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2001



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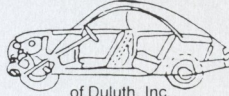
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Features

2000 International Tire Exposition and Conference Progress in Extended Mobility by Stephen Goldberger	12
Interview with Dan Chasins by Stephen Goldberger	16
New 9 ³ Spy Photos	21

Saab Clubs

North American Saab Clubs and Contacts	19
20th Annual Saab Owners' Convention.....	20
Bay Area Saab Club Gathers at the Swedish Saab Factory and Santa Cruz Wine Tasting Tour by R. Scott V. Paterson	25
Rally in the Hills: Saab Club of Central Ohio by Dan Orzano	26
The New England Saab Association's 2001 SOG by Chris Mills	27
Swedish Trip Part 2 by Phil Lacefield Jr.	28
From Norway to Finland with "Friends of Old Saabs" by Ingemar Ekstrom	32

Departments

Letters to NINES	4
NINES Surveys:	
My Saab	6
Wild and Crazy	8
On the Column by C. W. Chip Lamb The Euro 99 Saga, Part II, and Upcoming Tribulations	9
Professional Perspective by Chuck Andrews Keeping Up	10
Saabs in Competition Historic Saab 96 to Compete in Historic British Rally	15
Saab News: 2002 Model information and prices; Sales	17
Classic Corner by Larry West The "B" Engine Water Pump	35
Vintage Saab Restorations by Bruce Turk Puttyus Maximus Lives, Small Job, Big Problems	39
Saab Swap	41
Looking Out (from under NINES) by Stephen Goldberger	42

Front Cover: Red "Bullnose" taken at the International Meeting in Finland. Photograph by John DelRosario of the New England Saab Association "UnityRibbon" memorial courtesy of Scott Patton and Rodney Stagner at <http://www.theunityribbon.com>

Cover Wrap: Part of the caravan participating in the 2001 Saab Owners' Convention Scenic Tour.
Photograph by Rebecca Young

Letters

Gary Fisher Wagon Handling

I have been of the opinion that the handling of the standard 9⁵ is limited by the standard MXV4 tires, and that a more aggressive tire might make a difference. The Gary Fisher wagon is exactly that: it has the standard suspension, but it is equipped with the same high performance Michelin Pilot tires as are used on the Aero. When Arthur Weiss renewed his NINES subscription and noted on the form that he had purchased a "Gary Fisher Edition" 9⁵ I asked him to compare the handling of that model to the standard model. -Ed.

This is in response to your question regarding the Gary Fisher wagon. I think if I explain the circumstances surrounding how we got the wagon, my response (although a bit lengthy) may be somewhat more meaningful.

We (my wife and I) currently have two Saabs, a 9³ and the Gary Fisher wagon, both model year 2000 (technically not our first Saabs - we owned a 96 about 30 years ago). We started with the 9³, which we leased almost a year ago to replace a 1997 Infinity I-30t (also leased - with the lease about to expire). The dealership was Jim Ellis in Marietta, GA (near Atlanta). At that time, Jim Ellis (which has several other foreign and domestic dealerships) had just become a Saab dealer. I must mention at this point that they are an outstanding dealership with which to do business, with respect to both sales and service.

We found ourselves quite pleased with the 9³, which both my wife and myself like better than we liked the Infinity (with no disrespect to that car; we certainly liked and enjoyed the Infinity). We also owned a 1992 Toyota Previa van which we had thought about trading in for several months, but couldn't really find anything we liked to replace it. As bicycle "nuts" (you can now probably anticipate one of the factors in our Gary Fisher decision...), one of the reasons we had kept the van (besides its consistent reliability) was its ability (with the rear seat folded and the middle seat removed) to hold two conventional bikes or one tandem bicycle (we ride both single bikes and a tandem) inside the vehicle.

Approximately two months after we got the 9³, and seeing the Gary Fisher on the Jim Ellis lot, we, almost casually, inquired

about it, and test drove both it and a "conventional" 9-5 wagon (I have not had the opportunity to drive an Aero, so I can't offer any comparison there). To make an already long story short, Jim Ellis priced both the GF and a demo 9-5 wagon very attractively (including giving us a very decent trade-in on the aging Previa). After careful consideration, we felt that Jim Ellis had made us two "offers we couldn't refuse". We felt that given the package of goodies that came with the GF (including the roof rack and the bike, and all the other stuff), that it was the better choice for us. So, about three months after we got the 9³, we became the proud owners of the Gary Fisher.

Now, to try to answer your question, I don't find a significant difference (although there is a difference - just not, in my opinion, significant) between the handling/road feel of the Fisher and a conventional 9⁵ (sedan or wagon). The ride of the conventional 9⁵ is marginally more compliant, due, I am sure, to the higher profile tires. By the same token, and for the same reason, I think the Fisher's handling/road holding is marginally better. Having had the Fisher for about nine months now, I would opt for a somewhat stiffer suspension (I tend to like stiffer riding cars, anyway), but I personally don't have any real complaints about the GF "as is". The car is everything we wanted (and more). The bike that came with it (as long as you send in the order...) was shipped promptly, pre-assembled nicely and is pretty neat, and, except for the fact that we can't get our tandem inside the wagon without taking it apart (not really a complaint - we carry it on a tandem carrier on the roof rack instead), we just couldn't be happier.

One further note: our GF (and, in fact, any 9⁵ that I've driven) rides just as well but has superior handling and road feel compared to the I-30t (the "t" designating "touring" suspension) we previously had. And, of course, it easily outhandles the van it replaced (OK, I'll concede that comparison is a bit unfair).

*Art & Marian Weiss
Roswell, GA*

Keeping the Faith

It's a struggle to "keep the faith" sometimes in my humble experience. Saab still comes closest, I think, to being "the

most intelligent car ever made," to quote one of the advertising themes from not so far back. In a selfish, commercial environment already glutted with cars, I'd like to see Saab keep pressing on with themes of economy, performance, and safety, but also stress more the durability/longevity factor. Saabs are good for the planet (relatively speaking) because they can last so darn long and run well while doing it.

*James Hadley
Monpelier, VT*

Not a former Buick Owner

Let me compliment Chip Lamb on his entertaining writing in Nines. I look forward to his commentary and insight.

Right after I returned my leased '97 9000 CSE to the dealer last week and picked up my new '01, leased 9-5 wagon, I read Chip's column (*NINES #252, July/August, 2001*) with the comment about everyone he'd met with a 9-5 being a former Le Sabre or Avalon driver. Imagine my surprise and reaction.

He's right, of course, the new models are less SAAB-like than ever. Believe me, I know. This isn't my second or third SAAB, it's about the 15th. I currently also drive a '67 96 and have a '72 97 in the garage.

The point is, that for some SAAB enthusiasts, like me, the new models are the only new Saabs available, and there are things to like about them. Looking back, I think the mass market cars have moved more toward SAAB's point of view than SAAB has moved toward them in the past 30 years. I don't mind the fact that the new Saabs are a heck of a lot less maintenance intensive than they used to be.

I just am grateful that I've been able to move upmarket with the company. When I bought my first new Saab in 1971 it was a 1970 99 that had been at the dealers unsold from the previous year. Covered in a snowdrift, the Ford-Saab dealer in Michigan made me a well below invoice offer, and I was happy to get such a safe and well designed car for a little over \$2,000. The situation last week was a little different, but Saabs still represent good value in a well made, functional and stylish automobile.

I really don't want to discourage Chip from expressing displeasure with the advance of mediocrity by the factory. I

commented to the sales manager about the crude and un-SAAB-like finish of the fuse box on my new car. He said he had the same reaction when the 9-5 first came out, but that I was the only buyer who had said anything about it in the almost 3 years since. There you go.

Bruce Ashley
Santa Cruz, CA

"Mystery" Fluid

At the recent convention in Vero Beach I inquired as to the mysterious identity of the automatic transmission fluid (ATF) in the 9³ Saab. The Owner's Manual refers to "Texamatic" Dexron 3/Mercon. No one at the convention knew what Texamatic is, but Steve Goldberger suspected that it was a European name for a Texaco product. We then went to Havoline.com and inquired as to the identity of this mysterious red stuff. An engineer/chemist for Texaco by the name of Moore replied that Texamatic is a trade name used in Europe for Havoline Dexron 3, product code 1854.

Having had great luck with Saab automatic transmissions in the past because of frequent fluid changes, I wish to take advantage of the drain plug provided by Saab at the ATF sump. Havoline ATF is extremely difficult to find in south Florida, but I was able to order a case for \$15.00, tax included, from Blackwell Oil Company of Hollywood, Florida. It is my preference to replace the original fluid with the same precise chemical with which it came. Mr. Moore of Texaco indicated to me that their Havoline product, code 1854, is the precise chemical formulation of Texamatic as sold in Europe. My dealer told me last year that any old Dexron 3 will do but, alas, I am a Saab owner, and you know the rest of the story.

R. Bruce Cramner
Coral Springs, FL

Another Way to Run a Car Co.

We believe that Saab's acquisition by GM has been very positive in terms of overall product quality, and has left in place Saab's essence as an independently minded Swedish company. Even so, we get letters and even columnists, questioning the effect GM has had on Saab. By comparison, the following letter was sent to us an employee of Ford, which indicates that

Ford has taken a much more direct role in the operation of their European subsidiaries.

The big cruncher's going to be the European Turnaround plan - they've put all their eggs in one basket - Germany. (Ford apparently intends to close their factories in England and concentrate all European production in Germany. -Ed.) What ever else is said or thought about the Germans, the facts as regards Ford of Germany are unalterable:

- 1) The salary bill is 2.5 times that in the UK - so is the work force
- 2) The plant (comparing Koln & Dagenham) is double the size of the UK in area & personnel but the output was the same in units per day at circa 1125. Quality was the same too although the Germans hid this by not declaring the NOK (not OK) builds during the week and bringing gangs in on weekends for "plant maintenance" and fixing them.
- 3) The Germans wrote the book on nationalism. To them, Ford's blue oval

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means "Auslander" (*foreigner - Ed.*) and they don't buy it. Ford's market share in Germany is sub 6%, whereas in the UK it was over 20%. When Dagenham closes, it's predicted the UK press will go jingo mad urging people to buy Rovers instead, on a "Buy British" campaign, so if Rover gets their quality right they stand to score at our (Ford's) expense. Big time.

What your press doesn't mention are the innumerable European recalls on the Focus because the Saarlouis plant's 100% quality rating only exists on paper. Germans are the masters at "Creative Accounting". Also I bet they don't mention the friction in the Premier Automotive Group in Volvo, and especially Landrover, where US supervisors have just waded in boots first with no regard or respect for the existing practices. Landrover had a number of supervisory grade personnel who held the grade as Technical Gurus in differing fields. The first US manager through the door wanted them to be either reduced to the equivalent Ford grade for the job or sacked. It wasn't until it was pointed out to him that these guys were key to the Defender & Discovery production systems that he was forced to relent. The chief interior designer at Volvo has quit because Herr Rietzle told him Volvo's weren't enough like BMW's. When he tried the same at Aston Martin Lagonda, he was firmly escorted off the premises, having been told firmly that they built British cars, not German.

So it's not all roses over here. Now we've just been told Europe is expected to carry a percentage of the Explorer tire recall costs which bears no resemblance whatsoever to the percentage of Explorers sold here. The "Model E" scheme to give all employees a PC has ground to a halt; more and more people across Europe are starting to say it was another "F.A.O." (For Americans Only) initiative like most employee benefits listed in the company are. This is not a nice time to be working for the Blue oval in Europe, no matter where in Europe you are.

It's predicted inside the company that the European op is going to go down the pan. Since Jac (*Jac Nasser, CEO of Ford*) authorized his buddy boy Nick Scheele's actions it's likely the two of them will go with it.

From what I've heard the GM management has a more "hands off"

approach to their satellite companies, acting more as a central repository of knowledge than trying to inflict the US working practices and concepts... As far as Ford management seems to think the term "Global" ends at the US sea-board. GM appears to take the opposite view. It would be interesting to hear what Saab AB people have to say. Maybe I'm doing our senior management a grave injustice, but all I can say is what we see over here.

Name withheld by request

My Saab

I bought my Citrin Beige 1995 9000 CS three years ago from Joe Vetere at Swedish Connection in Bergenfield, NJ. It is a so-called "Super CS" model, which included may CSE features, such as woodgrain dash, leather seating, sunroof, fog lights, along



Richard Levy's 1995 9000 "CS Ultra"

with unique 15x7 5-spoke wheels. Missing CSE features were the in-dash CD player, separate subwoofer, and the Saab trip computer. One other difference is the Low Pressure Turbo (LPT) engine, producing 170hp with a max 7psi boost, compared to the CSE's Full Pressure Turbo (FPT) which produces 200 hp and up to 14.7 psi boost.

It was already a strong performer, but I set about making some modifications to enhance the driving experience and yet maintain its unassuming appearance. I grouped the modifications into three categories; powertrain, chassis and comfort-appearance. Since 9000 LPTs are slightly detuned versions of FPTs, I added a standard APC solenoid valve with hoses and upgraded the Trionic ECU program to

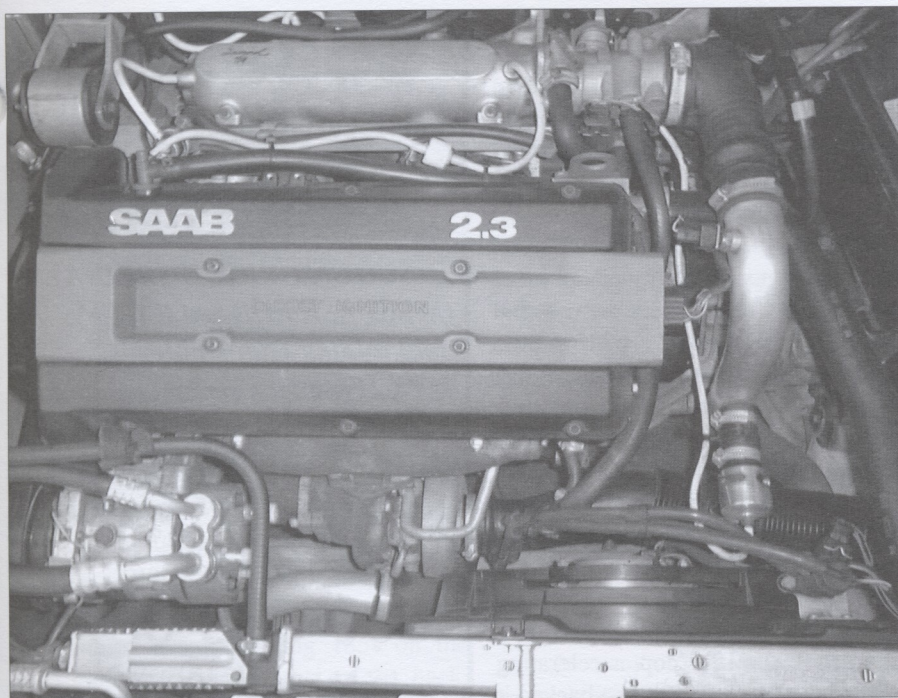
take advantage of that addition. The wiring for the APC valve is sitting in the engine bay waiting to be used. This bumped the power to about 235hp. To monitor the boost level, I initially installed a Saab combined instrument from a CSE model that has the standard white/yellow/red non-calibrated boost gauge. Recently I added a calibrated VDO vacuum/boost gauge, which I installed in the place of the headlight switch. This model features "Daylight Running Lights," so the lights are on all the time. I simply connected the wires so the switch is always "on." To complete this section a piston-type high performance pressure relief valve replaced the standard bypass (hooter) valve, and a 2.5" stainless steel free-flow exhaust that probably adds 5-10hp was installed.

The CS body style is a lot stiffer than the older series 9000 but still could use a little help. Using poly bushings for the lower control arms made a big difference

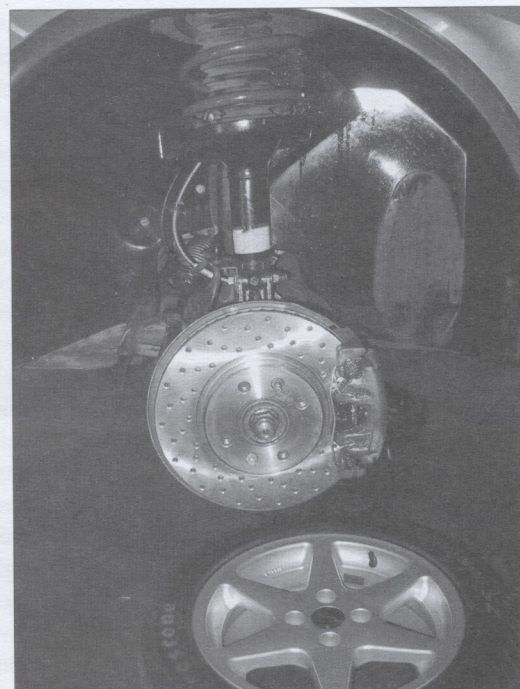
and they worked well with progressive rate sport springs. Adding 25mm solid anti-sway bars with full polyurethane mounting bushings makes the right combination and a complete package. Supporting this are 225/50-16 Firestone FireHawk SZ-50 tires on 16x7.5 6-spoke Borbet Type C wheels

which surround cross-drilled rotors, mated to MetalMaster pads front and Saab pads rear, with stainless steel lines to the calipers. I added a poly bushing to the front of the dogbone motor mount for a little extra stability.

