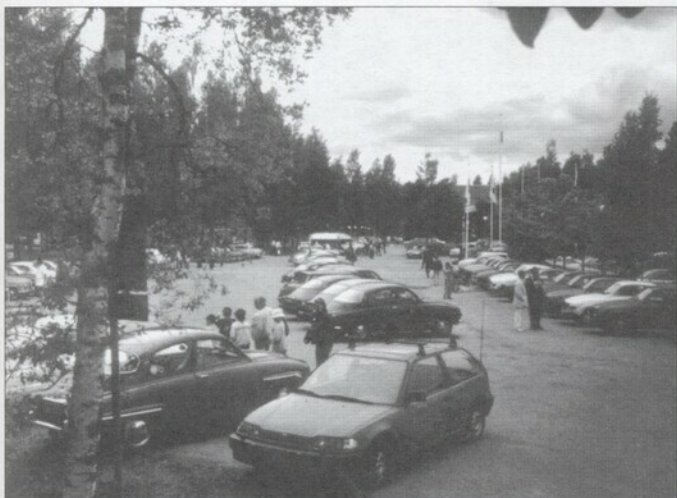
with Suzanne Chase and Jon DelRosario, both from the New England Saab Association, and got the feel of their rental: a surprisingly nice Volkswagen Passat diesel with good power and little noise. Although Saab has introduced a diesel V6 motor for the European market, none were present at the meet to test drive; in fact, there was no representation at all that we could see from the Finnish Saab importer! There was no literature tent, no one was handing out flyers or offering test drives, nothing but a



Hans Thing and son receiving their "På Taket" Award from Eric and Simo.



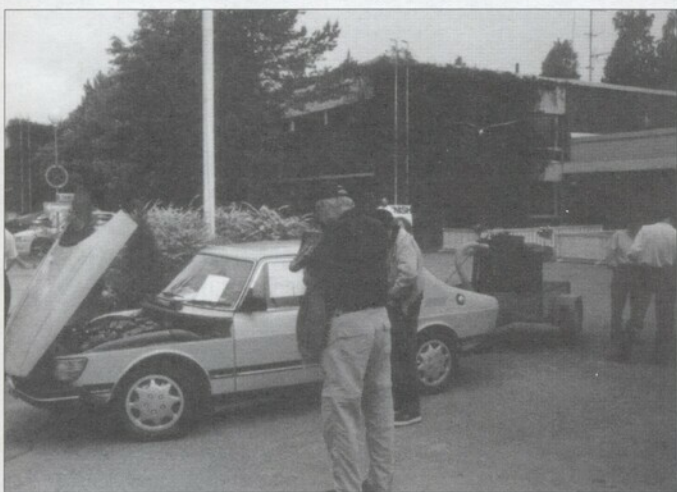
This is about as close as our cameras were allowed to the Nokian Tire plant in Nokia.



The lots at the Ellivouri Resort begin to fill, with 300+ cars from over 30 countries present and well over 400 crazy Saab enthusiasts filling every nook and cranny.



Camp Saab: those adventurous souls who felt like battling the giant mosquitoes slept under the stars.



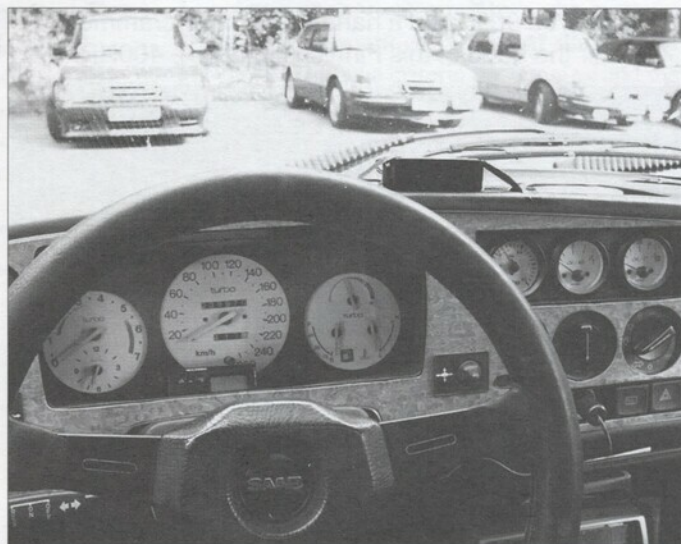
Leave it to those wacky Finns - a wood-burning stove follows this 99 around at all times, creating a swamp gas-like mixture that powers the standard B-motor.



We thought it best not to ask . . .



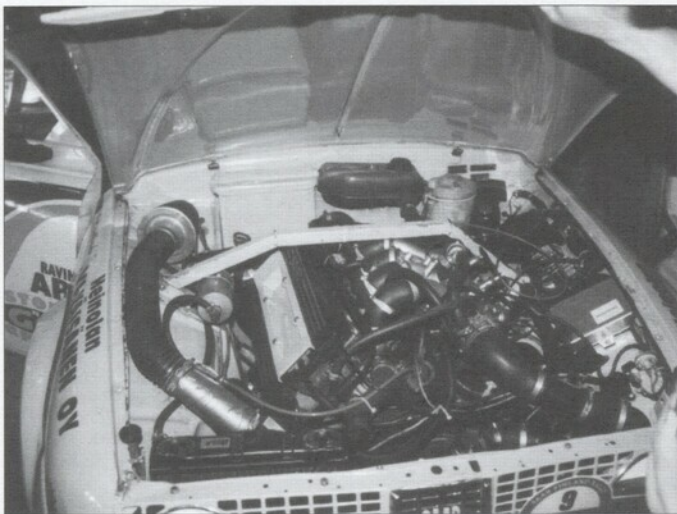
A beautiful lineup of late-model 96s, including two 1980 models. Can you pick one out in the crowd? (Hint: they have really big front turn signal lenses...)



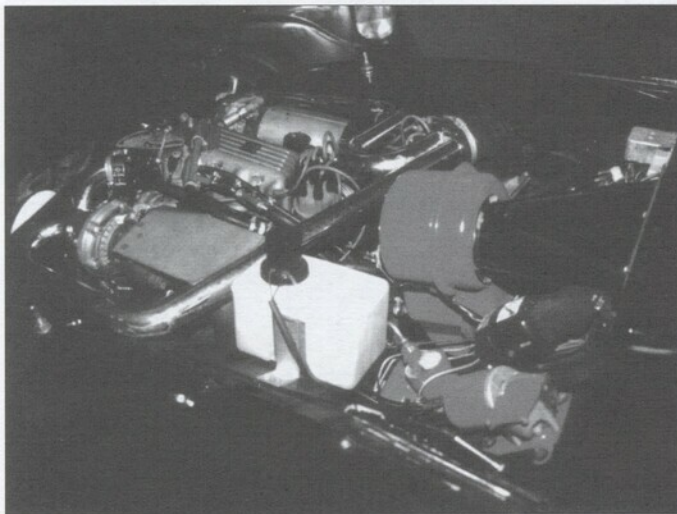
Hand-lettered white-face gauges, hand-carved bird's eye maple wood inlays, a built-in radar detector (highly illegal in Finland), and a red-box APC mod. Sigh.



A view from the back of the Uusikaupunki-Ellivouri caravan - say THAT three times fast! One of pretty much every generation, with the author in the Aero dead ahead



You aren't seeing things - that's a 2.3 litre 16V engine out of a '92 9000 and a hand-built tranny crammed under the hood of this Finnish ice racer - 400HP!



