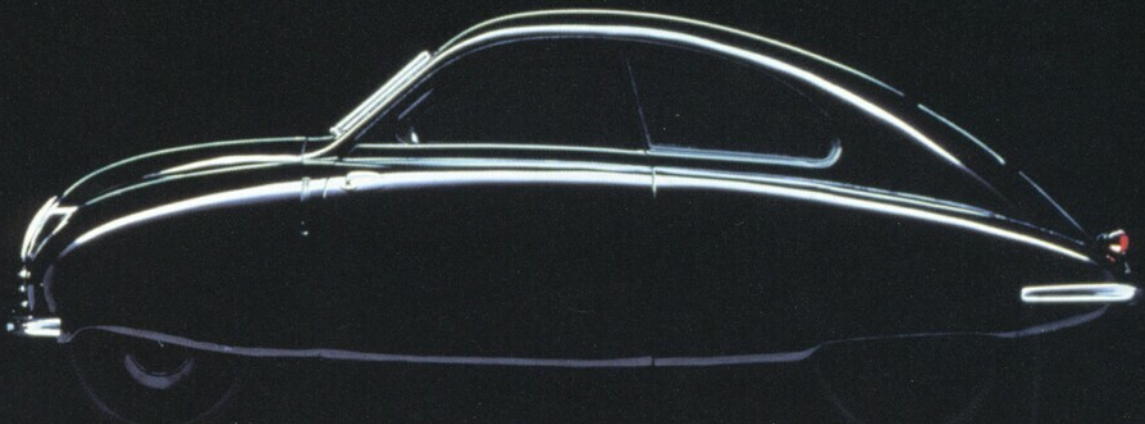


#257
May/June
2002

Nines

The Saab Club Magazine



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President's Corner

Fresh From The Horns

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Photos: Preferred sizes are 5"x7" or 8"x10". Good contrast color photos or full range black and white can be accommodated, no smaller than 3"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES and must be submitted in 8"x10", with the original negative or transparency, or as a TIFF file with 300 dpi resolution at our 8 1/2 x 11 cover size. For return of photos, include SASE of correct size and postage.

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NINES The SAAB Club Magazine (ISSN 1530-0730) Issued May, 2002.

NINES the SAAB Club Magazine is published bimonthly by the SAAB Club of North America. The SAAB Club is not affiliated with Saab Cars USA, Inc. or Saab Automobile AB.

SUBSCRIPTION RATE is \$30.00 per year in the US. Please see the form on the inside cover wrap for complete information.

SAAB Club of North America
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North Canton, OH 44720-5822
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Fax: 413-740-5583

email: nines@neo.rr.com
WEB SITE: <http://www.saabclub.com>

Periodicals Postage Paid at Canton, Ohio, and at additional mailing offices.

POSTMASTER: Send address changes to NINES, 2389 Chestnut Hill St. NW, North Canton, OH 44720-5822.



more of a hands-on position within the club itself.

Steve and I recently attended a gathering of representatives from several national car clubs, a meeting sponsored by and hosted at the offices of the BMW Car Club of America. BMW CCA is a truly impressive organization with over 65,000 members. We traded ideas, horror stories and tales of successful projects with them and the top brass from BMW Motorcycle Club of America, Audi, Alfa Romeo, Volvo Club of America, Mercedes Benz Club of America, Miata, and Ford SVT. It was an amazing meeting to behold, and much fine information was swapped in an all-day bull session. Already the results have been seen - we've found a better and less expensive insurance carrier for the SCNA's policies, discovered a new and better membership card printer (more on that in a bit), and made dozens of friendly contacts at other clubs and their respective publications. Although we're technically the newest club there (as opposed to the Mercedes Benz guys, who are rapidly approaching their 50th anniversary!), we were warmly accepted into the fold and given more fine suggestions than either of us could ever hope to act upon. This looks to be a regular meeting with more and more clubs being added every time. We'll be sure to keep you informed of the details!

Those of you who have sent in your money to become full-fledged members of the SCNA are probably wondering when you'll see your new Membership Cards arrive in the hands of your friendly postman. Quite honestly, we were wondering the same thing. The original printer I found to print our cards has simply vanished from the face of the earth. Fortunately it was just BEFORE I sent them a large and juicy check. In the mayhem that ensued, I obtained the name of the printer who does the BMW CCA's cards, and they seem to be much less flaky. Please be patient with us as we send the cards back to press and get them turned around in the next few weeks. We haven't forgotten you, we're just trying to make sure you get the best bang for your SCNA buck!

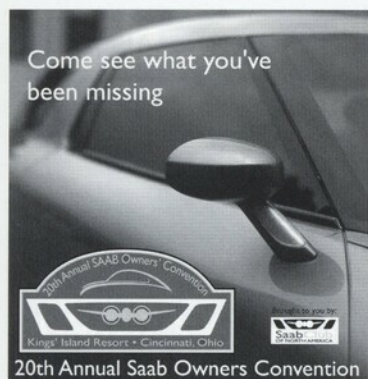
That's it for this month; hope to see you in Cincy at the Saab Owners' Convention.