As far as creature comforts go the 9000 is already fairly plush; however, there is always room for a tweak or two. The factory Clarion stereo system is retained, but the speakers have been upgraded to Infinity Kappas, 2-way in the front and 3-way in the rear. An OEM Clarion 6-disc CD changer in the back is a must for long road trips or bad traffic jams. A variable speed intermittent wiper relay gives more precise control than Saab's "6 seconds works for all conditions" original. Using wide-angle European side view mirrors (what blind



The spotless engine compartment showing a pressure relief valve in place of the standard issue bypass valve and the light colored silicone vacuum hoses.



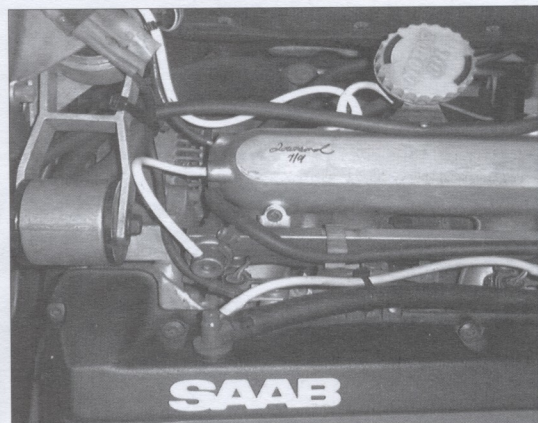
Ventilated brake rotors and shorter, stiffer springs were mounted up front.

spot) on both sides enhances the driver's view. A more European look is achieved with clear side marker and front corner lights using amber bulbs.

Much of the work was done by Tom Townsend of Townsend Imports in Greensboro, NC. I am grateful for his expertise; not only for an outstanding installation, but also for taking the time to eliminate 99% of the squeaks, rattles and sometimes-indescribable sounds for which the model 9000 is well-known. The car is both exciting and a pleasure to drive

combining real comfort with substantial power and incredible road holding. Second and third gear at full throttle (you can see a sustained 20psi here) are quite impressive and the top end is not limited electronically. Yet it still returns 29-33mpg on the open road at 75mph in hot weather with A/C! I know there are a lot of really great Saabs out there, but for me this is the CS Ultra.

Richard Levy
Fort Lee, NJ



A calibrated pressure gauge is a perfect fit in the opening for the headlight switch.

Richard Levy's "CS Ultra" has something of a reputation, especially among readers of the Turbo! Internet mailing list, so I was very happy when I was invited to take it for a "quick spin" at the Vero Beach convention. We weren't able to do much more than drive "up and down" Route 1A, but it still was a revelation.

The power of this car is awesome. Accelerating through second gear was reminiscent of the performance of a 9³ Viggen, or the Nordic Tuned 9⁵ Aero which I sampled

Signed by Tom Townsend. A polyurethane bushing replaces the standard rubber bushing in the upper engine mount.

at the Hudson Valley convention. The stiffened suspension, bushings, and high-speed tires didn't produce a harsh ride on Florida's "never see frost" roadways, and the sports exhaust was still plenty quiet. At low speeds the car drove like any unmodified 9000 of similar vintage: without any hesitation or roughness. I understand that Richard markets the modified Trionic control module which was installed in his car. Anyone who owns a 9000CS LPT and who wants more power should consider this option along with Abbott Racing and Nordic Tuning products. -Ed.

Wild and Crazy

"Going somewhere in a hurry Mr White?"

Um no not really, Officer. To be perfectly honest I was just out here (on this deserted airstrip/parking lot) testing out my tires. You see I just recently put this car back on the road and I wanted to see how it handled with these tires on it.

"Is your licence in order Mr White?"

Yes sir.

"Let me go run it and I'll be right back....Ok."

Hmmm. I guess that \$20.00 I donated to the North Carolina Fraternal Order Of Police has finally paid off. (Mental note to self: send money next year). I proudly display their neat little sticker on the rear driver's side window. Up at the top of the window so it gets illuminated in the bright glare of a Police Mag light shining right in my eyes. A very friendly officer actually, he admitted that yes it was a deserted road and it was 10:15 at night, but he reminded me he could have easily written me up for reckless and dangerous behavior (squealing

tires), and at the very least he should have been writing me up for speeding. I don't know where the heck he came from as I had already done a course opening run only about 4 minutes before. I came onto the old airstrip from one of the back feeder roads and accelerated up through the gears. I guess I was doing about 70 or so. Since it was so wide open with plenty of run off, I decided to see if I could break the rear end lose under heavy breaking, with a little Scandinavian Flick tossed in at the last minute just for fun. Wow, the rear sway bay certainly changes the way this baby handles. The front just sticks hard, and the rear was beginning to step out, all four tires were singing their praises, I made the 90° right and accelerated up the road away from the airstrip, then decided to turn around and give it another go, from the other direction. That's when I saw the cop accelerating towards the same 90° turn. I just backed it up and parked it and waited for the blue lights.

*David White
Wilkesboro, NC*

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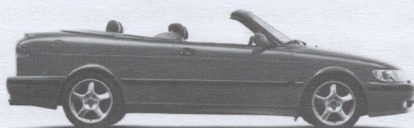
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The Euro 99 Saga, Part II, and Upcoming Tribulations

As I know, many of you have been gritting your teeth in anticipation from my last column. I'll provide you with a quick update on the '74 99CC brought in from Holland before moving on to more pressing matters.

The 99 rolled off the boat on the 8th of August, and I headed north on Amtrak that night to pick it up the following day. Waylaid at, no, not US Customs but USDA for 8 hours or so, they finally let me take it away. I was mildly surprised that no duties were required but that's another story for another time! Made it back to my friends' place in Annapolis for a few hours, and then off to Virginia again. No troubles were encountered despite having 185s on the front and a 165/155 combo on the back, which made for some interesting countermeasures in the later part of the trip. Fresh Nokian NRH2s (thank you Pat Greer!) were fitted the following day on Shelby 8-spoke Goldvane alloys, and the next day, after just an oil change and the set of wheels and tires, I set out on a 1000 mile roundtrip to Oneonta, NY.

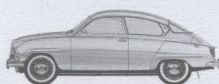
SAAB Friend Kerry Mull awaited me the first night in Wernersville, PA, where we went out and sampled the local cuisine (high German). I called Chuck Christ, of 750GT sports racer fame, that evening and arranged for him to come down from Bethlehem and spend an hour with us as well. Then it was off to bed and off to Oneonta the next morning. A scant three and a half hours later, I pulled into the front yard chez Lorenz and spent the next five hours with the "When There Is Not A Convention In The Northeast" crowd. It is a great group, and there was a great turnout. Thanks as ever, Ed, Cameron and Riley for your support of our community! By 6PM, it was time to get back in the 99 and recap the entire trip I had just made: back to Kerry's, and then back to Virginia. One of my tires was losing a little air, so I decided to have it rehung on the rim by my tire guys. I headed down to Williamsburg, and as I was exiting the VA highway to go down to the main drag, the brake pedal started sinking. Oh, great. At least this didn't happen in some little Pennsylvania "Dorf"!

I made it home with marginal pedal and took a quick look. No fluid loss; well, perhaps they were just a little hot. I had made an appointment to drop the car down with the metalworker the next day, in any event. Halfway to the metal shop the brakes started failing again. Damn it all. The good thing about it is the 99 with the manual trans has lots of engine braking and not a lot of go power, though it can be rather long legged if you really put your foot in it. I nursed it home again 2 weeks later, and I am currently accruing all needed brake parts to redo everything. A fresh master went in last weekend, as well as fresh rear hoses, to no avail. It turns out that one of the rear calipers was bypassing air and fluid. White Post restorations has both of them at the moment, and with any luck I'll have them back by this coming weekend.

As many of you know, we're in a year of progress and change following the Vero Beach convention. I get regular calls from parties interested in making the next convention a success, and I have been encouraging them to help out in the effort to make their club, "our club," what it has the

potential for being. This coming year will be a turning point for SAAB lovers everywhere in this country for that very reason. It is a time for people to pull together with their local clubs and at the national level to make sure that club events and activities go off and that local events do not conflict with other local events. It has been a common and consistent problem with our organization that many people speak up for volunteer efforts and laud the importance of certain factors in successful SAAB clubbing, but then never carry through. Is this due to their lack of dedication or their own realizations that the event in question will not further their own private interests? The very essence of a club such as this organization is that it is for the mutual benefit of all, not for the sole benefit of the few or the individual. As I have been working towards our common goal, I hope that those of you with a love for the marque will do the same. Let's make this organization a great group for many years to come, and draw in Saab lovers from the owners of vintage, newer and newest throughout this country.

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'98 9000 CSE TURBO, RARE 5-SPD, 44k,
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'87 9000S, 5 DR, AUTO, \$2,900

'86 900 TURBO, 5-SPD, A RUNNER, \$2,500

'71 96, 50K, DRIVES GREAT, \$4,500

'68 SONETT V4, 44K, A BEAUTY! \$7,500

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Keeping Up

Maybe better put, I should say, "keeping current with automotive developments." I try to stay abreast of new developments and technology by scanning a number of professional magazines and papers as well as Internet sites each month. I don't usually have time to read consumer magazines like "Road & Track". So my sources of information may be different than yours.

In April, I was shocked to read about current air bag requirements. After all the press articles and hype in the last couple of years about air bag switches, I believed that cars with air bags were required to have them in operable condition. I thought air bags could only be disabled with government permission on a case-by-case basis. Our trade magazines had, in the past, advised shops to not install switches disabling the bags because of the possible legal liabilities. In the April 16th issue of "Used Car News," Joseph Cabadas wrote an article about what really is legal. In an interview with a U.S. National Highway Traffic Safety Administration (NHTSA)

official, he said that according to U.S. code the federal government is only concerned that air bags exist and function when a vehicle is sold as new. "Once the vehicles leaves the (franchise) dealer, it becomes a used vehicle and enters the realm of interstate commerce. We are out of the picture on that," the NHTSA official said.

Federal regulations do not require individuals or used car dealers (or anybody else, for that matter), to put air bags back into a vehicle after it has gone off or has been removed. But the state and federal governments are concerned if repair shops fraudulently claim that they have repaired a car, making it appear as if the air bags were replaced when they weren't. "And usually, most states have laws that say that you have to inform the buyer that the air bags are inoperable," the NHTSA official said. The federal government has absolutely no problem with air bag covers as long as they are represented as a cosmetic treatment only. Dealers could otherwise open themselves up to a civil law suit.

I had heard of air bag covers but had never personally seen one. Actually, I still haven't, at least knowingly. Cabadas'

article gave a pretty complete picture of the manufacturers and availability of the air bag covers. The two companies described that manufacture and sell the air bag covers are Hicks Air Bag Covers of Lacey's Spring, AL and AA Quality Steering in Livonia, MI. Both manufacture the covers and have had considerable success. Hicks offers and stocks about 350 models and reported over \$1 million dollars in sales in 2000. AA Quality sold more than 20,000 units in about the same period.



— photos by Mike Mercer

A worker at Hicks Air Bag Covers testing the horn mechanism in a dummy air bag cover.

Vehicle with Booby-Trapped Airbag

The National Insurance Crime Bureau (NICB) has received information regarding a booby-trapped airbag compartment in a Ford Taurus that was linked to a narcotics investigation. Nothing was found during the initial vehicle search, but a police department K-9 unit alerted the officers to the front passenger side of the vehicle. A subsequent search found wiring as well as other indications of a hidden compartment. An attempt to short-circuit the wires to activate the compartment resulted in an explosion of the booby-trap, which damaged the interior panel of the front passenger side door.

A police explosives unit responded to the scene, and was able to activate the hidden compartment that was located inside the passenger airbag area. A further examination indicated that the passenger airbag was removed and the compartment modified. In addition, the carbon dioxide (CO2) canister that is usually associated with the airbag was also modified and rewired to the passenger door. It was learned that should the compartment be

opened in any manner other than the designated way, the CO2 canister would be activated causing the passenger side door panels to explode. In addition, NICB has received information indicating that a drug smuggling organization is removing airbags and replacing them with pouches filled with nails, bolts and other small metal objects. Bundles of drugs are reportedly placed into a hidden compartment located in another area of the dashboard. These bundles are then connected to the triggering device of the airbag mechanism via a trip wire. Upon removal of the drug bundle (from the concealed compartment), the airbag mechanism device is activated resulting in an explosive release of nails, bolts, etc.

Individuals should exercise extreme caution when examining the passenger airbag area to determine if a concealed compartment is present. In addition, precautions should be taken so as not to position oneself directly in front of the airbag compartment.

Automotive Service Association Magazine

That's a lot of missing air bags, friends! These covers are molded plastic units that replace the air bag in the steering wheel and in the dash if so equipped. Most units sell for about \$100. (Replacement of OEM air bags could be from as little as a few hundred dollars to several thousand. Saab is not on the low end!) They are painted to match the interior of the car so it could be really hard to tell if they were really an operating bag or just a cover. The two companies send warning stickers and information that is supposed to be attached to the car to warn that they are only cosmetic covers. It is very important to dealers and shops that this information is with the car to avoid future liability.

It appears now that you have a choice. If you don't like the air bags in your car, you can replace them with a cover. Maybe you have wrecked your car and want to repair it more cheaply which would be an option with air bag covers. (Both companies say they custom-make covers for any brand of car.)

The next question is "How do you know that the used car or truck you're inspecting for a purchase really has the air

bag installed?" If you see no evidence of body crash repair, tampering with the steering wheel or warning stickers, then the next step is to ask the seller, "Do the air bags work?" If you trust the seller, that may be enough, but if you had it in writing you

would certainly win if it turned out that they were missing and you decided to sue. If you would like to check further, one of the car title history services could be of help. The two most popular companies that research titles are "AutoCheck" and "Carfax."

These services research the car title history by using the vehicle identification number of the car, and their database will do the rest! In the case of Carfax, they will report accidents, flood, total loss, speedometer rollback, etc., (see sample) If

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13:37 APR 01, 2000

TEL NO: 315-8619

#168018 PAGE: 1/2

Carfax Report

Page 1 of 2

Carfax Vehicle History Report
Carfax Fullfillment Center
10304 Eaton Place
Fairfax, VA 22032

The Vehicle Identification Number submitted was checked against the Carfax(R) database of over 1.03 billion vehicle records. The Carfax database includes U.S. and Canadian title and registration activity, rental and lease usage, odometer readings from emissions inspection stations, auto auctions and other sources. The results of this search are displayed below.

SECTION 1 VEHICLE SPECIFICATIONS

Vehicle ID: YS3CF68M0V1015727
Yr/Mfg: 1997 Saab
Model: 9000 Turbo
Body: 4D H/B Mid-size car
Engine: 2.3L L4 16V Turbo
Fuel: Gasoline
Driveline: Front-wheel Drive
Aspiration: Turbocharged
Country Mfg. Sweden

SECTION 2 CLEAN TITLE HISTORY GUARANTEE

RESULT: CLEAN TITLE HISTORY GUARANTEED FOR THIS VEHICLE

The VIN submitted was checked against the Carfax database to determine if any title document for this 1997 Saab was designated or marked with any of the following types of problems:

Salvage/Junk Title----->Checked. No Problem Title Found.
Rebuilt/Reconstructed Title----->Checked. No Problem Title Found.
Flood Damage Title----->Checked. No Problem Title Found.
Damage Disclosure Title----->Checked. No Problem Title Found.
Manufacturer Buyback (LEMON) Title----->Checked. No Problem Title Found.
Exceeds Mechanical Limits Title----->Checked. No Problem Title Found.
Not Actual Mileage Title----->Checked. No Problem Title Found.

For information on the Clean Title History Guarantee, see section 5.

SECTION 3 ODOMETER ROLLBACK CHECK

RESULT: No odometer rollback detected in the Carfax database.

Sample "CarFax" report. Approximately half of the entire report is shown. Note: the original fax document was processed through the "Textbridge" OCR (optical character recognition) engine for clarity of presentation.

And the top ten oil producers and consumers are:

The Educational Technology Review Center developed numbers on which countries produce the most oil, and which ones use the most.

Top producers are:

- Former Soviet Union (11.5 million barrels/day)
- United States (7.2)
- Saudi Arabia (6.2)
- Iran (3.1)
- China (2.8)
- Mexico (2.7)
- Venezuela (2.1)
- Iraq (2.1)
- United Kingdom (1.9)
- Nigeria (1.8)

No surprise, the United States is far and away the top consumer:

- United States (16.2 million barrels/day)
- Former Soviet Union (8.1)
- Japan (5.3)
- Germany (2.7)
- China (2.3)
- Italy (1.9)
- France (1.9)
- United Kingdom (1.7)
- Canada (1.6)
- Spain (1.0)

Note: the combined population of France, Germany, Italy, Spain, and the UK is 300 million, and their oil consumption totals 9.2 million barrels/day. The United States population is 276 million. -Ed.

From Tank Monitor MPCA Newsletter Summer 2001

the car shows a problem you will know it. If it shows a clean title history, Carfax will give you a clear title warranty. The warranty is good for 3 years and states that if Carfax made a mistake in its research it will pay you up to \$5000. (Of course there are stipulations. Details on Carfax.com.) A fender/bender may not show up on these reports but an accident that has blown the air bags probably will. Many dealers provide (purchase) these reports for consumers to verify what they are selling (Carfax Certified). You can always go to Carfax.com or Autocheck.com on the Internet and obtain (buy) a report so long as you have the VIN number for the car. It is always wise to see a title report before making a car purchase.

SCRAPS:

From the September 5, 2001 "Minneapolis Star & Tribune," Honda announced it would introduce the hybrid Civic in the U.S. next spring. It is to get 68 MPG. Toyota has sold 60,000 Prius hybrid cars in the past three years.

From "Motor Service," 2001, Accura NSX has electric power steering and it will be featured on the Honda S2000 and the hybrid Insight. Most industry watchers are predicting that electric power steering (better MPG) will become common as soon

as 42-volt systems are used. 12-volt battery systems are marginal for this application.