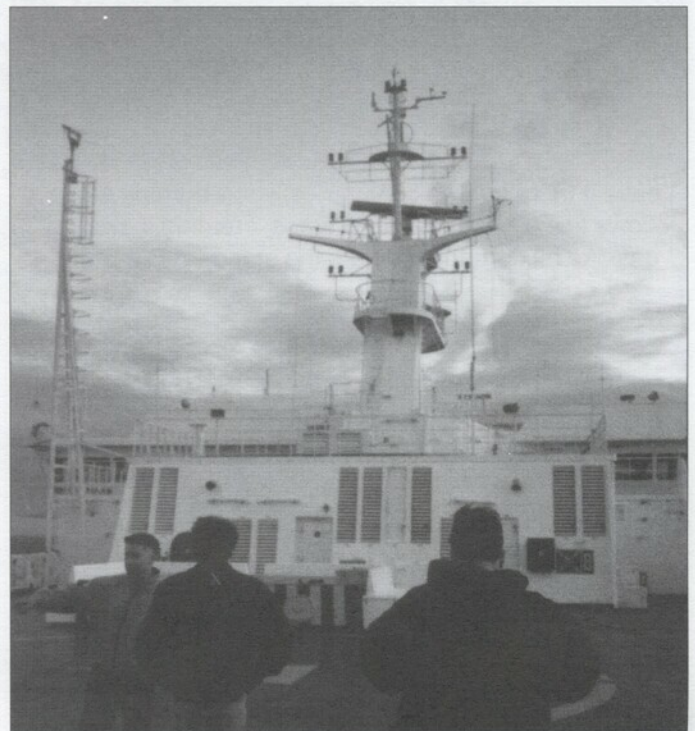
Even more outlandish is this twin turbo V8 out of a German Ford, also stuffed in a 96, with a trunk-mounted radiator cooling it all. Horsepower? "Enough."



A beautiful lineup of grand old dames



An airstrip road, between Tampere and Turku, Finland. Note the tire marks on the tarmac from landing jets. The 92 briefly considers flight mode.



About midnight on the ferry back to Stockholm. From left: Martin Bergstrand, Kevin Quigley, Larry West

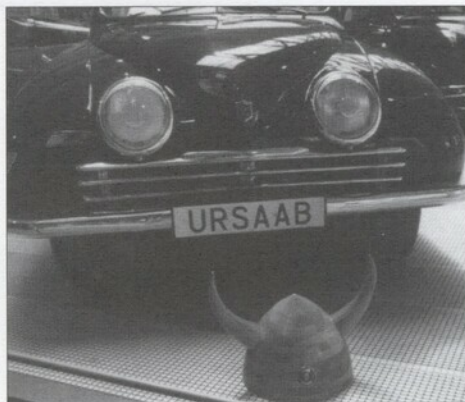


club full of energetic young Saab nuts putting on a great party. THIS is how every club should host a gathering of the faithful, and the American delegation came home with many good ideas for meets of their own.

Sunday afternoon saw the final gathering of the International Meet, as we all packed into the coffee bar of a nearby hotel for final farewells. The host hotel was booked for another event that afternoon, but by the looks of the awesome indoor water park, it was clear most of us would have rather spent the weekend here. We were all warmly departed at the door by the head of the Suomi Saab Klubben and Simo Lampinen, who was instrumental in making the show such a success. On behalf of the entire American delegation, I'd like to thank everyone there for one of the most unforgettable Saab gatherings I have ever attended. "Kitos!" ("Thanks!" in Finnish!)

Since Martin, Larry and Kevin were headed out on the same evening ferry to Stockholm as I, it was decided that I would tail them to Turku and assist in the lookout for Finnish police - notoriously unfriendly and nasty towards speeders, weird in a country that spawns such lead-foot rally and F1 drivers. Tooling along at a stately 50mph was a real treat under the sunny skies, and we spent a free hour in Turku admiring the riverfront café scene and all-around beauty of Finland's oldest big city. Soon we were back on the overnight ferry to Stockholm, where the second half of my journey awaited.

Next month: Saab Aerospace, my near-ride in a Gripen, and the Saab Car Museum in Trollhattan. Till then, here are some more pictures from the International Meet! *Also expect coverage of the Trollhattan Festival.*  
-Ed.



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### New England Sonett Club

October 14<sup>th</sup>, 2001 is the Second Annual "Swedish Car Day" at the Museum of Transportation (MOT) in Brookline, MA. The Museum cares for and protects many unique and remarkable vehicles, as well as many other significant historical artifacts. Throughout the Museum's castle-like building, are enriching exhibits and displays that will captivate your imagination.

The Museum is fortunate enough to hold and care for America's oldest collection of automobiles. The collection is important because it highlights the rapid development of the automobile and related technologies and societal changes which filled the early years of the twentieth century. Who we are today, where we live, how we get around, what businesses we find on our street corners.....all of society and culture have been altered radically by the advent and advance of the automobile.

Don't miss out on this great opportunity to meet other club members in a picturesque setting that also offers something to do for the whole family. Last year more than 85 Saabs, old and new, attended this event. The N.E.S.A. (New England Saab Association) and the New Jersey Saab Club will also be in attendance, guaranteeing a huge turnout. The New England Sonett Club will present a trophy to the most pristine pre-1975 Saab (regardless of club affiliation) and to the N.E.S.C member who traveled the longest distance to the show. In addition to our clubs trophy's, the museum will be presenting awards. At the time of this writing, the criteria for winning and the quantity of these awards is not known. The organizers will attempt to group cars together by model but as the lawn fills up this will become difficult. Plan on arriving between 9:00 and 10:00am to secure a good spot. Aside from the concours, this will be a social gathering with no formal agenda.

This event is sponsored in part by Charles River Saab of Watertown, MA. Charles River will be providing hamburgers, hot dogs and soft drinks to all attendees. They recommend you bring a picnic blanket and if you have the room, folding chairs. For more information on the museum, checkout their web site at [www.mot.org](http://www.mot.org).



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### New Jersey Saab Owner's Club

Mark your calendars, everyone, for Saturday, November 3, 2001: The Fourth annual Saab Technical Session featuring John Moss, Saab's lead Technical Trainer is on! The New Jersey Saab Owner's Club, in association with Saab Cars, USA is once again happy to bring this event to Saab owners.

The topic for 2001 will be: Keeping your motor and yourself cool in your Saab. The morning session will cover cooling systems on Saab cars from the 92 through the 9-5. Particular focus will be on the water pump in the 'B' engine 99s and 900s from 1969 to 1980.

The afternoon session will shift to keeping yourself cool in your Saab. This will cover Saab Air Conditioning systems from the early days up to the introduction of R-134 on the 9000. This includes the various systems with the York compressor on the 95, 96, Sonett and 99, and the later varieties on the Classic 900 and 9000. A brief discussion of the conversion process to R-134 from R-12 will also be given.

The session will be held at the Saab Cars USA Technical Training Center in Wallingford, Connecticut. Please plan to arrive between 8:00 AM and 8:30 AM so we can start as early as possible. There's a lot to cover, and we don't want to miss anything. Please pre-register by emailing to [njsoc@saabturbo.com](mailto:njsoc@saabturbo.com) or by phone at 908-507-6691. We need an accurate head count to adequately prepare for the event.

### The Saab Club of Central Ohio

Regular meetings are at 7 p.m. on the first Wednesday of every month at the Buckeye Hall of Fame Cafe on Olentangy River Road. We usually meet in the Arena room by the video wall. These are 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 other activities, such as tech sessions at a local repair shop, visiting the local dealer to see the new Saab products, social events and more. You don't have to be a gearhead, just someone who is interested in Saabs and wants to have fun with other Saab owners. A Web site is under development and a mailing list will be

created as well. We'll continue to coordinate with other Ohio and regional Saab club activities taking place throughout the year. For more information, contact Dan Orzano via e-mail at [orzano@compuserve.com](mailto:orzano@compuserve.com), or by phone at 614-444-4885.