Representatives from several national car clubs meeting in the offices of the BMW CCA



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Cincinnati, OH
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Front Cover: An early advertising poster showing three generations of Saab cars. Photograph courtesy of Saab Automobile AB

Cover Wrap: New Generation Saab 900 cars at Talladega Speedway. Photograph courtesy of Saab Automobile AB

Back with Saab

My husband and I finally agreed buy another Saab and I am thrilled with the new car. They really improved it, and my husband even likes our Aero Wagon as much as the Q45 we traded!

Mary Beth Bombardieri
Longwood, FL

NINES Reader Loyalty and Fresh Air

To: Goldbergers and NINES

I couldn't resist adding a note to my renewal. You've done a great job with NINES. I appreciate all your hard work and the great writing, tips and arcana that help me to get maximum enjoyment out of my Saabs.

I hope Saab Cars NA appreciates your efforts too. You played a significant role in my getting a 2002 9³ instead of another model. I had been thinking about replacing my faithful '85 900T with an all wheel drive sedan. The canyons here are frequently "chains or 4WD" mandatory during the winters and the Sheriff's deputy doesn't make exceptions for Saabs (but they should!!). An attractive lease deal and a test drive convinced me I'm a Saab driver through and through. I'll put up with chains until the 9^X comes out. One big factor: you have a commanding view in a 9³ compared to the European AWD sedans. The other guys give you that "I'm in a bathtub peering over the high sidewall" feeling. Field of vision in a 9³ and the placement of the radio topmost in the dashboard stack are still the greatest even though the windshield is not the wraparound type used in previous models.

Question: can anyone trace the history of the fresh air from the middle vent in Saabs? It is one of the best features on my old 900 and it seems to be missing from the 9³. Perhaps this is because of the auto climate control?

James Quan
Salt Lake City, UT

Beginning with the 9000, and continuing through the New 900/9³ and 9⁵, Saab's ventilation system has been a compact and unified module containing the heater core,

air conditioning evaporator, and air distributor. All incoming air passes through the evaporator, and a damper valve directs a percentage that air through the heater core. The air distributor is a cylindrical drum which opens or closes passages to various vents as it rotates. With ACC, the entire system is controlled with just three simple motors: one to turn the damper valve, one to turn the distribution cylinder, and one to enable "recirculation." 9³s with manually controlled ventilation have the exact same system, except the damper valve and distribution cylinder are controlled by cables attached to dashboard knobs.

By comparison, the ventilation system for the Classic 900 is "strung out" across most of the width of the dashboard, from the air inlet under louvers in the hood to the heater core located under and behind the radio. Air to the center louver simply bypassed the heater core. Several "vacuum motors" open and close dampers which control the air flow from a central plenum. The 99 had a lever located in the engine compartment which allowed the owner to switch between heated air and fresh air for the center vent. -Ed.

Saab Owner Loyalty

In my humble opinion, SAAB should have an all-wheel drive car in production by now to be on equal footing with the likes of Audi and Volvo. Then, once the power can be put to the ground more effectively, how about a twin turbo V6 underhood? The days of religiously sticking to front drive only should be over. Look at the lengths SAAB goes to (cutting back on boost in first and second gears) dealing with the power of a VIGGEN driven by only the front wheels! The days of sticking with a hatchback

should stay, however, as news items about the market in general bear out a reawakening of demand for the desirability of hatchbacks is occurring. I just might buy a 2002 9³ SE, which would be my 25th new SAAB, in case SAAB hatchbacks are going away. This is what I had in mind when I bought my '97 9000 CS. I knew the 9⁵ was not to be a hatch, and I'm just not a wagon guy. In my opinion, the last of the 9000s is the most desirable SAAB built for production to date, even though the ignition switch is on the steering column, not on the floor where it belongs. You see, I have spent all those years in all those SAABs enjoying the wonderful versatility of the hatch. I don't want SAAB to move away from what it is good at, and that which has turned most of us into fiercely loyal "Saabophiles". I just don't understand why SAAB has not yet offered us the option of all-wheel-drive. It would also do wonders to keep SAAB competitive in the marketplace.

Thank you, and, most importantly, happy SAABing!!

Since I wrote the section above, I DID go out and buy a 2002 9³ SE! It is our 25th new SAAB...a silver 9³ SE "Anniversary Edition" to commemorate Saab's 25 years of turbocharging. It is the last of the Saabs based on the "NG" 900. The 2003 9³ will be all new with NO HATCH(!). There are great incentives, including money off for "Saab Owner Loyalty", so now is a good time to get that very "Saabish" 9³ (it Oozes that ingratiating SAAB CHARACTER). We took delivery of it at Meyer Garage in extreme northern Iowa. I didn't know this was going to happen at this time; I suddenly came down with the "fever." I did have it in the back of my mind, as I said, about getting the last of the current 9³



1998 "last of its kind" 9000 hatchback



2002 "last of its kind" 9³ hatchback



Roger Pfeiffer is well on the way to having his own "Saab Museum".