From "TIME" magazine (Aug. 20, 2001) there is an article about fuel cells. Toyota will have a fuel cell car by 2003 and GM is said to be shooting for production of fuel cells by 2010. GM wants fuel cells to be about \$50 per kWh. They are projecting 70-80 kilowatts per car that would be in the \$3500 price range, which is about the cost of current power plants today.

Finally, the Minnesota Pollution Control Authority Newsletter had the accompanying chart. In light of our recent catastrophe, we may need to keep in mind who we are depending upon for oil and what the price could become.

2000 International Tire Exposition

The biannual International Tire Exposition and Conference was held in Akron, Ohio from Sept 12-14, 2000. We continue to stress the importance of tire selection and maintenance in NINES, recognizing that when all goes well, no other part of the car touches the ground. Ride, handling, acceleration, and stopping all depend on tire properties, along with the well being of the occupants.

Although the 2000 conference was convened in the midst of the Bridgestone/Firestone - Ford Explorer tire failure news and investigations, the effect on the conference was minimal. Virtually none of the delegates and presenters had any knowledge beyond what had been reported in the press, and anyone involved in the investigation wasn't talking about it. The conference organizer did set forward a proposal for a voluntary industry-wide cooperative effort to gather and reduce data from tire failures. The purpose would be the early identification of products which exhibit a greater than usual failure rate. Time has shown that little has become of that proposal.

One thing that is clear from the technical papers which were presented and from the exhibitors is that making tires has been and continues to be a complicated business. There is a tremendous infrastructure of suppliers, from those who make wire, cloth, and polymers to those making tire assembly, measurement, and test apparatus. Abstracts of presented papers showed the ongoing research in ways to bond rubber to cloth and steel, progress in formulations of rubber compounds, and continuing refinement the methods used to measure the performance of different designs.

We chose to attend the plenary session on Extended Mobility Tires (EMT, or "run flat" tires) and a report on that session follows. This is the one area of tire progress which is going to make a significant difference in the way we view tires and the way vehicles are produced. Progress on run flat tires is being made on three fronts: tires which seal tread punctures, self supporting tires, and tires which enclose a rigid structure to support the vehicle if the tire loses its air pressure. It is widely recognized in the tire industry and the automobile industry that the payoff for EMT lies in both the security it provides the automobile owner and the design flexibility that can be achieved by eliminating the spare tire. The latter benefit can be achieved only when the automobile manufacturer designs EMT into the vehicle. The former benefit has been demonstrated repeatedly by surveys and focus groups which indicate that the population is very receptive to the concept of a "flat-proof" tire. The challenges the industry faces in moving EMT into the mainstream seem to be price and tire performance.

Self sealing tires have been available for decades, and by now can be considered a mature product. These products work by coating the inside of the tire liner with a tar-like substance that can envelop puncturing objects, extrude through the resulting hole and maintain an air-tight seal. Michelin (Uniroyal) and Continental (General Tire's "Gen Seal") have self sealing tires you can purchase today, and Goodyear (Dunlop) and Bridgestone/Firestone spoke of understanding the technology. In their implementation, self-sealing tires require no new manufacturing or installation techniques. While they can provide peace of mind and prevent loss of air due to a tread puncture, self sealing tires are unable to provide mobility in the event of sidewall damage, rim damage, or valve damage. Therefore the adoption of self sealing tires does not eliminate the need for the spare tire.

We wondered whether a tire which had sealed its own puncture loses its speed rating upon being punctured, as conventional speed rated tires do when a puncture is repaired. We asked that of a presenter from Continental, who stated that in their tests it appears that a self-sealed puncture does not affect the speed rating. He then explained that the sealing layer reduces the speed rating of the tire. In other words, a typical "V" or "Z" speed rated tire would need to be de-rated to an "S" or "H" speed rating if a sealant layer were applied. Implicit in that statement is that the expense of self sealing tires is increased not only by the sealant itself, but also by the higher standard to which the tire must be built to maintain its speed rating.

Self supporting tires are those where the tire carcass is so stiff that it can support the car without any air in it. These tires are also currently available, but their market penetration has been dismal. Automobile manufacturers have been reluctant to use them, because they ride much harder than conventional tires. Customers are reluctant to purchase them for replacement tires, both because of their hard ride and because of their cost. Not only are the tires somewhat more expensive in their own right, but they require a loss-of-pressure warning device, since the speed and distance of travel they can endure without damage when deflated is limited. The aftermarket installation of pressure warning system presents the vehicle owner with the problem of locating

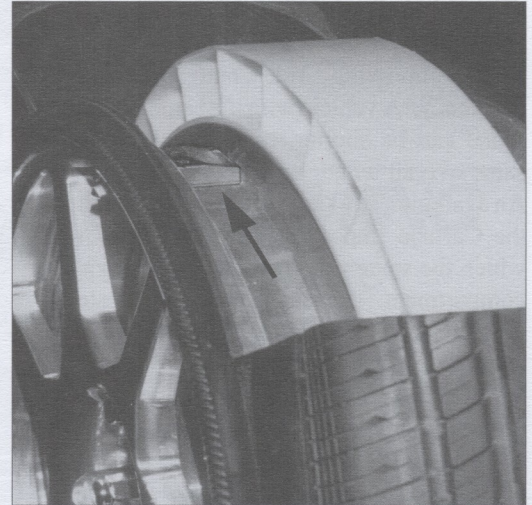
a display unit in the increasingly crowded and styled instrument panel. As a result, marketplace success for self supporting tires is largely dependent on the vehicle manufacturer implementing such tires as original equipment.

Sumitomo Rubber Company, which now designs, manufactures, and sells its Dunlop brand through a joint venture agreement with Goodyear Tire and Rubber Company, showed a radically improved self-supporting tire. Sumitomo has determined that a self supporting tire with a much rounder cross section - with an appearance approaching that of a giant motorcycle tire - can be made which has the same ride characteristics, improved handling characteristics, and improved hydroplaning resistance as compared to their top-line SP 9000 Sport performance tire. This round cross section tire uses conventional mounting equipment and geometry, and the design calls for a relatively narrow wheel rim, which helps compensate for the additional weight and expense in the tire by making its companion wheel lighter and less expensive. We asked the Sumitomo representative how a non-EMT version of that tire might perform, and the presenter stated that the handling would be woefully inadequate. In other words, the evolution of tires from yesterday's round cross section to the broad, flat shape of today's tires might be reversed when a self-supporting sidewall stiffener is part of the equation.

Designs which achieve Extended Mobility by inserting a separate support device inside the tire were shown by Michelin and Continental. Michelin essentially repeated their discussion of the PAX system, updating the talk to include the progress made over the past two years in commercializing the product. As we elaborated upon in NINES #239, the PAX is a completely new concept for attaching a pneumatic tire to its rim, one which as a consequence of the design makes it possible to slip a simple plastic support ring onto the wheel while mounting the tire. Besides extended mobility, the PAX concept promises tires with improved ride and handling, lower rolling resistance, and a much smaller "gas envelope". One bit of news regarding the progress in developing PAX which is relevant to NINES readers is

that Cadillac has specified PAX tires for their new "Roadster" model which will be introduced in 2002 as a 2003 model. With PAX apparently having passed muster for inclusion on GM's "approved" list, a PAX tired Saab may appear sooner rather than later.

The second important news item relating to PAX was the earlier creation of a



Cut away prototype PAX tire showing the plastic support ring. Note the pressure transmitter mounted on the valve stem.

joint venture between Goodyear and Michelin to develop the entire range of EMT. We view the joint venture as Goodyear acknowledging the potential benefits which PAX technology brings to tire design, and Michelin acknowledging that without developing PAX as an industry wide standard with broad support, automakers will not specify it. The Goodyear - Michelin joint venture follows a cross licensing agreement for the use of PAX between Pirelli and Michelin. This leaves Bridgestone and Continental as the only major tire manufacturers who are not yet involved in a PAX licensing agreement with Michelin. At the 2001 North American International Auto Show, Michelin demonstrated PAX products designed for specific vehicle types: sporting cars and vans carrying the Michelin brand label, and SUV/light truck applications showing the BF Goodrich label.

Continental showed its design for a separate supporting structure within the tire. In their case, a rigid metal wheel within the tire is attached to the bead of the tire by a rubber membrane. This design overcomes

2000 International Tire Exposition and Conference

the traditional problem using a rigid support with the current wheel and tire design: a rim flange with a greater diameter than the tire bead. With the Continental design, when the rigid inner support carries the load, the membrane connecting the inner wheel to the tire bead supports the load in tension.

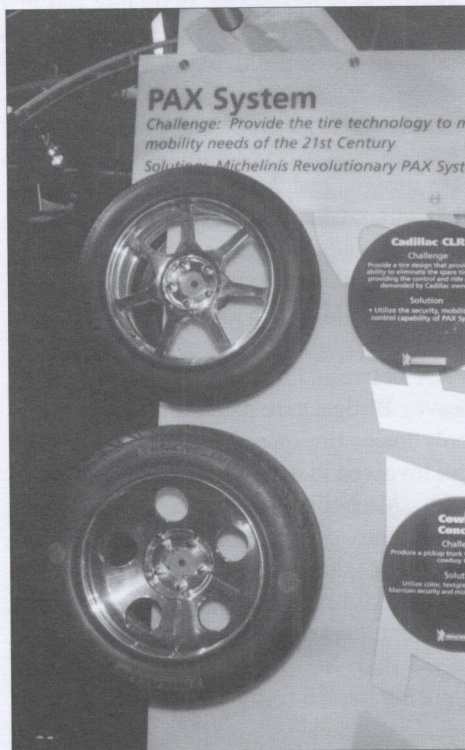
As a result of attending this meeting, we are convinced that the spare tire's days are numbered. Imagine the use to which the spare tire well in the floor of the trunk can be put. The rear axle can be moved further back, improving ride and packaging efficiency. A vehicle with the same useable space can be shorter, or a vehicle of the same overall length can be more spacious. An example of this is a Citroen we viewed at the Carlisle Import/Kit Replicar Show in which the spare tire is stored in the engine compartment. The rear wheels were located near the corners of the car, and the trunk's lower floor, down by our ankles, resulted in an amazing amount of storage space despite the trunk taking only a small amount of the vehicle's floor area. Another possible use for that space might be an electronics bay for the computers which are taking an increasing role in the operation of today's cars - away from the heat, vibration, and



Prototype minivan and SUV tires bearing the BF Goodrich brand.

high voltage sparks which occur in the engine compartment.

The designs which we believe have the capability of delivering a spare-free vehicle are the Sumitomo concept for a self supporting tire and the Michelin PAX auxiliary support concept. The Sumitomo design has the advantage of being a more conventional design. It ingeniously uses the sidewall reinforcement of a self supporting tire to obtain contemporary ride and handling properties by returning to an antiquated tire geometry. With today's "retro" styling trends, the Sumitomo concept adds aesthetic appeal to an EMT tire's sense of security. The PAX concept has benefits beyond extended mobility, including improvements to the ride and handling, and increased design freedom. In addition, PAX is licensed by three major tire makers, including two of the three largest in terms of tire volume. The PAX concept results in an extremely low profile tire and square cross section tire, which has its own aesthetic charm.



Prototype sports car and luxury/sport light truck PAX tires with the Michelin brand shown at the 2001 North American International Auto Show.

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Saabs in Competition

Historic Saab 96 to compete on Historic British Rally

The Saab 96 that carried Erik Carlsson and Stuart Turner to victory in the legendary 1960 RAC Rally in Great Britain will return to that country to compete in a revival of the great RAC Rallies of the 1950s, "The Rally of the Tests". Car owner Eric Johnson and Dave Machacek will compete in the three-day rally to be held Nov. 30 - Dec. 2, 2001. The Rally of the Tests is organized by the Classic Rally Association.

The story of how Johnson came to own the RAC winning Saab is one of those "car in the barn" stories. He heard from Jim Machacek, a neighbor and Dave's father, about an Estate Sale (in St. Paul, Minnesota) that included several old Saabs. Though there were several examples of Saab Sonetts, it was a faded red Saab 96 sedan that caught Johnson's eye. Plexiglas windows, instruments on the dashboard and racing seat belts indicated that the car had some sort of competition history. Since Johnson was looking for a two-stroke Saab to build into a vintage racer, he bought the car.

During restoration, assisted by Dave Machacek, he came across various indications that the car had been modified to accommodate a large driver. Could it possibly have been for Saab's legendary rally driver, Erik Carlsson? At a Saab Owners National Convention in Wisconsin, Johnson had the opportunity to show photos of the car to Carlsson and to Pelle Rudh, curator of the Saab Car Museum in Trollhattan, who had been the mechanic for the Saab factory rally cars in the early 1960s. Both Carlsson and Rudh agreed that the modifications were consistent with those that would have been made to a factory rally car. But which one might it be?

Through photos and films of the RAC Rally of 1960, Johnson was able to locate the license number of the winning Saab. A cousin in Sweden took that information to the Swedish department of motor vehicle registry and found that the license number had been assigned to the Saab Competitions Department in March 1960, and that it was for the car with the same serial number as Johnson's garage find.

Johnson completed a restoration on the 96, trying to keep it consistent with what few details he could locate on the RAC winner. In

1997, he and Chuck Andrews drove the famous Saab on the Oslo - North Cape - Trollhattan Tour, ending at the Saab 50th Jubilee celebration in Trollhattan. On the route, Erik Carlsson presented Johnson with the grille badge from the 1960 RAC, indicating his belief that this truly was the same Saab he had driven on the RAC and other rallies in 1960 and 1961.

Now the RAC winner will return to the scene of its greatest triumph, Great Britain, to compete in an event much like the one that helped Carlsson and Turner to achieve their fame on the rally circuits of Europe and the world. The Rally of the Tests is organized by

the Classic Rally Association, headed by Philip Young, a well-known rallyist in his own right. Only 100 entries have been accepted for the Rally of the Tests, and only three are from the United States. There are no other entries with the history of Johnson's RAC Saab, most are cars that would have been eligible to run the RAC Rally during the 1950s.

Details on the Rally of the Tests may be found at the CRA web site.

<http://www.carnet.co.uk/rallyoffice/rallyofthetests/>

*Tim Winker
Saginaw, MN*



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During the 2001 Saab Owners' Convention at Vero Beach, Saab Cars USA Inc. President and Chief Operating Officer, Dan Chasins, kindly agreed to what has become an annual discussion of what's been going on inside Saab.

As always, Saab's progress in the marketing area is an area we like to explore. Although the 9³ convertible and the 9⁵ seem to be selling well, the "steel roofed" 9³ results look pretty anemic, which we've commented about in NINES.

We're actually on plan for the current year. We're promoting the 9⁵ more and aiming for a mix where that model makes up about half of our sales. There's two reasons for this. Certainly the 9⁵ is more profitable for us, but also it's the best car we make in terms of quality. We achieved the highest score in our segment in the J. D. Power Initial Quality Study with the 9⁵. We'll be promoting that fact in the coming months, and the car's quality and refinement should translate into satisfied and hopefully repeat customers.

Our success with the 9⁵ comes at a time when its market segment, the mid-luxury segment which includes models such as the Audi A6 and the BMW "5" series, is down 15%. With the outlook for the U. S. economy in question, buyers are scaling back. They are purchasing, for example, Audi A4 rather than A6, or BMW "3" series rather than "5" series. By comparison, Saab is moving "up" in the product mix we're selling.

Speaking about the 9⁵, the "mid cycle enhancement" is by now a poorly-kept secret. Any comments?

The enhanced 2002 models are on sale in Europe right now, so it's not a secret at all! What we haven't done yet is made final decisions about what equipment will be standard or optional on the various models we sell, so I can't address that. (See "Saab News" for information available at press time. -Ed.) The enhancements are much more significant than just the styling changes. We have a completely new engine available now, the 3.0 Diesel, and engineering that into an existing product takes a significant amount of effort, both in the design and the manufacturing. Along with

that, we've enhanced the suspension and braking, added electronic stability assist, and specified a new 5-speed automatic across the line.

Is that a GM product?

The 5-speed automatic transmission is from Aisin Warner, just as the 4 speed unit is.

You mentioned the Diesel. Is there any chance the Diesel will be imported to the US?

First of all, it's a great engine. It produces the same torque as the Aero engine, and other than a very little bit of the typical "diesel clatter," which is noticeable mainly outside the car, you'd never know it's a diesel. But to answer the question, no, we don't see importing it to the US. The biggest reason is legislation, especially in California, that seems to rule it out. At the same time, there's the issue of fuel prices. If fuel prices were to stay high for a long period of time, we would look more closely at the proposition. Finally, there's the issue of transmission availability. My understanding is that it wasn't possible to fit the automatic in the current 9⁵ chassis with the 3.0 Diesel. That limits the market in the USA quite a lot.

It's been reported that the "next 9⁵" will be based on the new "Premium Architecture." Wouldn't that architecture be a great place for the Michelin PAX system?

Michelin is our OEM tire supplier, so naturally we've been made aware of the potential benefits that PAX brings; in fact, Michelin representatives have recently come to Atlanta to talk to us. It's one of the options we're looking at, and at this point, there's a lot more options than decisions.

As you know, timing and balance chain wear has become an issue for some 9000 and 2.3L 900 owners. Has Saab investigated?

We've reviewed our warranty claims data for timing chains and our spare parts sales of timing chains and sprockets, or gears as they are called in our parts list. Based on that information, we don't see it as a widespread or universal problem.

Do you have any advice for owners for avoiding the problem?

Speaking personally, I have always used the very best quality maintenance products I could buy, and I maintain my own cars on a much more conservative schedule than the manufacturer's recommendation. It's cheap insurance, with no risk.