### Saab Club of Georgia:

Regularly scheduled dinner meetings of the Saab Club of Georgia are held on the first Monday evening, of each month, unless it is a holiday, at 7:00pm. The meetings are held at Tony's (an American Grille and Tap), located at 1085 Holcomb Bridge Road in Roswell. Tony's is one block west of GA 400 at the Holcomb Bridge Road exit. Take Exit 7B if you are coming north on GA 400. You will see Tony's on the left in the shopping center in front of the Holiday Inn. See: <http://www.accessatlanta.com/community/groups/saabclub> for more information.

### Turbo!

October 6 is the date for "SAABtoberfest", the autumnal driving tour through Central Pennsylvania organized by Deb and Dean Lusby. Deb and Dean had become increasingly concerned about potential liability, which put a big question mark into SAABtoberfest planning. But The Swedish Underground in Williamsport is sponsoring a Saab/Volvo club, and SAABtoberfest will be taken under the wing of the club. This means the event will be covered by the club's insurance. The tentative starting time and location is 10 am at the Columbia Mall parking lot (exit 34, AKA the Buckhorn exit, off I-80 in Bloomsburg, PA). Anyone planning to attend should either call or email for further info. That way, prospective "festers" won't be at the wrong starting location, and the organizers will have a head count. If people read about it in NINES and just show up un-announced, they won't get a goody bag, name tag, etc. Email Deb Lusby [blaithin@ptd.net](mailto:blaithin@ptd.net) or call Deb or Dean at (570) 286-9277. *Remember that Deb's "day job" of loading the brown UPS trucks starts in the wee hours of the day, so DO NOT CALL AFTER 7PM Eastern Time.*

### 5th Annual Meyer Garage Open House

Meyer Garage located in Meyer, Iowa, will be hosting it's annual open house event September 14-16. We have three days of events planned for SAAB customers and enthusiasts. Friday night we will be kicking the event off with a drive-in movie. This years feature presentation will be Herbie the Love Bug.

Saturday will be a busy day at Meyer with a number of events being planned. We will have a service clinic in the morning. Have our technicians do a 32-point safety check of your vehicle at no charge. The SAAB store of accessories will be open from 8am-4pm. A number of used accessory items for Saabs will be offered for sale at Marty's Rummage Sale from 8 until 4.

A car show is planned for the day, with classes for people's choice as well as some fun classes for the non-typical show car. One of those will be the beloved daily driver award. Cars in this class must be 25 years or older (pre-1977), driven to the event (no trailer queens) and special consideration will be given to cars with "character". We're also having a photo contest with the theme, Me and My SAAB. We want to see your smiling face with your SAAB! Pictures must be 5X7 or smaller.

Lunch will be served at noon. A special guest will be providing some very interesting SAAB knowledge at 2:00 and we will wrap up with a group photo at 3:00. RSVP's are not required, but if you know you will be coming, please drop us an e-mail at [info@meyersaab.com](mailto:info@meyersaab.com) or call us at 888-722-2246. This helps us plan the meals accordingly.

### Attention Local Clubs!

Please keep NINES up to date on your planned, or even semi-planned activities! Our closing date is about a month prior to each issue's release, and it takes up to three weeks from the release date for some of our subscribers to receive their copies. People interested in attending your events will contact you for more information, but only if they have some information that an event is on the horizon.

## Saabs Climb Hills



### Pikes Peak II

The 2001 Pikes Peak International Hill Climb race was held June 30, with Swedish rallycross racer Per Eklund returning to defend his title as open class champion in the Saab 9<sup>3</sup> hillclimb car.

Minutes before Per's run a bad storm blew in, bringing rain to the lower portion of the hill, sleet to the mid-section and snow at the top. The race was halted until the weather passed, and, needless to say, the 12-mile course was in pretty bad shape after the delay.

Per was the second driver off after the break and he attacked the lower, muddy portion of the hill. Even with bad conditions, he had one of the quickest split times and a top speed of 110 mph through the radar trap. Then, unfortunately, he hit a sharp rock with one of his rear wheels. It punctured the rear tire and the jolt caused him to lose 3rd & 4th gears from the transmission. Per kept driving, having to rev the engine to the limit in 2nd gear to shift up to 5<sup>th</sup>. This over-revving caused the power steering to fail, but Per still kept going.

He ended up finishing with a time of 12:08.30, placing second in his class. The winner, Jean Pierre Richelmi from Monte Carlo, had a time of 11:34.51. Per's time of 11:21.58 from last year remains as the Open Class record.

*This story compiled from media reports. Photographs courtesy of Saab Cars USA, Inc.*

## Saab at the "Queenstown Race to the Sky"

Per Eklund his European Rallycross Championship winning Saab 9-3 to fourth place in Easter Sunday's 'Queenstown Race to the Sky' hillclimb held in the South Island of New Zealand. The 15 km long, 137 corner hillclimb rises from 500 meters above sea level to 1700 meters above sea level in the Waiorau Mountain Range in the Cardrona Valley near Lake Wanaka.

This year's race, modeled on the famous Pikes Peak Hillclimb in the United States, was the fourth running of the event. Eklund finished with a time of 9 minutes, 5



Per Eklund takes to the sky in the Race to the Sky.

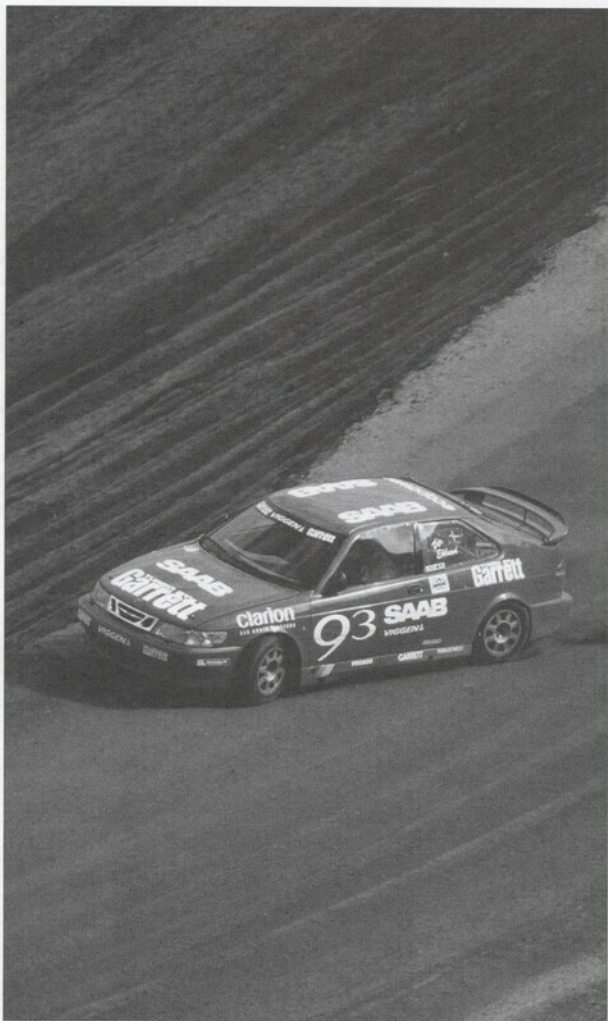
seconds, just 9 seconds behind the previous triple winner and third-place finisher, Monster Tajima from Japan in a Suzuki Vitara.

"We got faster and faster with each run," said Eklund. "Now I've seen the conditions I would've preferred to have used the Saab I had when I won my class at Pikes Peak last year. It would've been more suitable." Eklund had just three attempts at the hill on Easter Saturday, two practice runs and a qualifying run, before the race on the Sunday afternoon. "I don't think we did too bad for the team's first time here as my three main rivals have been here every year. I was happy to get that close to Monster."