I've shared with you the email I received from a Ford employee, concerning the heavy handed approach that Ford seems to be taking with their recently acquired Volvo and Land Rover product lines. Can you compare that to the way GM deals with their subsidiaries, such as Saab?

I can't comment on the information regarding Ford because I don't have any "inside" knowledge about their organization or processes. As for the relationship between GM and Saab, remember that we had a 10 year period when Saab was operated as a joint venture between GM and Investor AB. This gave plenty of time for the two companies to get to know each other, and therefore avoid that kind of conflict. It's a conscious decision on the part of GM to approach consolidations initially through joint ventures and similar arrangements.

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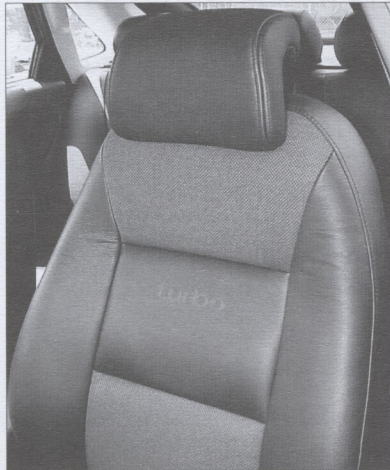
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2002 Model Information and Prices

Saab has announced their model year 2002 pricing and product content. OnStar continues to be standard equipment on all Saab cars in North America, as is anti-lock braking, traction control, and the full range of comfort and power assist features that buyers in Saab's market segment expect. In the United States market the 9³ line has been narrowed with the elimination of the coupe in all but the Viggen trim and the consolidation of the "S" and "SE" trim options into a single "SE" model with Premium Package and automatic transmission options. In Canada, 9³ (non-SE) 5-door and convertible models continue to be available. Heated front seats and engine block heaters are standard equipment in all 9³ cars sold in Canada. 2002 is the final year of production for the current 9³ and Viggen models.

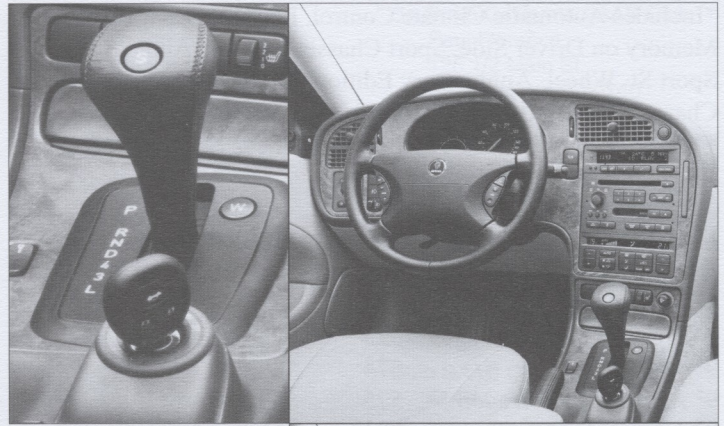


The 25th anniversary commemorative textile and leather 9³ seat.

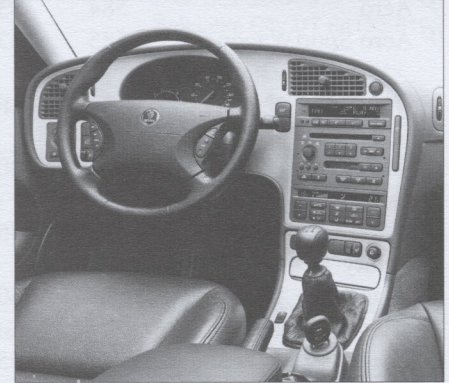
For 2002, the 9⁵ has been enhanced, not only with the freshened styling and product improvements, as described in the previous issue of NINES, but also with enhanced value. The new 5-speed automatic transmission is priced the same as the previous 4-speed unit. The US Arc model, which replaces the SE, adds stability augmentation and ventilated and heated seats at the same price as the previous year's model. The Aero adds stability augmentation, heated sports seats (similar to the Viggen seats), and more power at a lower price. The US Linear model features heated front seats and leather seating standard at the same price as the previous year's "base" model.

Standard equipment for U. S. specification models includes: sunroof (with no cost delete option) and leather seating on all 9⁵ models, wooden dash insert on Linear and Arc models and brushed metal dash insert on Aero, front seat heaters on Linear models, front and rear seat heaters on Arc and Aero models, ventilated leather seating on Arc models, sports seats on Aero models, and stability augmentation (ESP) on Arc and Aero models. Linear models feature the 2.3 liter low pressure turbo, 185 hp motor with standard 5-speed manual or optional automatic transmission. Arc models feature the 3.0 liter asymmetric low pressure turbo, 200 hp motor with mandatory automatic transmission. Aero models feature the 2.3 liter high output, 250 hp motor with standard 5-speed manual or optional automatic transmission. 9⁵ automatic transmissions feature 5 forwards speeds, monitor their environment and adapt automatically to conditions, and feature normal, sport and winter mode settings.

For Canada, the Linear model features cloth seating as standard, and in Canada the Touring Package (called the Driver's Package) is available on Linear as well as Arc and Aero. All Canadian 9⁵s feature heated front and rear seating and engine block heaters as standard equipment. Sunroof is optional in Arc and Linear; ESP is optional for all 9⁵ models in Canada.



Clockwise from above: the 5-speed automatic shift pattern; the wood dash found in the USA "Linear" and "Arc" 9⁵; the brushed metal dash and sports seats of the "Aero".



Introduction of the 2002 9⁵ in the U. S. was delayed to December 1, 2001 in part to allow for a production surge of diesel powered 9⁵s for Europe. As discussed in NINES #253, diesel powered cars have up to an 80% share of the premium car market in some European countries. Earlier this year Saab offered a lease which included replacing the delivered gasoline powered 9⁵ with a diesel powered one at no extra cost to customers in Europe.

Model Year 2002 Saab Model Price Listing for the U. S.

(9³ prices effective 10/01/01
9⁵ prices effective 12/01/01)

Model	Code	MSRP
9 ³ SE 5-door HOT	355	\$27,995
9 ³ SE Convertible HOT	352	\$39,995
9 ³ Viggen 3, 5-door	383, 385	\$38,095
9 ³ Viggen Convertible	382	\$44,995

9 ³ Options	Model Availability	MSRP
Automatic Transmission	9 ³ SE	\$1,200
Premium Package*	9 ³ SE 5-door	\$1,995
Front Heated Seats	9 ³ SE	\$475
Mica/Metallic Paint	All 9 ³ 's	\$475
Sport Package**	Convertible	\$1,495
TOP2 (Blue top)	Convertible	\$500

Saab News

*Includes Automatic Climate Control, Power Passenger seat with Memory on Driver Side, Sport Chassis, Prestige Audio System, Sport St. Wheel, Anniversary Edition Full Leather Seating, No-Charge Scheduled Maintenance for 3 years/36,000 miles

** Includes 17" Double-Three-Spoke Wheels, Sport Steering Wheel, Rear Spoiler

Model	Code	USA MSRP
9 ⁵ Linear 2.3t	524	\$33,995
9 ⁵ Linear 2.3t SportWagon	525	\$34,695
9 ⁵ Arc 3.0t	574	\$38,650
9 ⁵ Arc 3.0t SportWagon	575	\$39,350
9 ⁵ Aero	584	\$38,650
9 ⁵ Aero SportWagon	585	\$39,350

9 ⁵ Options	Model	MSRP
Automatic Transmission	Linear, Aero	\$1,200
Premium Package*	Linear	\$1,695
Visibility Package **	Vector, Aero	\$650
Touring Package***	Vector, Aero	\$895
Mica/Metallic Paint	All 9 ⁵ 's	\$475

*Includes Seat and Mirror Memory on Driver Seat, Prestige Audio System, Electronic Stability Program, Rear Heated Seats, Auto Dimming Mirror(USA); Sunroof, Seat and Mirror Memory on Driver Seat,

** Bi-Xenon lights, Rain-Sensing Wipers (Available on models imported through January, 2002)

*** Bi-Xenon lights, Rain-Sensing Wipers, Saab Park Assist (Available on models imported beginning February 2002);

Special Charges

Transportation All (9 ³ & 9 ⁵)	\$625
Prep & Handling All (9 ³ & 9 ⁵)	\$130

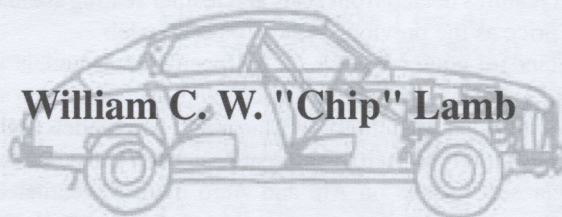
Sales

Saab's sales for the period were credible, if not outstanding. With the New England region representing a large proportion of Saab's sales, the terrorists' attack is certainly a cause for weakness in September. The brightest spot was the 9⁵ in August. The 2807 9⁵ cars sold in August is an all-time monthly record for the 9⁵ sales in the USA. By comparison, over more than 10 years of production, the 9000 never had monthly U. S. sales in excess of 2000. There was only one month when over 1400 9000s were sold, and 15 months during which sales exceeded 1000. Otherwise, Saab's stated goal of having 50% of sales come from the 9⁵ would appear to be on track. We have been commenting about the relative weakness of the 9³ for the past few issues, but apparently that weakness is not a surprise to Saab Cars.

	AUG '01	SEPT '01	period
coupe 93	34	47	81
viggen coupe	9	11	20
sedan 93	430	586	1016
sedan 93 se	353	368	721
viggen sedan	19	17	36
convertible 93	8	1	9
convertible 93 se	490	478	968
viggen convertible	71	68	139
campaign convertible	1	0	1
total 93	1415	1576	2991
sedan 95	1341	542	1883
sedan 95se	583	307	890
Aero 95	231	178	409
wagon 95	407	291	698
Gary Fisher edition	2	0	2
wagon 95se	188	148	336
Aero Wagon	55	33	88
total 95	2807	1499	4306
IDS	12	5	17
total (2001)	4222	3075	7297
last year (2000)	3753	3781	7534
percent increase	12.50	-18.67	-3.15
total year to date	24340	27415	
previous year	25133	28914	

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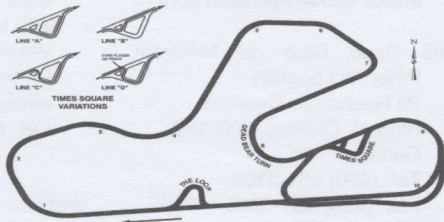


20th Annual Saab Owners' Convention

presented by the Saab Club of North America, Inc.



The 20th annual Saab Owners' Convention will be held from August 1st through August 4th, 2002 at Kings Island Resort, Cincinnati, Ohio. Set on a 22 acre parcel of land, the full service hotel is located adjacent to Paramount's Kings Island Amusement Park. With 288 guest rooms and suites, the hotel features an abundance of resort amenities including indoor and outdoor swimming pools, Jacuzzi bath, putting green, fitness room and more.

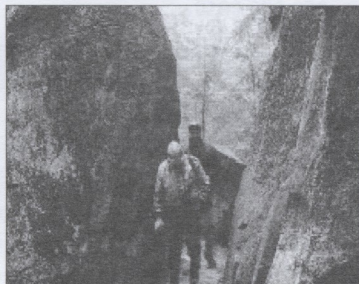
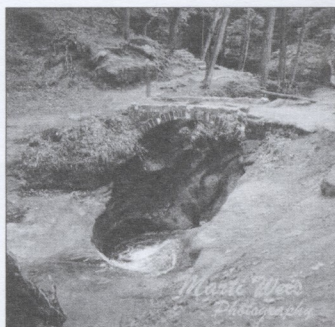
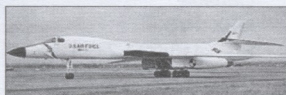


To kick off the Convention experience, July 31 and August 1 will be Track Days at Putnam Park Raceway, Indiana. About 3 hours drive from Cincinnati and 45 miles west of Indianapolis, Putnam Park was constructed in 1991. Putnam Park Road Course is safe, fast, and challenging.

Tech Sessions, Seminars, Parts Swap Areas, Concours, Road Rally, and Autocross: the full range of educational and fun events that are the hallmark of our Owners' Conventions.

A 1989 SPG will be the prize of one lucky winner! The car has been acquired and will be Refurbished and Enhanced by Local and National Sponsors.

We hope to show the new 9^X concept vehicle (not yet confirmed at press time)



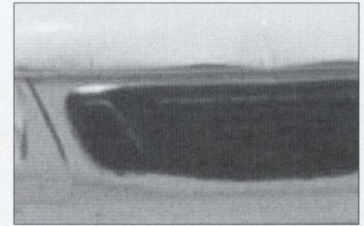
Camp Saab, programmed activities for the kids, will be available during the convention. Paramount's Kings Island Amusement Park, The Beach Water Park, the Cincinnati Zoo and Newport Aquarium, The U. S. Air Force Museum at Wright Patterson Air Force Base, Picturesque Hocking Hills State Park, and loads of shopping opportunities are all located nearby. The Saab Owners Convention 2002 can be the central event around a memorable family vacation.

More details as they develop will be posted at www.saabconvention.org and at www.saabclub.com.

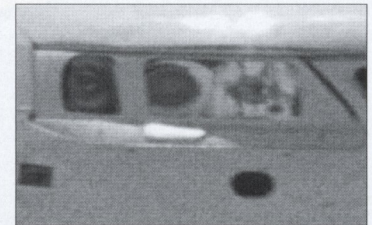
For questions or to be placed on a mailing list for more information, email to SOC02info@saabclub.com.



Front view of the new 9³ undergoing testing in the Southwestern US. The hood and front bumper are masked, along with the area in front of the side view mirror. Note the rising wedge side character line and flat sides.



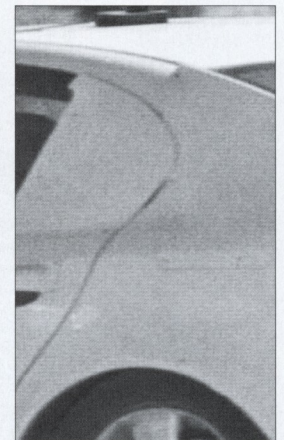
A version of the enhanced 9⁵ grille appears to be lurking behind a bright mask.



Masked headlights are similar to those on the enhanced 9⁵, along with the same retractable high-pressure wash nozzle mounted on top of the bumper.

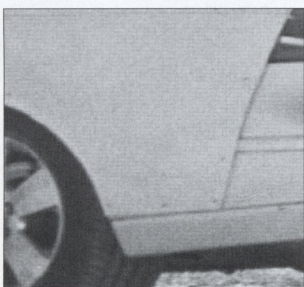


The rear quarter, tail light, and door treatment are heavily masked. Note the current elliptical door handles beneath the prominent masking covers. Despite the masking, the rounded front bumper line is evident.



Is a more traditionally Saab rear door treatment hidden behind the masking?

9⁵ photograph courtesy of Saab Automobile AB.



We believe the enhanced 9⁵ shows what's under the rear quarter and tail light masking.



FOCUS

SAFETY

DEDICATION



A handwritten signature in black ink, appearing to read 'Dennis Gaede'. The signature is fluid and cursive, with a large initial 'D'.

Dennis Gaede, President
Nokian Tyres North America

“In order to be the world leader in tire **SAFETY** you must have complete **FOCUS** and **DEDICATION**.”

When I joined Nokian Tyres 10 years ago, I asked our Engineers what our Company's position was regarding tire **SAFETY**. They told me that their mandate was to increase the **SAFETY** level of our tires by 10% per year without question. I asked them why such an aggressive position was taken. Their answer was direct and without hesitation, "because our families will be driving on our tires".

That **DEDICATION** and **FOCUS** goes into every tire we manufacture because Nokian's commitment is to provide your family with the world's safest tire.

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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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Bay Area Saab Club gathers at the Swedish Auto Factory

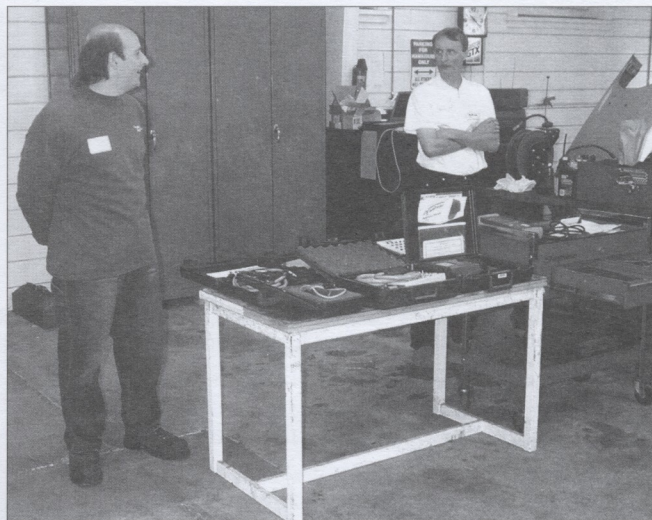
After a successful first event in June (Father's Day Drive to the Coast) in which about a dozen Saabs caravanned out to the Pacific Coast, the Bay Area Saab club gathered on Sunday morning July 29th at the Swedish Auto Factory in Santa Clara, CA for a trip through Saab diagnostics time. Nearly 30 enthusiasts gathered in the service garage as Service Manager, Don Biondi, presented what can only be accurately described as a museum of Saab diagnostic tools going back 20 years, all in working condition.