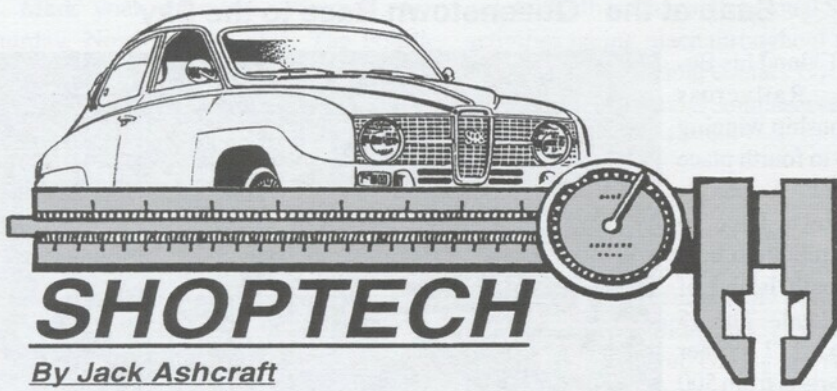
Eklund said getting to know what was around each corner and how hard he could push his 600 horsepower four-wheel drive Saab 9-3 was difficult with so little time to learn the challenging course. Some more horsepower would not have gone astray either according to Eklund. "Maybe we needed another 100 or 150 horsepower," he said. Eklund said he enjoyed the event and would like to return next year. "The road is not as smooth as Pikes Peak, more like a rally stage with loose stones on the dirt base."

The event was won by multiple Asia Pacific Rally champion Possum Bourne in a heavily modified Subaru Impreza World Rally Car, in a time of 8m 37s, with Californian-based New Zealander, Rod Millen, second in a Toyota Hilux.

*This story was previously published in "SAAB missions", the magazine of the Saab Car Club of Australia. Photograph courtesy of "AutoNews".*



Per Eklund in the 9<sup>3</sup> on Pikes Peak.

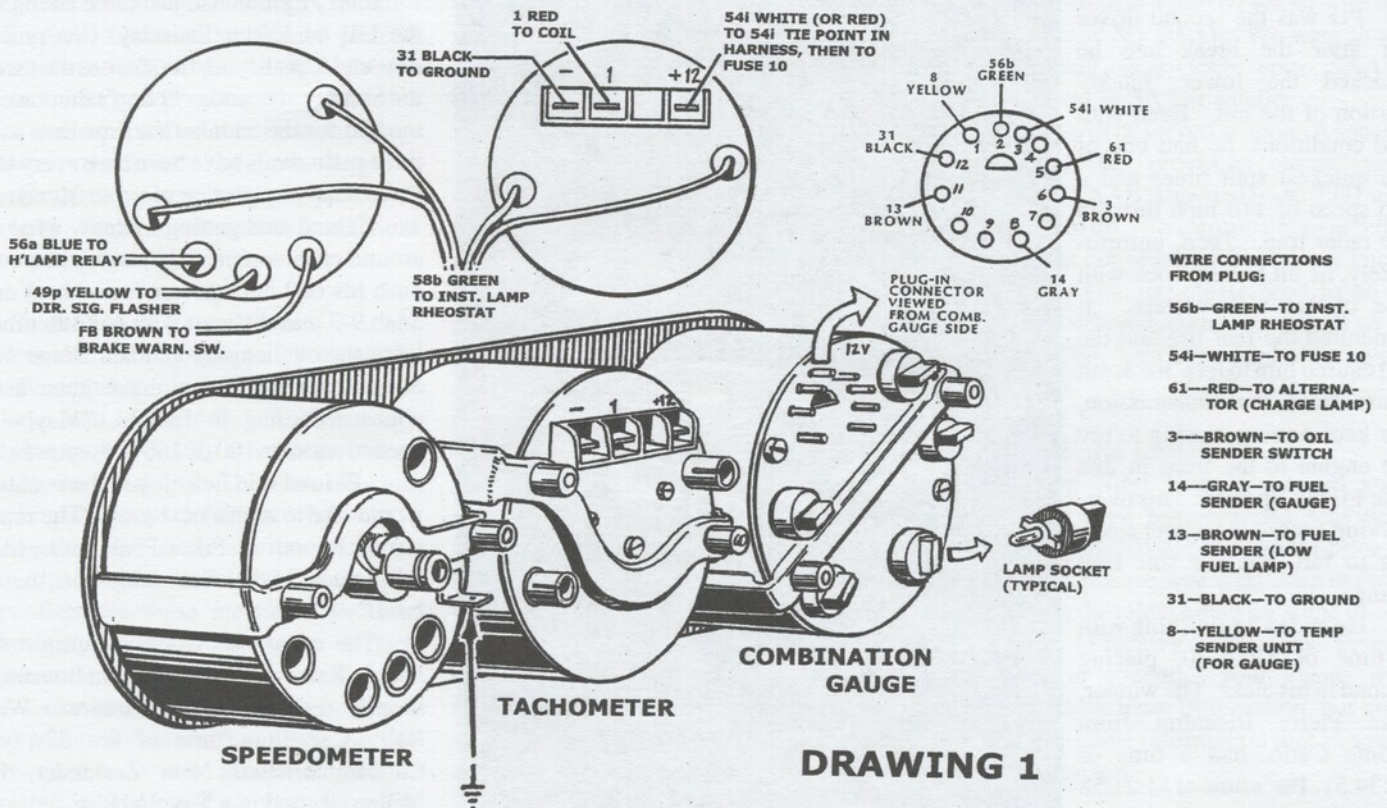


## THE BAG OF SNAKES BEHIND THE PANEL

### 1972 SONETT III

Wiring behind the instrument panel of the Sonett III is made more mysterious than that of the 95/96 because the access is more limited. Saab saw fit to add a cross cabin brace with some holes cut in it and it is difficult to even SEE what is going on back there, let alone DO anything about it.

The Sonett III instrument set (of 3 gauges—combination instrument, tachometer, speedometer) does at least pull aft, out of the panel, once the speedometer cable is detached and four screws holding the instrument set to the panel are removed (see drawing 1).



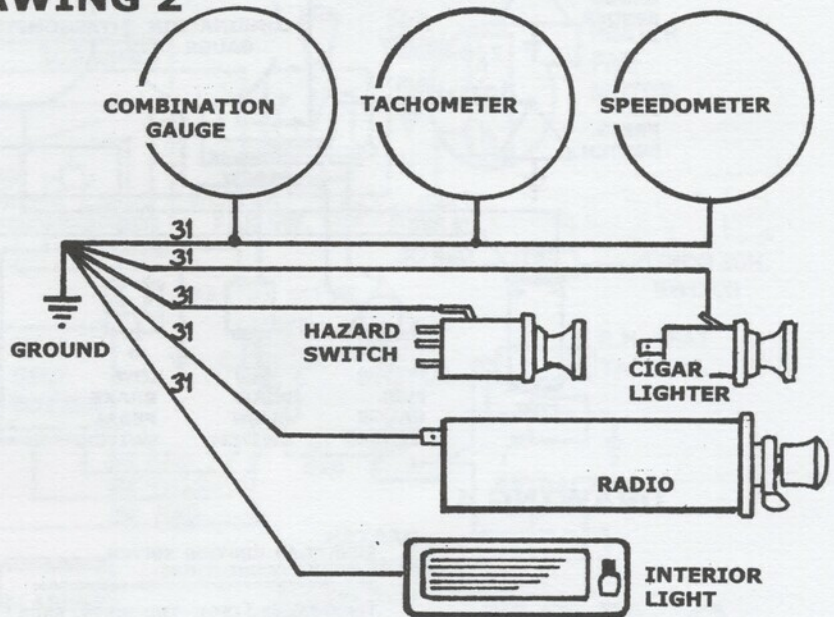
**DRAWING 1**

Drawing 1 shows the back side of the instrument set and the wiring to the individual instruments.