There was a clear sense of evolution of these tools from the jumbles of wires poking out of black boxes, to the breakout boxes, to the ISAT tool, to the modern Tech II system. In addition to Don, Mike Schadan and Dave Kennedy of SPG 9 made a special guest appearance. As Don brought us up to the most current device in Saab diagnostics, the Tech II, he handed the discussion off to Mike who explained how the Tech II was developed

with input from Master Technicians, and then took questions from the crowd, most of which was concerned about how an independent garage or even an individual DIYer would get access to this system.

To finish the presentation, a Saab 9-3 belonging to one of the attendees was brought into the garage and the Tech II was plugged into it. Don showed us some of the screens that appear while working with the computer systems in the 9-3 and eventually he programmed an extra remote for the owner.

Then Roger Wapner and Cliff Quan, the two major organizers of the Bay Area Saab club's rebirth, fired up the grill and served up great food while everyone chatted and checked out Paul Perry's racing Sonett and many other vintage cars. Mario Bouza was there with a few of



Don Biondi and Mike Schadan at the Bay Area Saab Club gathering.

his used 9-3's for sale which he let people test drive - AND - he even sold one of them on the spot to an attendee! This sparked a bunch of car swapping and ride sharing. I took out Paul Perry's modified '98 900SE Turbo (chipped, racing suspension and exhaust) for a spin and re-learned the meaning of the phrase, "ignorance is bliss". I'm finding that even

900 - 9000 - 9³ - 9⁵

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Bay Area Saab Club members.

at 34, I really like clubbing - the Saab kind, of course.

Photos of this event are available at The Saab Network. Check the events page for details of 2nd Bay Area Saab Club

Wine Tour of the Santa Cruz Mountains on Sunday September 9th.

*R. Scott V. Paterson
Menlo Park, CA*

Bay Area Saab Club Wine Tour

The Bay Area Saab Club held its second successful 2001 event (which is already twice as many events as were held in 2000) on Sunday September 9th. A group of a dozen Saabs holding about 20 Saabers gathered in Woodside CA and then caravanned through the Santa Cruz hills to Thomas Fogarty winery. We watched the morning fog burn off as we tasted a number of wines and enjoyed the view of Silicon Valley from above. We made one more stop for another tasting at David Bruce winery before trekking to the Redwood enclosed home of Roger Wapner where we enjoyed a BBQ and a very successful concours - everyone who attended won an actual blue ribbon. A 93, a couple of Sonett II's and a III, a 99 all the way from Nevada, various classic 900's and a NG900, 9000's, and a 9-5 all made the trip. Keep an eye on The Saab Network Events page (<http://www.saabnet.com/tsn/events/>) for upcoming event info including our next gathering at Burlingame Saab complete with a fun raffle of nifty Saab items.

*R. Scott V. Paterson
Menlo Park, CA*

Rally in the Hills Saab Club of Central Ohio

A small, but enthusiastic group met in Yoctangee Park in Chillicothe, Ohio, early Saturday morning, June 30, for a scenic drive to the Hocking Hills area of southeastern Ohio. Dan Orzano, who heads up the Saab Club of Central Ohio, organized the event. The participants were mostly owners of classic 900s, including four red SPGs (or SPG wannabees) that came from Columbus. Also joining the group were Tom Remedios (and family) from Indianapolis in his beautiful, classic 900 5-door; Phil Lacefield (and family) with Phil's newest acquisition, a Monte Carlo 850, and the family 9000; Tom Kinnaman in his NG 900 convertible, and a few more owners who came from other parts of Ohio and Kentucky.

The group left the park and headed east on Route 50 toward Athens, winding through the backroads of Ohio, enjoying the scenic hills. They stopped at the Lake Hope Lodge for lunch overlooking the lake. Phil spotted another NG 900 in a nearby parking lot with a sticker from his local dealership, Just Saab, and drove back to find the owners. He returned with a few potential members for the Tri-State Saab Club in tow.

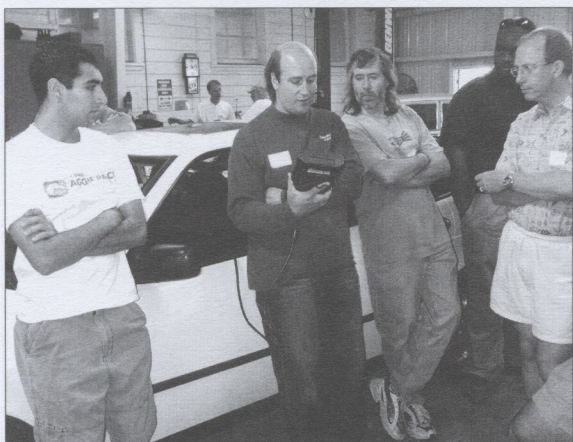
After lunch, the caravan headed north, then west to the Hocking Hills State Park, destination Ash Cave. The roads got more twisty and hilly and everyone had a great ride, nearly getting caught in a radar trap in a tiny town. Thanks to David Steinberg's radar detector, disaster was averted. The only known casualty of the day happened to Tom Remedios, who lost his clutch while seeking out a nearby gas station. Always the resourceful owner, Tom was able to make temporary repairs and coax the 900 home to Indy.

The rest of the group made it to Ash Cave for a quick hike to the falls (after viewing photos from Phil's trip to Finland and the International Saab meet) and then split up to head home or to see more caves. Thanks to all who came, and look for a repeat trip next year. For information about the Saab Club of Central Ohio, contact Dan Orzano at 614-444-4885 or by e-mail to dorzano@compuserve.com.

*Dan Orzano
Columbus, OH*



Tools of the modern automotive technician: computer readouts and lots of wires!



Demonstrating what can be done using the Saab Tech II diagnostic computer.

The New England Saab Association's 2001 SOG

The New England Saab Association held its first annual Saab Owners Gathering in the White Mountains of New Hampshire the weekend of August 10-12th. We had a larger than expected attendance and the weather could not have been more perfect! Attendees began arriving in North Conway Friday afternoon, and mingled among the many and varied Saab models in the parking lot of the White Mountain Hotel. Car washing facilities were available for anyone wanting to get a head start on buffing up their favorite coach, and there was ample opportunity to catch up with old friends and make some new ones. After dinner we socialized and compared notes with typical parking lot activities continuing until well into the night.

Saturday started with breakfast at the Hotel, with spectacular views of the surrounding mountains. From there, we headed out to the Saab Concours at Attitash Field, with an excellent showing of Saabs ranging from 2-strokes right through to the latest Viggens and Aero Wagons. Bill Trench drove an immaculate



99s lined up for the Concours.
Photograph by Gary Grimes

1963 96 with a foldback sunroof up from New York. Gary Stottler and his 1964 GT850 (from Gary and John's Excellent Adventure) made the trek from New York as well. Chris Moberg brought 2 beautiful Sonett IIIs from Maine. Keith Landau showed up with his beautiful 1978 99 Turbo Sport, and Geoff Clark brought his 99 Rally car which had performed two weeks prior at the Maine Forest Rally. Mike Shaw took 1st place for his 900T,

and John Williams got 1st for his 900T Convertible. Jeff Proposki continued to rack up the top honors with his lightning blue '88 SPG. And Richard Mable and Cheryl Remsburg rounded out the field with 1st place awards for their '97 Aero and '01 Viggen, respectively.



The 2001 NESASOG Group Photo
photograph by John DelRosario

After the Concours we snapped the group photo, and enjoyed lunch during the presentation of awards. Each of the 1st place winners took home a free NESASOG t-shirt. We also held a raffle of numerous Saab items, from books to fleece jackets to model cars and puzzles – so many items, in fact, that anyone who bought even one ticket had a good chance of driving home with something! Members signed up, and a great number of drive-ins came up for the day, just to check it out – some coming from as far away as Wisconsin! Following this, we held the TSD (Time, Speed, Distance) rally, and as an alternate activity there were numerous scenic tours to embark upon, including unforgettable drives up the Kancamagus Highway and the Mount Washington Auto Road. Those participating in the TSD rally finished up at the Team O'Neil rally training course in Dalton New Hampshire. There they took part in a Rallying demo, and had the chance to get behind the wheel for some practice runs up through Tim's closed-course rally track.

Following the TSD rally we had time to clean up and recount the day's events with a cocktail hour before Saturday

night's dinner in the Echo Ballroom. I was even lucky enough to take a spirited drive around North Conway in Dave Hosmer's 1965 Quantum – a thrilling, if not a bit of a nerve-rattling experience! Dinner was followed by the TSD awards, and presentations from Peter McLoughlin of the Montreal Saab Club, Ralph Millet, and John Moss. Peter told us of some of the changes we can expect from Saab in the coming year (we heard reassuring news about the return of a 2-seater!). Ralph Millet took us on a journey through the history of Saab in New England, sharing memories from the earliest days of his association with the Aircraft division in the 40's, through the arrival of the 93s and the Super Sport for the April 1956 Auto Show, and all the way up through the development of the 99 and 900. This was followed by some incredible vintage home movie footage of the first 93s being unloaded in New York harbor, Rolf Melldede driving the Super Sport around Sweden, more 93s being unloaded at Boston and Hingham, MA, and 93s racing at the Little Le Mans at Lime Rock Park, Connecticut. Truly an unforgettable presentation. John Moss finished up our evening recounting a number of humorous stories from his more than 30 years experience with Saab. John's stories kept us laughing as we finished off coffee and desert, and headed to the tavern and parking lot to continue our discussions.

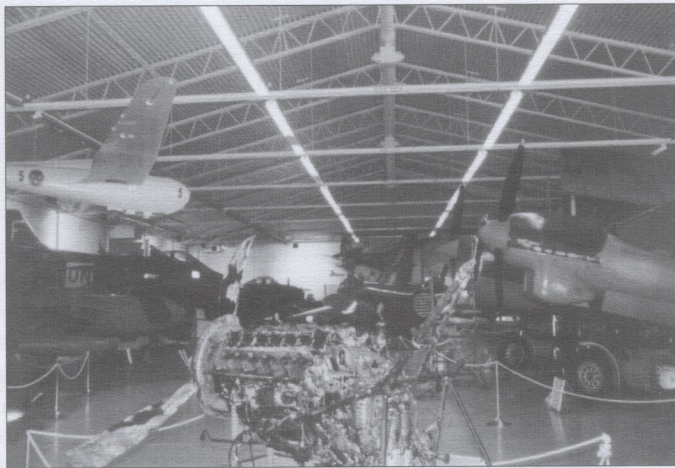
Sunday morning came all too soon, and found more than a few die-hards out on the greens for the NESASOG Golf Scramble. Experience was not a prerequisite (thank goodness!), and the Hotel's 9-hole course was ours for the morning. First-time golfers were on equal ground with those more experienced, because the scramble format allowed the best ball hit to be the starting point for everyone in the group. No one was lucky enough to win the Nordic Tuning kit with a hole-in-one on the 3rd hole, but we had plenty of fun regardless. Following our golf scramble, we wished each other safe driving, and caravanned to our respective home states.

Chris Mills
New England Saab Association
www.nesaab.org

After a whirlwind weekend in Finland, it was back onto the Viking Line ferry back to Sweden. That night as the ferry – packed full of hard-partying Swedes returning from a drunken weekend in Finland – drifted through the Baltic, I spent several hours topside with my good friends Larry West, Kevin Quigley and Martin Bergstrom, chatting away the midnight sun. We stopped about midnight in Åland, the archipelago of autonomous islands that stretch between Sweden and Finland to disgorge a handful of cars (no airports there!) and were back on our way within ten minutes.

Not much sleeping that night, since the ferry arrived back in Stockholm at 6AM local time!

After bidding my friends farewell (they were headed north to Martin's place in Uppsala), I wound my way through the



The Swedish Air Force Museum at the Malmen Base in Linköping.

ended up being 1200SEK, or about \$110 at the current exchange rate – is that you pay them at any handy post office, and they take the rest from there. Very efficient, and still very unfair. I later asked a Swedish acquaintance about the obvious speed trap, and got “Oh yeah, that happens all the time” as a less-than-comforting reply.

Once back up to cruising speed, it was nothing but me and the handful of CDs I had brought along for the ride, as the Aero ate up the five hours between the ferry and Saab Aerospace. Situated smack in the middle of the country, Linköping is the Dayton of Sweden – home of the first flight, first airbase and the Swedish Air Force's wonderful museum. Having been an

aircraft fanatic since I was just a pup, I was seriously drooling at the chance to see up close and personal planes that you just don't get to see at Wright-Patterson; besides providing much of Saab's heritage, the F-21, Tunnan, Lanser, Draken, Viggen and Gripen are some of the most unique, elegant and beautiful aircraft ever flown. I had hoped to get a glimpse of one flying, since the Malmen Air Base is quite active these days, but I discovered from a tourist flyer that about all they fly there these days are helicopters. Drat!

Imagine my surprise, however, when about five minutes from the museum the Aero was rocked by the sounds of a screaming jet aircraft passing low overhead. After quickly parking off the road and out of

the way, I stood slack-jawed as a bright red Viggen flew overhead again, obviously performing aerobatic maneuvers in the airspace directly above me! Turns out this jet has a long and storied history, and was slated to join the ranks of the Museum that very next day; this flying demonstration was a last-chance show for a few dignitaries at the base, and provided a fantastic show of grace and beauty for a solid half hour. Even though I spent four wonderful hours in the Museum, I was still light-headed from watching a Viggen perform for the first and

quite possibly last time (Sweden will be phasing them out rapidly over the next couple of years, sadly.)

From Linköping, I had to make another three-hour jaunt back to Trollhattan, where I was to tour the Saab Bilmuseum the next day. My wacky schedule had me right back in Linköping the very next day to tour Saab Aerospace, but that was the only way to get it all squeezed in. So, after another night in my now-favorite youth hostel in the world, I found myself on the doorstep of the Bilmuseum, annoying the snot out of the ever-so-patient Peter Backstrom. For those of you who haven't yet had the pleasure of meeting him, Peter is quite possibly the



The World War II vintage Saab F21. Its “pusher propellor” design led to a Saab designed ejection seat.

heavily congested streets of Stockholm and eventually on the highway towards Linköping. What a marvelous cruising beast the 9⁵ Aero is! Nothing like tooling along the three-lane highway just west of Stockholm at a pleasant clip – until the speed trap loomed into view. Before I could swear and slam, the laser-wielding gendarme on the BMW bike had me nailed and pulled over. Nothing like planting a 70kph sign right in the middle of a 110kph speed zone for no apparent reason! Fortunately I could mumble and curse in Swedish just enough to make my displeasure of the situation known, as I'm sure the NINE other hapless victims lined up along the road in front of me were. The interesting thing about Swedish speeding tickets – mine



The main display hall at the Saab Museum.

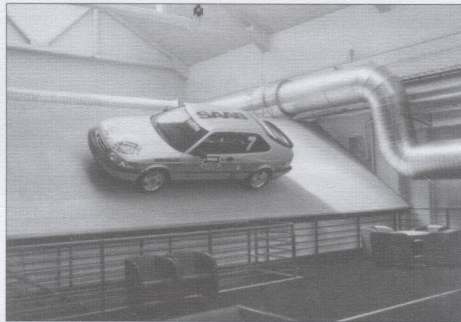
most knowledgeable Saab enthusiast on the planet – which comes in very handy when you're the curator of the finest car museum on the planet. He took several hours out of his busy schedule to show me around the hallowed halls, and led me into some areas that most tourists don't get to experience.

If you've so far missed out on a trip to Trollhattan, you're missing out on the most breathtaking car museum in existence. The Saab Bilmuseum occupies both main buildings of the original Saab factory, just south of Trollhattan's beautiful downtown area. The factory has long moved into a modern industrial complex on the northern outskirts of town, but the abandoned brick factory and its numerous outbuildings has since been converted into light industrial shops, a tourist info center, and most importantly the Bilmuseum. A small fee gets you in the door, where you immediately get a sense of hushed awe and wonder at the cars displayed before you, in what would pass for a cathedral in most parts of the world. Great swaths of tall windows light a clean, open floor practically awash in historical cars and one-of-a-kind rarities. There, front and center, sits URSAAB, the very first, hand-beaten and absolutely irreplaceable first Saab ever, looking like it had just been rolled out into the sun for the first time. Immediately to its right you'll find the EV-1, an '80s concept car with solar panel T-tops and a swoopy body. Although the museum can only display about 50 cars at once, their collection runs over 110 cars deep, so the selection is always changing and rotating. Some of the amazing examples I saw included the first and last 96 ever made; the first 99, first 900 Turbo, last C900 convertible, several of Simo Lampinen and Per Eklund's early rally cars, looking for all the world like



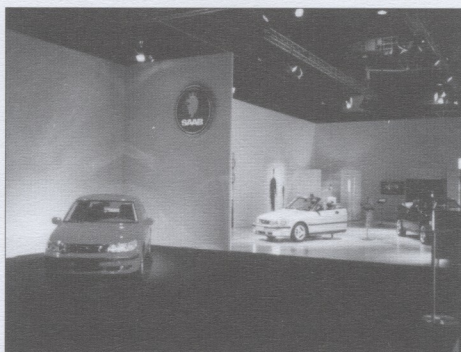
The final production Saab 96 and the final production Saab 95.

they'd just finished a race, and a stunning replica of Erik Carlsson's Number 383 Monte Carlo winning steed (the original having long been driven to death: a fitting end.) As I watched, the museum's staff began firing up several examples and driving them out into the cloudy sky, preparing them for the Saab Festival parade and gathering that was to occur the very next weekend. Within minutes, I saw light rain falling on the last 9000, the first production 900 convertible, and a Quantum racer! I ran screaming to Peter, fearing that these rare and incredibly valuable cars might get ruined; he simply shrugged and replied, "well, they're cars, what do you expect? They get wet sometimes." Amazing.