## DRAWING 2

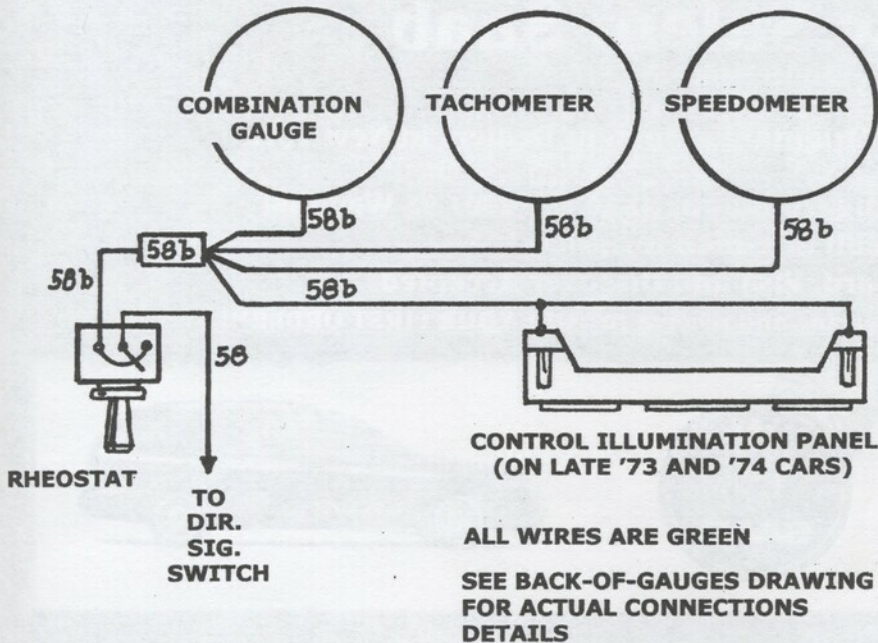
### GROUNDING CIRCUITS

Electrical **GROUNDING** to the instruments (and some of the other items) **MUST** be secure or nothing works right. In fact, symptoms of loose or intermittent grounding connections can be downright strange. Drawing 2 shows the grounding diagram for the instruments and other behind-the-panel items. Refer to drawing 1 for the actual physical locations for the ground wiring for the instruments. See drawing 5 for the physical layout of the interior lamp.



## DRAWING 3

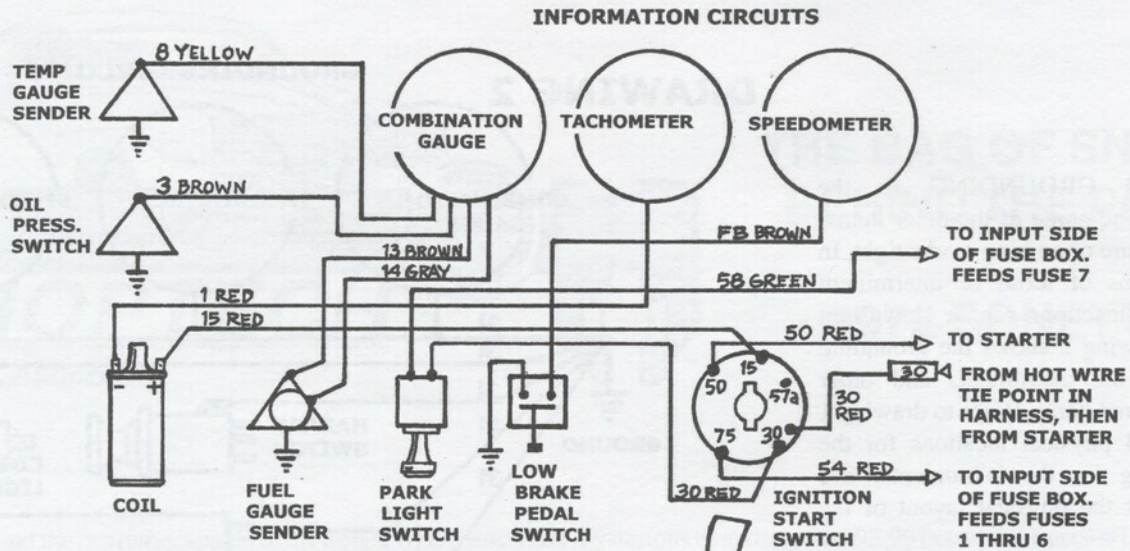
### INSTRUMENT LIGHTING CIRCUIT



Instrument **LIGHTING** circuits for the Sonett III are shown in drawing 3. 1970-72 cars do not have the control illumination panel. This panel was part of the revised instrument panel of the 1973-4 Sonetts.

Drawing 4 shows the wiring for the **INFORMATION** circuits. Included in this drawing is the physical connections of the column mounted ignition/start switch. This is the view you get while laying upside down in the car, looking UP at the steering column.

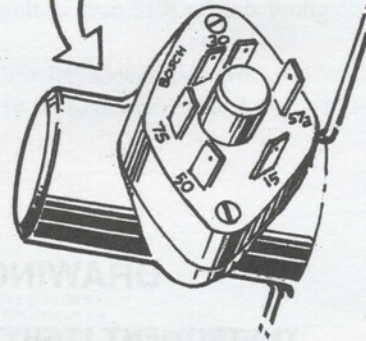
Drawing 5 shows the under-panel fuse box (the fuses for the headlights are in a little black plastic box under the hood). The wiring for the 4 relays is shown, as well as drawing of a typical 4-way flasher (hazard) switch, and a diagram of the internal wiring of the same switch.



**DRAWING 4**

**SONETT III IGNITION SWITCH  
—WIRING CONNECTIONS:**

- TERMINAL 30 (TWO)—TWO WIRES, EACH NO. 30
- TERMINAL 75—WIRE NO. 54
- TERMINAL 50—WIRE NO. 50
- TERMINAL 15—WIRE NO. 15
- TERMINAL 57a—NOT USED ON SONETT



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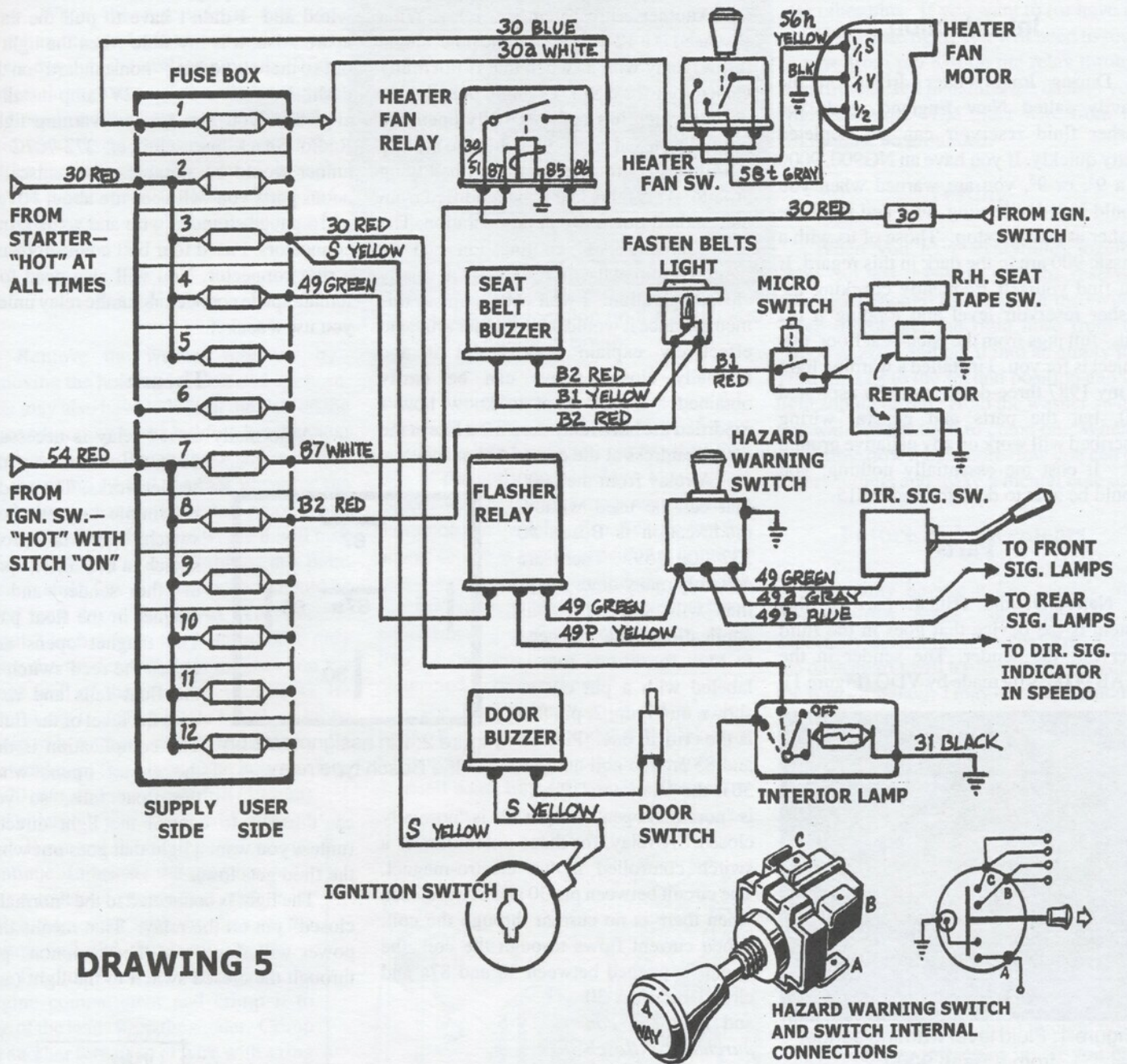
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1972 SAAB SONETT III FUSE BOX AND BEHIND-THE-DASH RELAYS



DRAWING 5

Many times you will find additional wires behind the panel of your car. Do as you like with them. We cut them all out—period—and then return the circuits to as-stock configuration. Then if some component does not work correctly, we trouble shoot that component's circuitry and make any repairs/replacement that is required. The original circuitry was well designed. It is best to work from that and not attempt to re-invent the (electrical circuit) wheel.

## Installing A Low Washer Fluid Warning Light

### Introduction

During long winter drives on the heavily salted New England roads the washer fluid reservoir can get depleted pretty quickly. If you have an NG900, 9000 or a 9<sup>3</sup>, or 9<sup>5</sup>, you are warned when you should start conserving fluid and refill the washer at next pit stop. Those of us with a Classic 900 are in the dark in this regard. If you find yourself frequently checking the washer reservoir level and topping it off with full jugs from the back-seat floor, this project is for you. I installed a warning light on my 1987 three-door, naturally aspirated 900, but the parts and general wiring described will work on any negative ground car. It cost me essentially nothing; you should be able to do it for under \$15.

### Parts

Naturally, the critical part of this system is the device that goes in the fluid reservoir: the sender. The sender in the SAAB 9000 is by made by VDO (Figure 1).

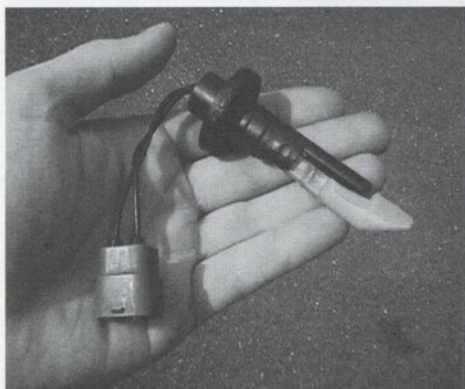


Figure 1: Fluid level warning sender from a Saab 9000.

These are also standard in 6 and 700 series BMWs, but with a different wire connector. The senders in the 9<sup>3</sup> and 9<sup>5</sup> look slightly different, but are essentially the same. It shouldn't take you long to locate one at a junkyard: it is the only other thing attached to the reservoir besides the pump. Most of it is inside the tank, so be careful when you pull it out that you don't break off the float. Pull out the rubber grommet too and snip off the wire lead on the other side of the plug as far back as you can. I got several of these

senders with the grommet from local junkyards, one place charged me \$5 and another didn't charge me anything for it.

Another critical item is a relay. What you need is a 12V SPST (single pole, single throw) relay with a switch that is **normally closed**, or a 12V SPDT (single pole double throw) which has both normally open and normally closed contacts. I chose to modify a SAAB relay for the horn that I had lying around. This relay had to be modified from its standard **normally open** operation. The relay for the A/C cooling fan can be modified somewhat more easily to normally closed operation. I won't recommend this method since it would take another article to effectively explain how I did it and normally closed relays can be easily obtained. If you want to know how I modified the horn relay drop me a line at the e-mail address at the end of this article.

A relay from the 9000 that can be used without modification is Bosch #0 332 209 159. There are certainly many other relays that will work for this application. What you need to look for is one that is labeled with a pin out as shown on Figure 2; pin 87a is the critical one. Pins 86 and 85 are the coil and pin 30 is the "common." Pin 87

is "normally open" and pin 87a is "normally closed." A relay, for those unfamiliar, is a switch controlled by an electro-magnet. The circuit between pin 30 and 87a is closed when there is no current through the coil. When current flows through the coil, the circuit is opened between 30 and 87a and closed between 30 and 87. (You can purchase "Bosch type" relays and sockets inexpensively from MCM Electronics, [www.mcmelectronics.com](http://www.mcmelectronics.com). -Ed.)

The final item is the warning light itself. I chose to use the existing "shift up" light that is wired into the in-

strument panel. I had disconnected that light 14 years ago by removing the fuse. I used it for this project because it was already wired and I didn't have to pull the dash apart. Also, it is invisible when the light is out so there is nothing "nonstandard" on the dash. You can use any 12V lamp installed anywhere you like for the warning light. Radio Shack part number 272-707C in amber would be suitable. The miscellaneous parts you will need are about 10 feet of 16 gauge stranded wire and some crimp connectors. I used four butt connectors and a ring connector. You will also need four female spade connectors for the relay unless you use a socket.

### Theory

A normally closed relay is necessary because of the way the sender works. The sender is a simple magnetic float switch: there is a reed switch in the "fixed" part of the sender and a magnet in the float part. The magnet opens and closes the reed switch as the float falls and rises with the level of the fluid. The complication is that the circuit **opens** when the float falls, so you

can't use it to control the light directly (unless you want a light that goes **out** when the fluid gets low).

The light is connected to the "normally closed" pin on the relay. That means that power will flow from the "common" pin through the closed switch to the light (and

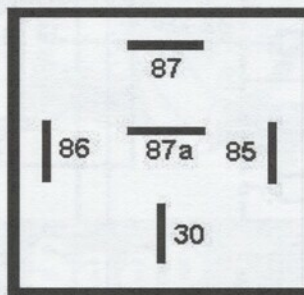


Figure 2: Pin assignments on the Bosch type relay.