One of the Talledega 900 test cars.

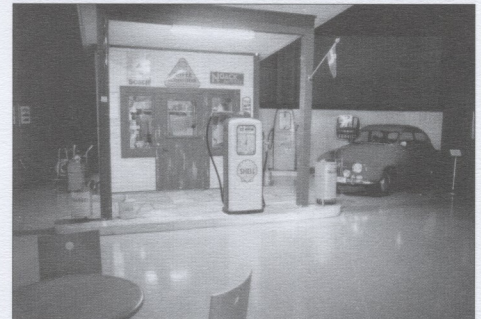
The Bilmuseum consists of much more than cars on display (although the Talledega cars mounted on angled flooring on the mezzanine were quite impressive), so I wandered into the second hall of wonders. There, you'll find a huge amphitheater used



The Amphitheater

for new product rollouts, press conferences, and general high-profile events (the Bilmuseum is used quite frequently by local and civic leaders for presentations to groups

and dignitaries from all over Europe.) Behind the giant rising projection screen sits the Dealership Room, a working model of the new Saab Experience showrooms starting to pop up all around the globe. Behind that is the Safety Hall, chock full of 40 years worth of crash test and cutaway cars, all showcasing Saab's long-standing commitment to passenger safety as well as such innovations as the active head restraint and Saab's two stage (thorax and head) side airbags.



A 1960s vintage gas station display at the museum, complete with a 1960s vintage Saab Car.

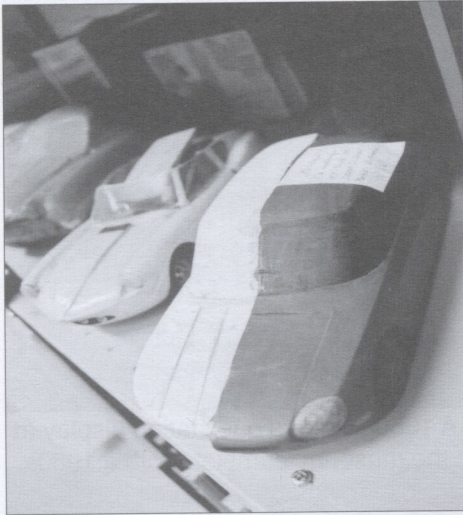
Behind all THAT lies a recreated Swedish gas station from the '50s, guarding over the entrance to the Archives. Here I found the quietest, nicest librarian I've ever met, one Per-Borje Elg, the keeper of all lore Saab. In these sealed archives exist examples of every commercial, ad slick, press photograph, clay model, promotional banner, concept drawing, clay model and owner's manual ever created; in fact, I was hard-pressed to find something I had never seen before everywhere I looked! Per takes care of requests from all over the world for specific photo requests or answers to old, archaic questions, and was thrilled that I showed such interest in the dusty old



The Archives

Sweden Trip Part Two

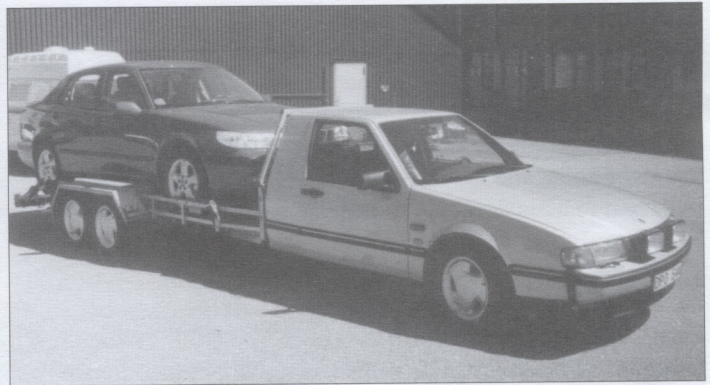
material. At one point, he handed me a clay model of undeterminable lineage, and asked me if I knew what I held. When I confessed ignorance, he smiled and said it was the very first rendering of a 99, done by none other than Sixten Saxon himself! I trembled slightly and set the unbelievably rare and (I was certain) fragile model down as quickly as I could. Per simply smiled at my



The first clay rendering of the Saab 99.

discomfort. I tell ya, those wacky Swedes...

As the day grew long, Peter returned to show me the back rooms, where strange happenings are always afoot. One hall contains the IDS delivery areas, which you'll see if you happen to order a new car through the International Delivery System. Another houses the museum's garage and parts warehouse, which I wasn't allowed near (for good reason - I really could have used some of those parts!) Being restored on those benches was another Formula Saab race car, "Uncle" Bob Sinclair's former gray Sonett II, and a bevy of 96s from all over the spectrum. Unfortunately, I wasn't allowed to linger much here - seems they had been warned in advance of my quest for Monte Carlo parts. Curses! Foiled again! Parked around the corner from the shop was the storage area for Peter's own fleet, including one hopped-



The 9000 CS Car Transporter.

up 96 that made a frightful racket when he took it out for a quick tension-relief spin. Good thing the Trollhattan constables were off enjoying the local donut varieties.

Once outside, I was astonished to come across a beast that resembled nothing more than the result of an unholy union between a late-model 9000 and a Kenworth flatbed. The transport, made by a now-defunct Swedish company, is used to haul cars around between the Bilmuseum and various appointments. I have GOT to get me one of those.

After many quiet hours wandering in

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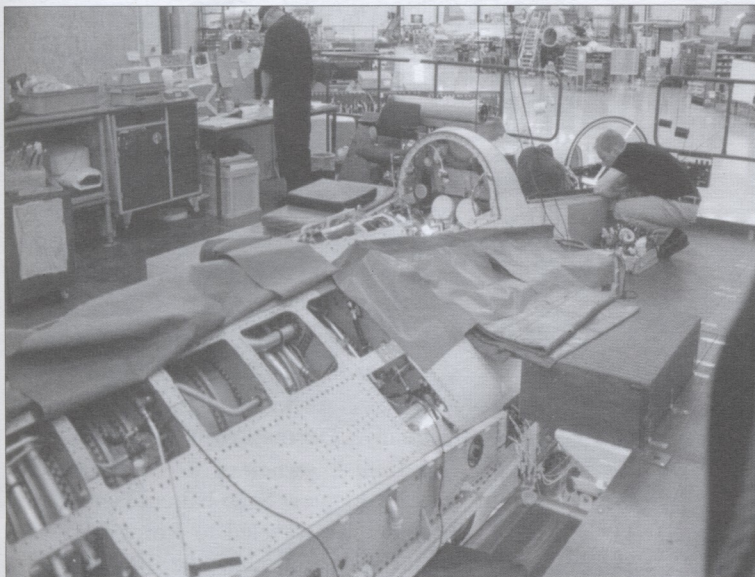
and out of the Bilmuseum, it was time to head back to the front desk and spend entirely too much money on the Saab goodies for sale there. Where else can you find the black 92 rocking chair for under \$100? Good thing all my purchases fit



JAS 39 Gripen, Saab's multi-role fighter.

inside its shipping box, because it was destined to become one of my airline check-on bags. Peter was almost sad to see me go, since I would be unable to stick around for the Saab Festival that coming weekend. I assured him I would be back next year!

From there it was another two-hour



A modern fighter jet "assembly line" more closely resembles a sequence of superbly equipped hobby workshops.

drive back to Linköping and a tour of the Saab Aerospace plant. This was one of the highlights of my tour. I've always been an aircraft geek and couldn't wait to get a close-up look at the plant where many generations of Saab aircraft had been produced. My PR contact there, Niklas Palmer, was incredibly helpful in showing me around, and gave me the red-carpet treatment the whole day. I was invited to sit through several sales pitch presentations, which didn't help me purchase a Gripen (although Hungary and South Africa have) but did give me some detailed insight into the complex workings of this amazing aircraft. Niklas later sheepishly admitted that he had gotten THIS close to getting me a check flight in a Gripen two-seater! To help soothe my disappointment, he gave me some extra time in the incredible flight simulator, by far the best video game experience I've ever had! I had to turn my

film into Niklas for security editing – for some odd reason I could have all the pictures of the aircraft and production line I liked, but no shots of doors or windows were allowed. Weird.

The next day I hopped on the E18 and headed west, toward Oslo and points beyond. This road rapidly became a

winding two-laner over hills and low mountains, right up to Oslofjord (with nothing more than a small speed bump at the border – talk about open borders!) Inside three hours I was at my Norwegian friends' place, there to spend two days catching up. My Norwegian friends had only been back in country for about

a year after spending five in Dayton attending Wright State, and I missed them terribly. Turns out they were expecting their first child – I get to be an uncle yet again! Hopefully I can turn Little Otto to the Dark Side and get him in a Saab in short order.

A mere 36 hours later, it was time to go home. Too early! I didn't want to go! But my flight left Gothenburg late in the day, and I had a car to return to the factory post haste. It broke my heart to leave the 9⁵ Aero back at its birthplace – I have GOT to get me one of those! My Saab driver was somewhat panicked about getting me to the airport without trouble. Our President Bush was leaving that very morning, not the next day as originally planned. Roadblocks were everywhere, but an uneventful hour drive through the last of the Swedish countryside got me to Landsvetter on time, and it was back to the States for me.

I'd like to thank loads of people for making this trip possible, namely my best friends at AOG for giving me the airfare to get there in the first place; Saab Cars AB for loaning me the sweet Aero; Saab Aerospace for their wonderful hospitality and Niklas for the tour (I'll get that flight next time, you watch!); Jon DelRosario and Suzanne Chase for taking some of the photos that appear in this article (including this month's cover shot of a beautiful red bullnose); and last Steve Goldberger for putting up with my countless delays in getting this article submitted, and edited, and finished, and so on. Thanks guys, see you all next year!



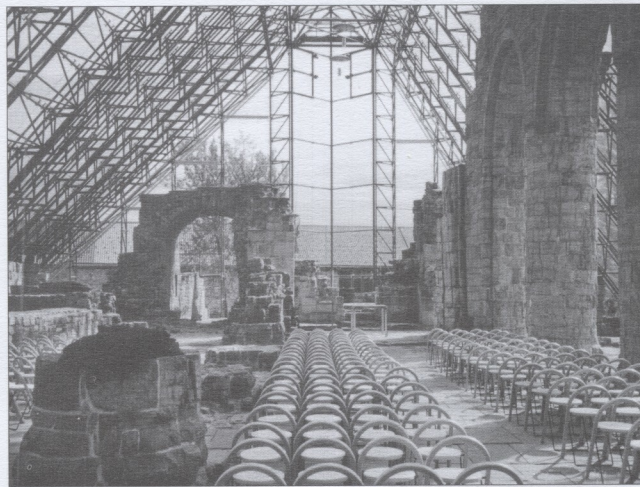
The borrowed 9⁵ Aero at the Norwegian/Swedish border.

With "Friends of Old Saabs"

Ingemar's note attached to this report explained that upon arriving in Finland, he saw Phil Lacefield shooting photos like a Kodak employee. Therefore, he decided to concentrate his story on his journey through Norway. -Ed.

We first met Anne Andersen on the Tour of Germany 2000 (Nines #248 - November/December, 2000). She is one of the leaders of Gammalsaabens Venner (Friends of old Saabs) in Norway. We contacted Anne in January of 2001 and she invited my wife and I to join her club at their national convention (June 1-4) and afterwards to travel with their five-day tour to the international Saab convention in Finland.

Our adventures for this trip began immediately after our arrival in Oslo, Norway. The city hotels were totally booked because of a major convention, but the Tourist Information Service referred us to a private home (\$30 versus \$120). After a good night's rest I flagged down a cab to the local Saab dealer where we would pick up our car. Once in the cab we discovered that our cab driver, a very nice young man, spoke impeccable American English. Our conversation with him centered upon Norwegian/American culture in the USA. Before we arrived at the Saab dealer, he shared with us that his father was the Norwegian ambassador to the USA. You



The glass cathedral in Hamar, Norway.

might say that our trip began on a high note as we were chauffeured in grand style to Saabhuset (the Saabhouse). At Saabhuset we were met by Knut Ekevold who had prepared a brand new Saab 9-3, with all of Saab's amenities, for us to use for the next three weeks.

We left Saabhuset (located on the SW side of the city) thinking that it may take some time driving through the center of the city and getting to the main highway NW of the city. Thanks to Norwegian ingenuity, we found ourselves driving through a long tunnel right under the center of the city and in no time we were heading north to Hamar, Norway.



A Saab haircut.

preserves the ruins of their church which was blown up by the Swedes (naughty Swedes) in the 1500's. It continues to be used as a place of worship even today.

As we were walking around the grounds we heard some great singing. Since Jeanne, my wife, is a music teacher we investigated. One hour later we attended their concert. This choir "Collegium" is one of Norway's finest musical groups, and they gave us a night of music to remember.

The next day we met Anne and Terje Andersen at Hamar's Olympic stadium, Vikingskipet (the Viking ship). Here we joined Saab owners from England, Holland, Germany, Denmark, and New Zealand. The Danish owner of a '68 Sonett was sporting his new Saab haircut (see above). Together we traveled to Roros on a very scenic drive through the mountains of eastern Norway. The area is isolated and the tourist season had not yet begun, so we had



Saab owners gathering outside the Olympic Hall in Hamar, Norway.

some difficulty finding a place open for lunch. We finally succeeded at a small roadside place which offered us a one-item menu... a very tasty hamburger and a choice of drinks. About two hours later we arrived at Roros, Norway for the national meet 2001 of Gammalsaabens Venner.

Roros is located in east central Norway just a short distance from the Norwegian/Swedish border. It is an old copper mining town built in the 1600's. The town is dominated by log built houses and it is on UNESCO's world heritage list for the most valuable cultural and historical sites. Here, in Roros, they have an excellent museum with models displaying early mining technology. They also have a copper mine which we toured: 50 meters (150 feet) below ground level and 500 meters (1,500 feet) into the mine. At the end of the mine they have a very large open room, Bergmann's Hall. There they have occasional music, folklore, and theater presentations.

The site for the Saab convention was at "Euro-Idrottsparken (the sports park) and included a hotel, youth hostel, cabins, camping sites, and a soccer field. It was an

excellent site to accommodate the diversified needs of the Saab participants from eight different countries.

The convention was a leisurely event (like most European Saab conventions) with Saturday devoted to a concourse event and/or the showing of many, many nice old two stroke and V4 Saabs from the 50's and 60's. This event took place in the old town at Malmplassen (the ore place). The awards were given out at the banquet that same evening. The awards were broken down into categories such as two stroke bullnose, two stroke long nose, V4, 96, 95, Sonett and so-forth. Awards were also given out by the Club for those who had attained 15 and 20 years of membership. The menu for the banquet was very Norwegian; reindeer meat, cooked potatoes, brussel sprouts and a strawberry mousse dessert. The night ended with the performance of a dance band.

On Sunday, besides the two tours, most of us participated in a "family rally" around the perimeter of Lake Aursunden. The rally was mainly a test of following road directions with four or five stops where we would receive points for answering questions correctly about the history of Saabs and the



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Stopping for reindeer by the Norwegian/Swedish border.

Roros area. There were two different "skill tests." One was backing the car closest to a pole without knocking it down, and the second was throwing old Saab hubcaps like a Frisbee. How did we do? We tied for 10th out of 39 cars and received a prize (not too bad for a retired Swedish/American). That evening we ended the convention activities with a "do it yourself" barbecue.

Monday, 36 cars left Roros for the trip to Nokia, Finland. We were joined by three cars from Switzerland, so we now represented nine countries. We traveled through forests, mountains, along lakes and rivers, and an occasional very small town. Along the way we made one stop for reindeer on the road, another stop for moose, and most importantly a stop for a light lunch. We lucked out because they served us cloudberry with ice cream and waffles (a golden berry native only to this part of Scandinavia). By late in the afternoon we arrived for our overnight stop in Mora, Sweden. We checked into our motel and then my wife, Jeanne, directed me to drive to the wooden horse factory, 10k south of town (Nusnas). As way of explanation; we already have one of the largest red wooden horses, one of the largest white wooden roosters, but now she must complete the collection with the largest blue wooden pig decorated with Swedish folk painting. After all, "we can ship it home with the savings of not having

to pay the 20% sales tax", she said. Mora, Sweden and the Lake Siljan area, by the way, is probably the richest area of Sweden for serious art, folkpainting, music, customs, and traditions.

Tuesday was uneventful except for the last 20 miles. We were "hanging out" with two of the Swiss cars (a 9-3 and a 900 convertible). They must have read my mind because we all decided to take a side road which looked more interesting than the computerized directions in our road books. The road turned out to be narrow with continuous "S's", and through a heavily wooded area. It happened that a Swedish taxi driver in his Volvo Combi was having fun with his driving skills and cleared the way. The rest of us had fun shifting gears and holding on to the steering wheel in the "S's".

At the town of Grisslehamn we boarded the ferry for the two-hour ferry ride to the Finnish Island of Aland. (Pronounced Oland). Once on Aland it was another 30 minutes ride to the town of Mariehamn where we stayed for two nights. On Wednesday some of the drivers of old Saabs visited the local Saab dealer, and the next day there was a half page story and picture in the Aland newspaper about their visit. The rest of us kept ourselves entertained for two days with visits to several maritime and folk museums, a castle from the 1300's, churches from the

1100's a stone age village, Russian fortifications from WWI, and a Russian fortress built about 1830 and blown up by the British and French during the Crimean War of 1854.

On Wednesday evening, Anne had arranged for a bus to pick us up and take all of us to the Tjudo Vineyard, which consists of thousands of apple and cherry trees. Here we were given a tour of the winery by the young owners, Peter and Sandra Eriksson. The tour, of course, included the sampling of the different wines and a newly developed liqueur. After the tour we were taken into their large dining room and were served a complete meal with the main course being ostrich meat (very lean, tender and tasty), along with an evening of good fellowship.