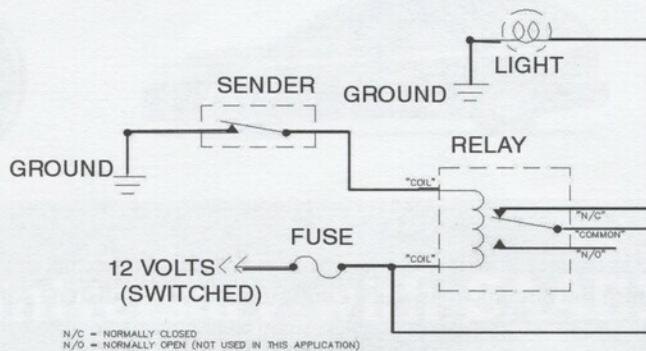


Figure 3: Circuit Diagram



then to ground) when there is no power to the coil. The coil is connected to 12 volt power on one side and the sender on the other. When the reservoir is full, the switch in the sender is closed and current flows through the coil to ground. With current through the coil, the relay switch is held open and the light is out. When the fluid level drops to the point where the sender switch opens, the current through the coil is lost, the relay switch closes, and the light comes on. A circuit diagram is shown in Figure 3.

### Installation

Remove the washer reservoir by removing the holding bracket and the horn. You may also have to loosen the bolt on the air conditioning hoses holding bracket next to the reservoir. Pop the hose and wire lead off the pump. I feel the best place for the sender such that the light will go on when the level falls to the point where it will take a full gallon jug of new fluid. At this point there is still a few pints left, which should be good for a dozen uses or so. This point is about 3 inches from the bottom. The only place the sender will fit is mounted on the **front** wall of the reservoir (Figure 4). Be careful not to drill the hole too close to the pump side or there won't be clearance for the sender on the inside. The hole needs to be 20 mm, so use a 1/2 inch drill (19 mm) and enlarge it just a little with a round file. Rinse out the cuttings before you continue. Lubricate the grommet with just a touch of grease and stick it in. Align the sender with the float on the bottom and stick that in too.

Feed the hook-up wire in from the engine compartment and crimp it to one of the leads from the sender. Crimp on another foot or so of wire with a ring connector on it to the other one; this will be the ground for the sender. I attached mine to the attachment bolt on the horn when I put it back on. Connect the lead to the sender and reinstall everything else.

I routed the sender wire along the main wire bundle near the bottom of the radiator and up along the top of the left front wheel well to the fuse box, as shown on Figure 5. This wire gets connected to pin 85 (the coil) on the

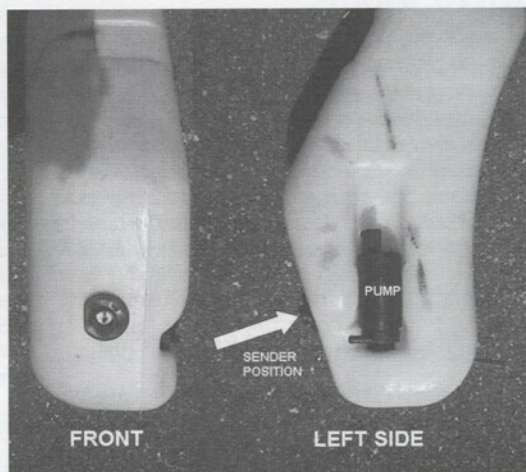


Figure 4: Sender location on the Saab 900 washer bottle.

relay. You can wire in a new fuse for this circuit, or tap into an existing 10 or 15 amp fused circuit to connect to pin 86 (the other side of the coil) on the relay. Use a short jumper wire to connect the power to pin 30 (common) on the relay also. Be sure that the power source is switched with the ignition, otherwise your battery will drain when the car isn't running. While you have just three wires running to the relay, you are using four of the pins since the power wire is connected to two of them.

The final connection is the warning light. If you have a model with a *shift up* light and want to put it to good use and save yourself some time as I did, it is the yellow

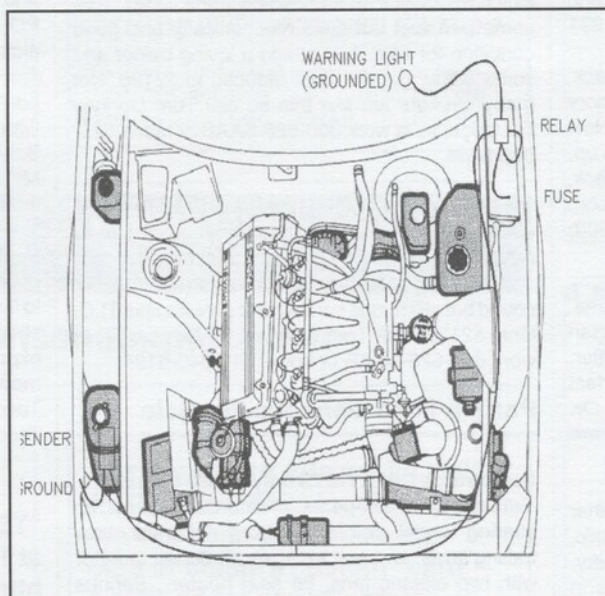


Figure 5: Layout of the wiring and components.

wire that comes to the center pin of the up-shift relay. I simply replaced the *shift up* relay with the modified relay and rewired the other pins. If you want to (or have to) use a separate light, you will need to route a wire from pin 87a on the relay through the firewall and in behind the dash to your light location. The other wire from the light must be grounded.

### Testing

When you have everything together you can test it easily. Fill the reservoir with just enough fluid to float the switch, then disconnect the fluid hose from the hood nozzles and put it into an empty jug. Turn the key to the second position and the light should be out. Hold the washer switch and wait for the light to come on. When it does, time how much more flow you can get before it quits and make a mental note of it.

### Future Enhancements

Certainly having a *low washer fluid* warning that reads "shift up" is not especially desirable. The next time I have the dash apart I will try to somehow remove the *shift up* stencil. I may even try to modify and install the *low washer* stencil removed from a junkyard 9000.

Another enhancement that I am currently working on is a time delay, fade in/out circuit that prevents the light from sporadically flashing when the fluid is at the critical level and you are weaving in and out of traffic. The low fuel warning light has a similar feature.

This was one of the many up-grade projects I have done on my SAAB in the past 14 years that I thought others would be interested in. If you have any questions about this project you can e-mail me at [saab900enthusiast@yahoo.com](mailto:saab900enthusiast@yahoo.com). I'd also be interested to hear from anyone who successfully completed this project. Happy motoring.