On Thursday, while Jeanne was shopping, I took some time visiting the parliament building in Mariehamn. It was interesting to note that the Finnish province of Aland is an archipelago consisting of 6,500 islands. After WW I, The League of Nations determined that Aland would be an autonomous province of Finland, and that the official language would be Swedish. It has, for example, its own flag, auto license plate, and postage stamps. The parliament consists of 30 members and the number of registered voters is 18,000 (600 voters to one representative). Aland might be a good place to begin one's political career.

Later on Thursday, we met at the northeast corner of Aland. Here we took another car ferry to the municipality of Brando. The ferry ride to the southern tip of Brando took almost two hours. Then we proceeded north from one island to the next over bridges similar to a trip on the Florida Keys. At one of the northernmost islands we spent the night.

The next morning we took our final ferry ride and this time to the mainland of Finland. The ship we boarded was approximately named the MS Viggen. Once on the mainland our group traveled to the Valmet plant where we made a grand entrance. Once again, this tour gave us an opportunity to make some new Saab friends and have some great experiences. Anne Anderson of Gammalsaabens Venner we thank you.

The B Engine Water Pump

Saabs have never been conventional. From 2-stroke engines to a key on the floor, there have always been things that are out of the ordinary.

Take engine cooling. In the earliest Saabs, there is no pump to circulate the water from the engine to the radiator and back. Instead, cooling was left to the laws of thermodynamics and a mild Scandinavian climate. Later 2-stroke cars had a little water pump mounted on the back of the Generator. When the V-4 arrived in the 95 & 96, Saab finally had a 'traditional' belt-driven water pump.

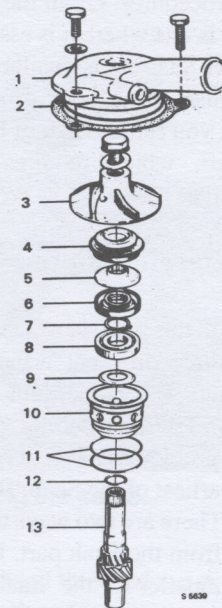
So what happened when the 99 came along? Well, the motor that was originally in the 99 was a Ricardo/Triumph design. As with the V4, Saab was outsourcing their engines in order to get a better price. It's expensive enough to tool up for a new chassis, let alone a new motor as well!

In the Triumph motor, the water pump is driven off of an idler shaft, which also drives the ignition distributor. The shaft is located inside the engine block, under the

inlet manifold, and is driven by the timing chain.

In theory, this should be a more robust design, for several reasons. First, the side forces on the bearing are much less than with a typical belt-driven pump. This should lead to considerably longer bearing life, as would the fact that the bottom of the shaft is in a bushing in the engine block, and the bearing is open to engine oil for added lubrication. Second, for the coolant mix to get at the bearing requires the failure of two seals, not just one.

Why, then, are these pumps so reviled by many in the Saab community? Why are they so distrusted, as to be pushing owners to spending several hundred dollars experimenting with electric water pumps? The answer to that lies in two areas. First, is the perceived unavailability of parts. Unlike the water pump on an 'H' motor or 16 valve motor, you cannot just walk up to Pep Boys or NAPA and get a water pump for your 1977 99. They are getting old, and the most recent motor produced with the old pump was made twenty years ago. Second, and probably the primary reason, is the repair or



WATER PUMP, VERSION I

- | | |
|---------------------------|---------------------|
| 1. Pump cover | 8. Ball bearing |
| 2. Gasket | 9. Oil thrower ring |
| 3. Impeller | 10. Bearing housing |
| 4. Water pump seal | 11. O-rings |
| 5. Thrower | 12. Seal ring |
| 6. Seal ring | 13. Pump shaft |
| 7. Ball bearing lock ring | |

The Version 1 water pump is essentially the same as the original Triumph pump.

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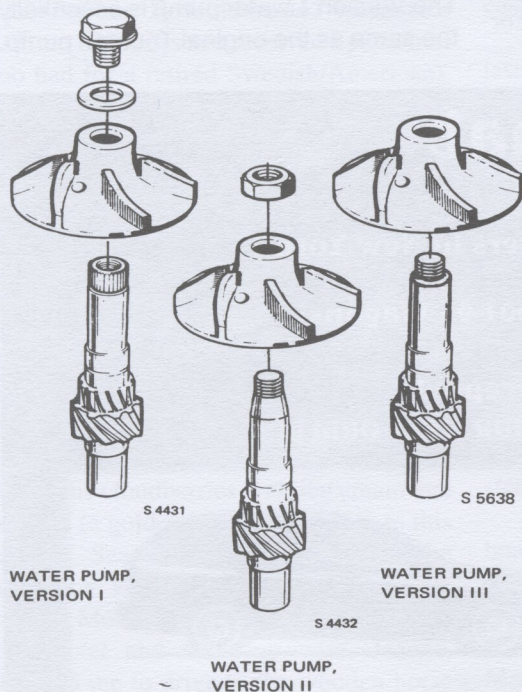
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replacement procedures. Of all the areas of the motor, this is one where it is essential to have the proper Saab tools available to do the job, and use the proper procedures. Without them, you run the risk of breaking the idler shaft, which requires engine removal for replacement.

Different pumps

Complicating all this is the fact that there are no less than three different water pumps used in the Saab 'B' engine, plus a fourth used only in the Triumph engines. This last one can cause problems as it is very similar in size to the earliest of the Saab 'B' engine water pumps. There are two ways to tell the Triumph part from the Saab part. First, the vanes on the impeller for the Saab part do not blend with the center hub. They stand alone off of the hub. Secondly, the pitch of the left-hand threaded bolt that retains the impeller. The Triumph part is 5/16", while the Saab part is 8mm.



The shafts and impellers of three different versions of the Saab "B" engine water pump.

You can fairly easily tell the pumps apart, once you have the pump cover off. The earliest design, used from the beginning of Saab 2.0 production has a steel pump shaft, steel idler shaft, and the

impeller is retained with an 8mm left-hand thread bolt. These pumps have 8 drive teeth. Bearings and seals are retained in a brass sleeve.

In mid-1976, Saab modified the pump to use a cast iron pump shaft and idler shaft. The number of teeth on the pump shaft is increased to 12. The impeller is retained by means of an 8mm left-hand threaded nut. Bearings and seals are also retained in a brass sleeve.

Note that the distributor drive gear was changed at this time to one with a finer pitch. A quick way to tell which version you have is to pull the blank-off plate for the mechanical fuel pump, located near the distributor. If you have a carbureted engine, it will be the fuel pump you remove. You will be able to see whether the drive gear is a fine or coarse pitch.

From 1977, Saab again changed the water pump. This design retains the cast iron pump shaft & impeller shaft, but the impeller is now an interference fit on the shaft. There isn't a nut or bolt to lock the impeller to the shaft (at least there is not supposed to be, however some technicians will install one). Left-hand threads are still threaded into the shaft, however, so that the water pump press can "grab" the shaft. The bushings & bearings are pressed directly into the engine block. The brass sleeve or housing is deleted.

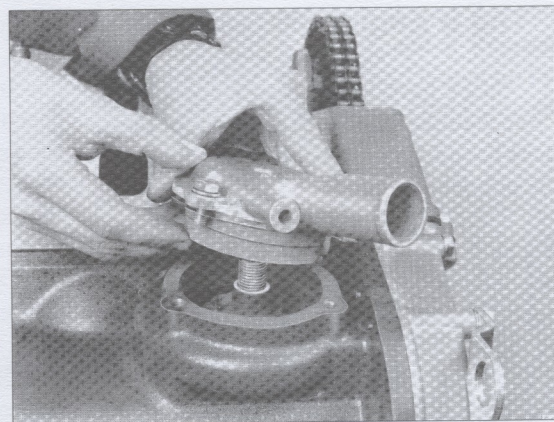
Replacement in a nutshell

For complete instructions, please refer to the Saab 99 service manual, and the Saab 900, section 2, Engine 1979-1980. This is just to get you familiar with the steps, and not to do the whole job. I will expand this into a full-blown article in a future issue of Nines.

The first thing is to make room for the work. This usually means removing the alternator and intake manifold. Some cars may have other

items that need to be removed from the area for access (early A/C cars, for example).

Next is removing the pump cover. There are at least three variants, one for the Triumph motors, one for 2.0 liter 99s, and



Removing the water pump cover from the engine block.

one for 2.0 liter 900s. They are not interchangeable. Care must be taken when removing them. Galvanic corrosion will usually bond the aluminum cover to the cast iron block, making them very hard to separate. Resist the temptation to hammer it off thinking it's just 'stuck'. You'll regret it.

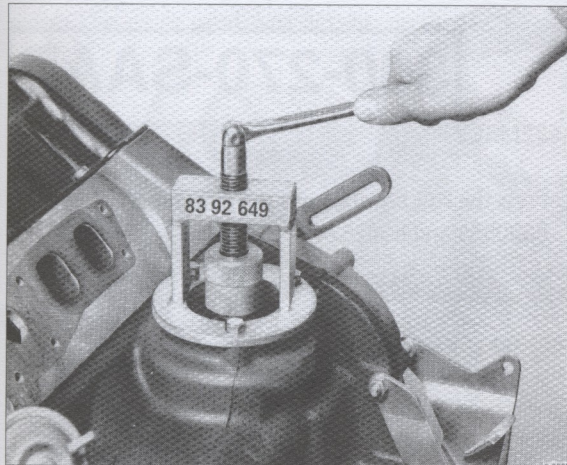
For the earliest pumps (Triumph motors and steel-shaft pumps on Saab motors up to mid 1976), the only special tool absolutely required is the slide-hammer adapter. This will thread onto Saab's Slide hammer and thread into the left-hand threads of the pump shaft. Remove the impeller retaining bolt, making sure to prevent the pump from turning while loosening the bolt. Saab's original instructions suggest preventing the pump from turning with a pair of pliers, but experience has shown that a much better idea is to use the impeller holding fixture. Using the slide hammer, tap out the pump. Then, using a washer & nut on the end of the slide hammer, tap out the brass sleeve if it stayed in the block.

With the later pumps, the full suite of tools is required. This includes, at a minimum, the water pump press, impeller holder, left-hand threaded nut, and the press sleeves. Without using these tools and the proper procedures, there is a serious risk of damage to the pump shaft and the idler shaft, or of not getting the proper seal. Replacement of the idler shaft requires engine removal.

Never use a slide hammer to remove a pump with external threads on the shaft.

For the 1976 pumps with the left-hand threaded nut retaining the impeller, first you

immobilize the impeller and pump with the impeller holder and loosen the nut. Then remove the holder and fit the pump press. There is no nut to remove on 1977-1980 pumps. For 1977 and on pumps, and continuing with the mid-76 pumps, using the pump press, carefully thread the center piece over the pump shaft. Remove the pump by turning the top nut on the press, drawing the pump out of the block. If the pump is a pre-1977, remove the sleeve from the block or the pump shaft as necessary.



Using the Saab Pump Press to remove the water pump assembly from the block.

Press the impeller from the pump assembly. Disassemble the bearing and seals from the pump shaft. Inspect the teeth for damage or cracking and the shaft for scoring or other damage in the seal areas. Inspect and clean up the areas inside the block, particularly the water passages. Be careful not to get anything abrasive down inside the oil galleries of the block. Inspect & clean the pump cover. Make sure the bearing seat is clean, free of debris, and lubricated with engine oil.

Carefully inspect the bottom of the impeller. The upper seal has a carbon section that rides against the bottom of the impeller. If the surface on the impeller is scored, it must be replaced. I had to do this on my 1980 99 Gli.

The impeller should be replaced with a new one for as long as they are available. This will ensure the longest life of the pump. Should they eventually become unavailable, then there may be some merit to resurfacing the bottom of the impeller, even though it may lead to premature seal failure. The impeller is cast iron, and must be trimmed smooth and true. This operation

might best be left to a machine shop, the cost of which must be weighed against a new impeller. Removing any large amount of metal here lessens the spring tension on the top seal, which is not good for the seal life.

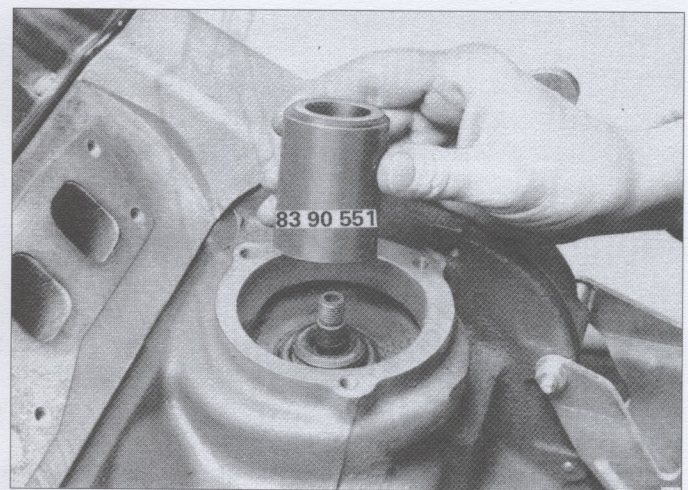
To reassemble, first press the bearing onto the pump shaft, and install the bearing snap ring. For the 1977-1980 pumps, the distance from the pump bearing seat to the machined surface of the pump cover must be measured, and if out of specification, adjusted with shims. In most cases, this should have been done at the factory, and should not need to be changed. If there are shims in the bottom of the bearing seat, just make sure that they are put back. But in any case, it should be checked.

After shimming, press the pump shaft with bearing into the block using the press, a torque wrench and a bearing drift. Torque to specification. Remove the tool, and measure the distance from the pump cover surface to the top of the bearing to check that the bearing is seated properly.

No measurements are necessary for pumps up through 1976 (with the brass sleeve). Press the shaft with bearing into the sleeve. Press the oil thrower onto the shaft above the bearing (if fitted). Then press the seals into the sleeve, and replace the o-rings on the outside of the sleeve. Press the entire assembly into the block using the press.

For 1977 and later pumps, fit the seals into the block using the appropriate seating tools in conjunction with the pump press.

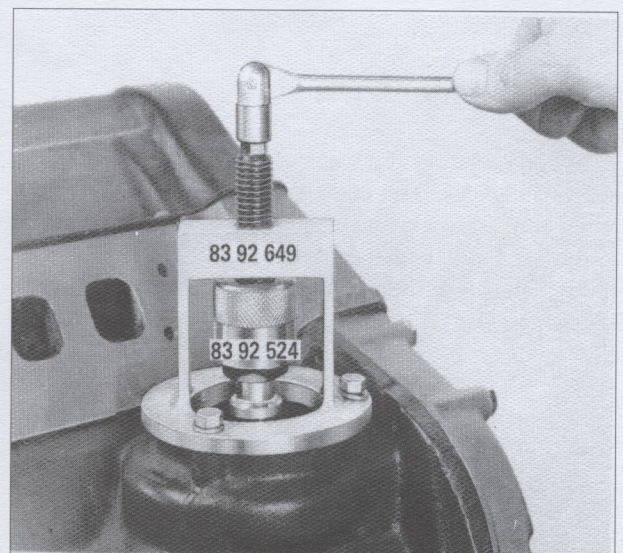
To install the impeller, place the impeller on the shaft, immobilize the impeller with the holder, then, using



Setting the seals.

the left-hand threaded nut or bolt, torque to specification. On pumps up through 1976 (with the brass sleeve) the nut or bolt stays on the shaft. On 1977 through 1980 pumps (no brass sleeve) the nut is then removed and stored with the pump tools.

As a final check, install the pump cover without the gasket, and rotate the cover in place to check that the pump shaft is not contacting the cover. John Moss adds: "My final check was to put a pellet of "dum dum" (a generic term for a variety of pliable auto body sealers, much like modeling clay) on top of the impeller vanes before pushing the cover down on the gasket. Scratch the dum dum with your nail to make sure there is still adequate clearance. How much is adequate? There were no published



Installing the water pump using the Saab Pump Press.

Classic Corner

specifications for the Saab engines, but Triumph specified 0.020" on theirs."

Install the pump cover with its gasket.
Reinstall alternator and inlet manifold.
Reinstall alternator and inlet manifold.

Keeping it working

The steps you need to take to ensure the longevity of the pump are few, and won't take that much time, effort or money.

First, use a quality antifreeze, at least a 25% mixture. Never, ever, run these motors with these pumps on straight water. Also, keep the motors full of antifreeze. One of the quickest ways to destroy the seals or even the shafts is to let them go dry. Rust can build up in the tight clearances, and effectively lock the parts together, and when the motor is then restarted, something has to give, and it isn't always the rust.

If you must leave a motor dry for an extended period of storage, spray some light oil into the pump area to reduce the chances of rust forming.

Second, keep the oil change intervals short. You know the story, 7500 for non-turbos, 3000 for turbos, extended, if you dare, if using a full synthetic oil. This ensures the bottom of the pump and the idler shaft get lubricated.

Third, you can try using a lower pressure cap on the expansion tank. Saab specifies a 14 PSI cap, but I have found that a 7.5 PSI cap can improve the longevity of the pump seals. Use with caution, as this will lower the boiling point of your antifreeze mixture.