Dave Harwood

## 9<sup>5</sup>, 9000 For Sale

**1998 9000CSE**, black, automatic, 56,000 miles. Last of the 9000's. The 98's are arguably one the best of the 9000's ever made. Just when Saab seemed to get everything right, they quit making 'em! This turbo charged beauty is ready to go. Experience the best of Saab with this safe 9000 hatchback sedan. \$18,900 **TSN** Tom Donney, Fort Dodge IA [tdmsaab@donneysaab.com](mailto:tdmsaab@donneysaab.com) (800) 626-7222

**1991 9000 Turbo Hatchback**, 90,000 miles, automatic, red, excellent grey leather interior, sunroof, 2nd owner, both owners non-smokers. Always garaged, two new front tires, rears 16000 miles. Excellent driving car. Needs A/C compressor, hoses. Internet parts available for approx. \$640. Email for pictures and other details. \$5000 **TSN** Gary E. Maricle, Sun City AZ [thehague@swlink.net](mailto:thehague@swlink.net) (623) 972-3168

## 9<sup>3</sup>, 900 For Sale

**1999 9-3 Vigen**, Lightning blue coupe with ONLY 1400 adult driven, non-smoker miles. All maintenance completed by Saab dealer with all records available. Still under original Saab warranty. This is one of 400 original Viggens. It has all the standard features. Always garaged, stored winters, never driven in the rain. Michelin Pilot Sport tires, numerous accessories and literature Loss of my storage space, the desire to complete my '87 SPG and to have only two cars make this virtually "new" Vigen available. \$33,500 **TSN** Hank Weil, Lake Forest IL [weilly@aol.com](mailto:weilly@aol.com) (847) 234-4965

**1999 9-3 SE**, Hunter Green, automatic, 49,995 miles. This car has all the extra's including Saddle leather, heated seats, all power, sun roof, on board computer, cd player, climate control, really too many to list. \$17,900 - Neg. Alex Askew, North Babylon NY [Chef1aca@aol.com](mailto:Chef1aca@aol.com) (631) 643-1921

**1997 900 SE Turbo** maroon 2door hatchback, 56,000 miles, automatic, heated leather memory power seats,, CD/Tape with a six CD box. New front ceramic brakes, tires and an engine tune up, Extended Warranty (3yr/75K), Yakima bike rack, maintained by the book.. Rick Anderson, Washington DC [runlong@sprintmail.com](mailto:runlong@sprintmail.com) (360) 271-2880

**1995 900SE Convertible** Turbo 5-speed. Excellent condition inside and out. Green with tan leather interior. Only 53K miles with NEW Muffler, NEW Tires, and NEW Battery! Top is in perfect condition. Asking \$12,900. Chris Cone, Tulsa OK [christophercone@home.com](mailto:christophercone@home.com) Phone: (918) 747-1865

**1994 900S Convertible**, Green, tan leather interior, low mileage - 67,250 miles, automatic, ABS, all power, black top, new tires, new battery, blue book approximately \$12,800. The car is in very good shape. Great car with the top down. Priced to sell at \$9,000. Brian McDonald, New Albany IN [bmcdonald@accountingusa.net](mailto:bmcdonald@accountingusa.net) (502) 992-9060

**1988 900 Springtime in Sweden Edition Convertible** (only 350 made), 114,000 miles, winter in the garage, no rust. Engine, turbo, clutch, five speed transmission, and electrical are good. Replacements: alternator wires, temperature sensor, top rocker switch, and exhaust. Records available. The top is original, has one 2-inch patch, and does not leak. Interior excellent. The dash has no cracks. remote Pioneer 6 CD changer.. \$8300 OBO. **TSN** Contact: Jon Estoff, Buffalo NY Email: [jdestoff@aol.com](mailto:jdestoff@aol.com) Phone: (716) 836-2283

## 93, 95, 96, 99, Sonett For Sale

**1977 Saab EMS** Silver with red 900 Seats, Euro Headlights, Original Spoiler, High compression Pistons, 280 K. \$900. Wayne E. Hough, Bellingham, WA. 360-650-9147

**1972 Sonett III** complete car plus partial car. Restore or parts. \$1000 obo. Perk Wolford, Chagrin Falls, OH (440) 247-8485.

**1971 96**, EC, new in last 10 years: Tan paint, stripped to bare metal, fenders, bumpers, headlights/fog lights, windshield, wipers and arms, air scoop, logos, exhaust, Weber, electronic ign, wires, cap, valve job, original tools and accessory parts kit. Also, parts car w/57k. Only driven a few hundred miles per year, always under cover. Lawrence Pratt, Sandwich, NH (603) 284-7367 after 6PM.

**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 offer considered. Floyd W. Anderson, Sioux Falls, SD 57103 (605) 338-1655 - recorder.

**'67 96, sky blue**, 70k, I just redid engine, newly rebuilt transmission, complete brake job, rebuilt clutch hydraulics and many new parts. Does have some pan rust but solid mechanically and good condition for age. Just needs a loving owner and some elbow grease. Just reduced to \$2196. Not many strokers left like this so call Tom Donney Ft. Dodge, IA at work 800-626-SAAB or home 515-546-6184.

**'67 95 wagon, 47k (ORIGINAL MILES)**, This little wagon has a freshly repaired engine, completely rebuilt tranny, a good clutch and rebuilt brake system. Very little rust. It is mechanically VERY sound but still needs someone to give it a little TLC. Only \$2195. Call Tom Donney, Ft. Dodge, IA. at work 800-626-SAAB or home 515-546-6184.

## Parts & Miscellaneous For Sale

**For Serious RALLYISTS only:** Halda Speedpilot, Twinmaster and T-gears, Monte Carlo wood rim steering wheel, reinforced front A-frames, rear trailing arms, and rear axle, rebuilt Sonett radiator with two electric fans, 96 seat heater. Serious inquiries only. Jack Ashcraft, 403 Dark Hollow RdI, Medford, OR 975001. [Jackashcraft@prodigy.net](mailto:Jackashcraft@prodigy.net) (541) 779-0731.

**Parting out 3 cylinder 96.** Has good engine and trans. The engine is ported and runs out very well. Was running fuel injection, electronic ignition, electric water pump and 900 radiator. Will sell other parts of car as well. Anthony Pope, Kennesaw GA [mechengineerga@aol.com](mailto:mechengineerga@aol.com) (770) 924-3867

**Vintage Saab Life Support - 95, 96's, and Sonett III** used parts from the smallest detail to engines and transmissions. Fax for an honest appraisal of the condition of the parts available. Satisfaction guaranteed. Parts cars available. Will also purchase vintage Saab parts. Bill or Dan Yudchitz, Stevens Point WI [vintagesaab@voyager.net](mailto:vintagesaab@voyager.net) (715) 345-0938 (evenings) or (715) 341-7552 (fax) (days)

**V6 engine** from 1994 SAAB 900. 19,000 original miles. Was kept in dry storage. No accessories, no throttle body. \$3,600 plus S&H. Capitol Mechanics, Troy NY [cmi@nycap.rr.com](mailto:cmi@nycap.rr.com) (518) 235-1708

**Parting out** the following Saabs: -2 88 9000 Turbos -89 900 Turbo(2dr) -90 900S(4dr) -88 900 Turbo convt. -84 900 Turbo(4dr) Just let me know what parts you need. Morgan Lockwood, Girard PA [scania89@hotmail.com](mailto:scania89@hotmail.com) Phone: (814) 774-8410

**900 15 spoke alloy wheels** (4) off 1988 900. \$150. Official Saab 99 Service Manual, '69-'74, part #103556, \$75. Front Spoiler, \$35, and front bumper, \$15, off '82 900. Fred Doerrige, 929 Windemere Dr., Willoughby, OH, [dvda@ncweb.com](mailto:dvda@ncweb.com) (440) 796 8800.

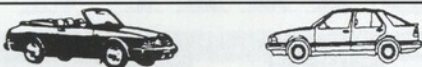
## Wanted

**Wanted to fit 1959 93B:** rear bumper, wiper linkage, arm, tail light housings, gaskets for doors and windows, body molding. Warren Cochran, PO Box 713, Greenville, ME 04441-0173. [alcane@moosehead.net](mailto:alcane@moosehead.net) (207) 695-3668

Looking for the **intermediate shaft** that drives the water pump on a "B" type motor, new if possible. Saab part # 83-61-883. Doug Prytula, Eastpointe MI [prytuld@ntcna.nissan-usa.com](mailto:prytuld@ntcna.nissan-usa.com) (810) 777-5496

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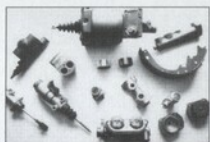
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