What to get

When repairing the water pump, you have two choices. You can either buy the entire pump assembly and just drop it in, or buy the 'repair kit' which consists of just the bearing, seals, and other small items that may be needed. The part numbers are below:

Pump Assemblies:

1.7 & 1.85 Triumph motors N/A
2.0 liter up to mid 1976 83 46 546
(8 cogs)
2.0 liter late 1976-83 83 58 491
(12 cogs)
2.0 liter 1977-1980 83 67 674

Repair kits

For 1.7 & 1.85
Triumph motors 83 89 058
For pumps 83 46 546
& 83 58 491 83 89 058
For pump 83 67 674 93 37 536

Tools If you really want to get into this, you will require:

Water Pump Press 83 92 649
(includes sleeve 83-90-536)
Impeller holder 83 92 672
Bearing installation sleeve 83 90 551
Bearing installation sleeve 2 83 92 524
Water Pump Dolly 83 90 544
Installation sleeve, oil thrower (-76) 83 90 569
Pump shaft drift (mid 76-) 83 90 585
Left Hand
Threaded nut (1977-) 83 56 305
Saab Slide Hammer (It may be possible to use commercial version, depending on threading)
(-mid 1976 only) 83 90 270
Slide Hammer Adapter
(-mid 76 only) 83 92 136

I am checking on the availability of the pumps and repair kits. I will report back in a future column.

That about wraps it up for this time. Particular thanks go to John Moss of Saab Cars USA for his assistance in the production of this column.

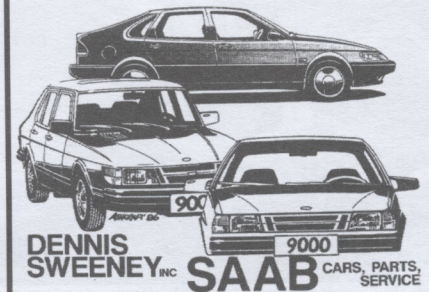
Oh - one more thing. I finally received an image file of the Buss fuses I told you about last time.



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Vintage Saab Restoration

by Bruce Turk

Puttyus Maximus Lives

Puttyus Maximus, A.K.A. "The Contest," or my '61 96, has been tweaked just a bit over the Winter. I know I promised not to "restore" the car.... what can I say, I "slipped."

The first photos were taken in October 2000, moments before going in my garage for a little bodywork. The second group of photos were taken around February, by this time I had spent around 150 hours on the car. The last group of photos show how the car looks now.

I did the bodywork myself but a local guy shot the paint. The original color was matched by photographing the virgin paint under the trunk lid with a special digital camera. The camera gets hooked up to some kind of computer that formulates a recipe to mix the paint. The paint used was acrylic urethane. The color match is perfect.



Original condition of the 1961 96.



Work in progress.

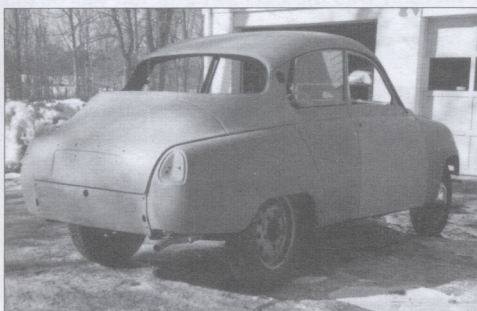
This story was originally published on VSAAB, the Vintage Saab email list.



This side had fewer dents but more rust.



Work in progress.



Body work complete and sprayed with primer, ready for the finish coat.



Just one more restored vintage Saab in the Turk household.

Small Job- Big Problems Here's a short story that proves once again that Vintage Saab ownership is full of fun and laughs.

During the restoration of my 1961 96, I discovered that the fresh air intake at the base of the windshield was filled with leaves. The air intake is nothing more than an empty box covered by a slotted grill and intake scoop. Since I was painting the entire car and the intake scoop was all rusty, I decided to remove the scoop to make repairing the rust easier. I also thought that once I had the scoop off I could somehow remove the leaves that were trapped underneath.

I knew from past experience that the two screws holding the scoop to the body are often seized from rust. Mine were no exception. One good twist with my Phillips head screwdriver and the screw heads stripped instantly. Screw removal was no longer an option.

I grabbed a pair of tin snips and cut the metal tabs under the scoop, on either side of the mounting screws. The scoop fell off. Now with better access, I locked a large vise grip to the screws head and turned. Snap - the nut on the underside of the grill slots twisted free. Apparently the nuts are crimped in underneath the grill slots and twist free with very little pressure. Using the vise grip to pull and wiggle the screw head from side to side, I pulled the screw out with the nut still attached. This left a jagged hole where the nut should be. Repeat process on other screw.

I locked the nuts in a vice and twisted the screw head with the vise grip, snapping the screw in half. This allowed me to gather up the bottom part of the thin metal tabs that I had cut with the tin snips. Turn on Mig welder; reattach the metal tabs to the bottom of the scoop. Place scoop over air intake to check fit. Sorry, the tabs are not welded on straight so the scoop will not lay flat on the car. Cut tabs with tin snips, repeat process.

Now, what to do about those nuts that pulled through the intake grill slots. I have to somehow get the nuts to stick on the underside of the air intake grill. I found suitable nuts and threaded two-inch long bolts through them. The next step was to wiggle the nuts through the bugged up

holes in the grill slots. I tied a thin piece of string around the bolt heads and attached the other end of the string to a nail hammered into the ceiling. The string kept upward pressure on the nut, holding it fast to the underside of the grill. OK, turn on the Mig, attempt to weld the top of the nut to the nut. Twang, sparks burn through the string, repeat. Weld a little more, check to see if the nut is attached to air intake grill by pressing on the bolt. burn finger. nut pulls away from grill, repeat. Weld some more, bugged up hole burns through and is now larger, nut and bolt falls out, repeat. Weld yet again, press on bolt with pliers (I learned!), nut is secure. But the bolt is now welded to the nut! Two days and a thousand #@*! later, both nuts were securely welded to the underside of the grill.

Time to pull the leaves out from under the air intake grill. Using hemostats I was able to pull one leaf fragment out every thirty seconds. At that rate it would take about a year to finish the job. I then noticed that the best way in there would be through the heater core opening, but the heater core would have to be removed first. I tried to remove the heater core cover but the screw heads striped out with the first turn of the Phillips. Hmm, what about through the fresh air vent under the dash? That hole is not as large as the heater cores but it should get the job done. The vent flap is hidden behind the glove box. Remove glove box door, radio and cardboard glove box. Pull on vent flap handle while pulling on return spring with a pair of pliers to release. Break Spring. Remove vent flap and watch the foam seal that was glued to the vent flap crumble into a pile of dust.

Now to remove the leaves. I inserted a three foot long, 3/4" diameter heater hose in the end of my shop vacs suction hose. This gave me a "snake-like" tube to work with under the dash. A little electrical tape was wrapped around the hose to make a tight seal. The hose was inserted through the fresh air vent opening. I worked it back and forth to suck out the leaves. This worked halfway decent but under the leaves, lying in the bottom of the intake box, was slimy dirt that the vacuum hose rode over. I needed to press down on the end of the hose while simultaneously moving it in and out. I thought about shooting water through the air intake grill with my garden hose,

blasting the dirt out. This would have filled the car with sludge and taken forever to dry out. I planned on coating the inside of the air intake box with rust inhibiting paint and didn't want to get everything wet.

My front windshield gasket had just arrived from Motorsport Sweden. (See Bruce Turk's article on replacing the front windshield gasket in NINES #251. -Ed.) The windshield had to come out before painting the car so this was as good a time as any to remove it. With the windshield removed, I stood inside the car with my torso sticking out through the windshield opening. Now I was able to get back to work. My right hand was under the dash moving the vacuum hose back and forth while my left hand, holding a long thin screw driver passed through the air intake grill, pressed down on the end of the vacuum hose. Success at last!

Now to paint the inside of the intake box. but how! I wanted to use "Miracle Paint", because it would neutralize the rust and provide a watertight seal. Getting it in would not be easy. I tried tying a small sponge to the end of a stick and shoving it through the fresh air vent under the dash. There was not enough room to maneuver; I got more paint running down my arms than inside the intake box. Next, I removed the foam pad from the end of a one-inch wide foam brush. The pad is connected to a plastic insert that is pressed in the wood handle. With the handle removed, I was able to grip the plastic insert with a long hemostat. Totally frustrated, I dumped the miracle paint through the air intake grill and shoved the foam pad through one of the grill slots. By wiggling the hemostat I was able to slosh the paint around. This was repeated along the length of the intake box. The only disadvantage to this "dump and slosh" method was the excess paint ran out of the intake box drain slots and into the engine compartment. A few strategically placed rags would have protected the engine compartments paint finish.

Repairing the deep rusty scale on the air intake ribs was comparatively easy. I just wire wheeled the ribs, treated them with Miracle Paint, smeared on body filler with my fingers and sanded them smooth. A piece of cake!

*This story was originally published on
VSAAB, the Vintage Saab email list.*

Saab Swap

9⁵, 9000 For Sale

2000 9-5 Aero, silver, manual. San Diego, CA car only 11,500 miles pw/pl/tilt/cruise/ leather/FR heated seats/anti skid/ABS/cass/cd/ dealer custom wheels more!, Call for info, save thousands over new \$28,500 obo. Custom car cover (\$275). **TSN** Anthony Napoleon, La Jolla CA napoleo@san.rr.com (858) 456-3520

1998 9000 CSE 2.3L Aero Turbo, 5-SPD, 44,000 miles, Black/Charcoal Leather. "Aero" engine. power: moonroof, heated leather memory seats, windows, ACC, AM-FM-cassette-CD, walnut dash, ABS, more! Only 1500 USA 9000's in 1998 and only few 5-speed, so this is a very special Saab for a special Saab person. \$19,500 **TSN** Tom Donney, Fort Dodge IA tech@fdtrans.com <http://www.donneysaab.com/tcms/a374.html> (800) 626-7222

1996 9000CS, Champagne/ Silver, automatic, 58,300 miles. This is a very clean car. Beige Leather interior. Has nearly every feature. Can e-mail additional pictures. Northern Indiana location 30 minutes East of South Bend. \$13,800 **TSN** Brian Stutzman, Elkhart IN bws@mail.saabnet.com (219) 875-8596

9³, 900 For Sale

1997 900S Showroom condition. 24,473 miles. One owner. White, charcoal cloth. Sunroof, 5 speed. New snow tires included. Sorry to sell this proudly maintained and driven vehicle. \$15,000 or reasonable offer. Western Pennsylvania. Contact: Sharlene V. Loennig, Punxsutawney PA loennig@key-net.net (814) 849-8676

1995 900SE Turbo Convertible. Red w/black interior & top, 5-speed, all power options. 55,000 miles, 2nd owner. Runs and looks great, Serviced by Saab Dealer, Priced to sell at \$15,000. Jud Stewart, Butler, PA (north of Pittsburgh). jstewart@agoc.com, (724) 287-8150 evenings.

1992 900 Convertible, 48,000 miles. Platinum gray with complete SPG pkg and 16 inch SPG wheels. Custom exh, engine modifications, upgraded sound system. Extended warranty avail. Saab tech owned. 16vturbo 5spd. \$14,500 Gus Aggelikas, Philadelphia PA kossmosis@aol.com (267) 738-3207

1992 900 Turbo Convertible, automatic, 102,000 miles. Scarab Green, tan top. Owned by a SAAB mechanic in PA. Recent brakes & rotors all around, head gasket, dark mahogany wood dash, very sharp looking. Car runs wonderfully, serviced by CONN Tech Motors \$10,500 Michael Ryan, Providence RI michael.ryan@veritas.com (401) 439-1894

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

93, 95, 96, 99, Sonett For Sale

1978 99EMS, Metallic Silver, manual, 204K miles. Original owner, 49 state version daily driver. New clutch, recent alternator, head, water pump, distributor. Pirelli P4000s, KYBs. Cibie headlights, shop manual, extensive records, car cover, promotional poster, spare radios, nak dragon cassette, A/C, excellent original interior, more photos by email. Garaged at home and work. Calif. car since 1980. \$2500 John Evans, Los Angeles CA jphoto@gte.net (818) 898-6544

1969 96 V4., four stroke, sedan. Good Condition, runs well. Needs some electrical work. Make offer. KC Nayfield, Crystal River, FL. Midway@xtalwind.net. (352) 795-7297/

Parts & Miscellaneous For Sale

BBS RV 17"x8" wheels for sale. Will fit NG900, 9-3 and 9-5 models. Original BBS wheels, 12 sets available, complete with the PFS kit. Retail for \$2,200 Canadian (approximately \$1,540 US). We have them for \$1,250 Canadian (approximately \$875 US). We can ship anywhere via U.P.S. (buyer pays shipping). **TSN** Dan Saarony, Accelerated Response Motoring, Scarborough (Toronto) CANADA info@acceleratedresponse.com (888) 767-7333

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 (440) 796 8800.

Wanted

Wanted - Skip Barber Saab Pro Series Car in any condition. Jeff Proposki, Rockport MA jproposki@yahoo.com (978) 546-7009

Saab Technician? We want to see you. Are you cheerful, honest, have Saab experience and want to live in the Northwest? Busy independent repair shop needs a technician. Top Pay based on experience and production. Will consider paying moving costs. Call The Swedish Connection, Tacoma WA. (253) 474-0177 8:30 - 5:00 PST. Tconnection@gwest.net.

Wanted: Set of shop tools for V4. Bob Heimer, Davenport, IA. Baabh@hotmail.com, (563) 326-2426.

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Total Paid and/or Requester	2484	2405
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Free Distribution Outside the Mail	30	30
Total Free Distribution	62	59
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I received an email message from Jack Ashcraft in September. He wrote: "As of now, we have a new address: 2030 Grey Eagle Drive, Medford, OR 97501 Same phone, same fax same e-mail. We also have a hell of a mound of "stuff" in the new shop, still the old shop to clean out, a hell of a mound of stuff in the new office/library/studio, and I am not sure where anything is." Jack's column will be back next issue, once he has had a chance to unpack and get settled. Chuck Andrews, in his column, dropped a hint about some future technology that we have been studying: electric steering, and 42 volt electrical systems. As government mandated performance in terms of emissions and safety become more stringent, and as comfort and convenience features become more and more expected, broad changes in the nature of our cars are occurring. One change, the advent of computer controls over engine and vehicle operations, has been evolving over the past decade or so. Our goal is to cover these changes while they are still "in the future."

The future of tires in general, and the spare tire in particular, is a subject we've been following for some time. The article covering last year's International Tire Exposition and Conference has been in the files for some time, but always seemed to be eclipsed by more pressing or more timely stories. At least, the conference is a biennial affair. Underscoring the conference story, "Rubber and Plastic News" reported two recent J. D. Power and Associates surveys. In the "2001 Automotive Emerging Technologies Study", "run flat" tires scored at the very top of the list in customers' minds, with 87% of respondents saying they were either definitely interested or possibly interested in seeing such features on their cars. In the 2001 Replacement Tire and Retailer Customer Satisfaction Study, Saab's OEM tire supplier Michelin was ranked first in both passenger car and light truck categories.

The annual Saab Owners' Convention (SOC) is off to its fastest start since the 1999 Convention in Keystone, CO, when the Rocky Mountain Saab Club committed to the event a full two years in advance. The facilities have been reserved, and the Local Clubs and Saab Cars are on board. In recent years, Saab has been encouraging the convention to be a "Destination Event," i.e., located where the purchasers of the newer

Saab could comfortably attend in conjunction with a family vacation. At the same time, the more traditional owners have voiced a divided preference for the inclusion of track events and/or conveniently located and inexpensive venues. Convention chairperson and NINES gadfly Phil Lacefield Jr. has crafted an agenda to please both groups. Southwestern Ohio is home to a surprising diversity of tourism opportunities, and the location is within a day's drive of the large Saab communities of New England, the Upper Great Lakes region, and the South Central region from Washington DC through the Carolinas and Georgia. The Kings Island Convention Center is suitably sized for our larger conventions. The Hotel and Resort is much smaller, thus relieving the pressure to encourage every attendee to use their deluxe (and pricey) accommodations. Make your plans, and register early!

SOC '02 is billed as the 20th annual Owners' Convention. I dusted off my old Saab Club Newsletters, to discover that the proposed 1982 National Convention was "postponed to 1983" due to slow response from the membership and schedule conflicts

at the proposed location. Instead, an already-scheduled open house at Saab's Connecticut headquarters, sponsored by the New England Sonett Club, was given the mantle. So is it fair to call this the 20th Anniversary Convention? Saab has declared 2002 as the 25th anniversary of the Saab Turbo, even though the few 1977 Saab Turbos were considered experimental vehicles and their distribution was limited to corporate officials, journalists, and a very few selected private individuals. Taking the lead from Saab Automobile, we arbitrarily say, "Yes, it's the 20th!"

Speaking of the Owners' Convention, what about that line, "Presented by The Saab Club of North America, Inc.?" Until now, the SCNA has been a name under which NINES (and it's predecessor, the Saab Club Newsletter) have published. The Publishing carries its own demands, and it hasn't been feasible for the Editor and Publisher to add club development and community programming to the mix. The 2002 Owners' Convention is the first great project of the newly created SCNA Inc., with the goal of uniting and encouraging the development of Local Clubs and club activities.

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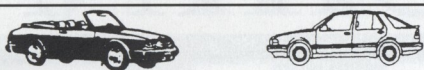
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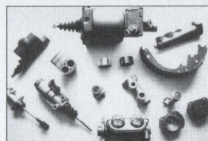


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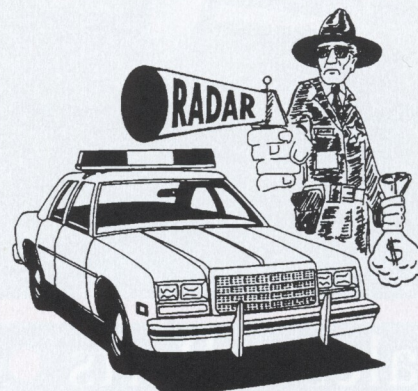
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