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hatchbacks (based on the NG 900).

It is fun recalling all the new SAABs we have purchased since the first one in 1975. Here is the list: *(currently owned Saabs are marked with an asterisk)

- 1) 1975 99 EMS, silver, SAAB #1, brown/burnt orange interior. Cried after I sold it and "vowed to own another SAAB someday" (understatement!)
- 2) 1979 900 GLi, Alabaster Yellow, 3-door, 4-spd.
- 3) 1980 99 GLi, nutmeg (orangish brown), 2-door, 4-spd.
- 4) 1981 900 GL, Alabaster Yellow, 3-door (Meyer Garage) 5-spd.
- 5) 1982 900 GL, Alabaster Yellow, 3-door, "H" engine, 5-spd
- 6) 1983 900 GL, dark blue, 4-door, 5-spd.
- 7) 1984 900 S, Silver, 3-door, 5-spd.
- 8) 1985 900 4-door, Ivory, 5-spd.
- 9)* 1986 900 S, Silver, 3-door, 5-spd. 16 valve (IDS #1) - own 2nd time...(now our younger son's)
- 10) 1986 light blue 900 4-door, 5-spd.
- 11) 1987 900 S 4-door, Platinum Blue (IDS #2), 5-spd.
- 12) 1988 900 S 4-door, Cherry Red, auto.
- 13) 1989 9000 S 5-door, Edwardian Grey, 1st 9000, 5-spd
- 14) 1989 9000 CD, Silver, 5-spd.
- 15) 1989 9000 CD Turbo, Edwardian Grey, auto.
- 16) 1991 9000 S 5-door, Platana Grey, 5-spd., Direct Ignition (non-Turbo)
- 17)* 1991 9000 CDE Turbo, auto.
- 18) 1992 9000 CD, Citrin Beige, 5-spd.
- 19) 1993 900 S 3-door, Scarabe green, 5-spd., last "old" non-conv. 900
- 20) 1993 9000 CSE, Citrin Beige, auto.
- 21) 1994 900 S 5-door, Ruby Red, 1st "NG" 900, 5-spd.
- 22)* 1994 900 SE Turbo, Scarabe green (now our older son's)

23) 1994 900 SE 5-door, V-6, blue, 5-spd. (IDS #3), 3rd '94 900
24)* 1997 9000 CS, Citrin Beige, 5-spd. (leads a sheltered life in our garage...has been used only on vacations)
25)* 2002 9³ SE "25th Anniversary Edition" 205 h.p. Turbo 5-spd., SILVER w/ "Premium Package"

*Roger Pfeiffer
Cedar Rapids, Iowa*

Convention Challenge

I want to express my appreciation for a couple of items in NINES #256. First of all I like the emphasis on safety as an audience participation activity. Sure, it's nice to think that we'll fare best in an accident if we happen to be in a Saab at the moment, but wouldn't it be better to avoid it in the first place? The "Car Control" column by Gordon Booth is greatly appreciated - especially by those of us who are looking forward to teaching kids how to drive and how to stay out of trouble. My heart went out to Timothy Fuller ("My Saab Saved Me") whose story appeared on pages 6-7. Timothy's 9-5 performed admirably in its final test, but what would have happened if Timothy had looked both left AND right before making a right turn? Might have helped, might not - I've been on both ends of that potential accident, (I have a vivid memory of being in the middle of a passing maneuver when somebody made a right from a side street right into my path without looking right before pulling out) and I've trained (forced?) myself to look both ways every time no matter which way I'm turning. Both active (driver) and passive (car) are part of the equation. Despite my usual passion for originality in my "vintage" (can't we just call 'em old?) Saabs, I have always tried to upgrade brakes, lights, and seat belts in those cars as well as assuring that suspension parts and tires are in tip-top shape before going anywhere.

Second, thanks again to Larry West for another well-researched "Classic Corner" on lighting for vintage Saabs. I'll go out on a limb here and advocate the "4 lamp" system in the US market 99 as the best lighting system Saab has ever had. Why? First, although I honestly remember little if

any optics from Physics 101 at 8am back in the fall of '78, I do seem to remember that ROUND would make the best shape for a reflector system. Progress has been made, to be sure, in reflector/lens system optics, but whatever happened to "Keep it Simple"? Also, and perhaps more important, the 4 lamp system allows the low and high beams to be aimed independently. Blame my middle aged eyes here, but on 2 lamp systems, when I get the lows up just right (simple with those H4 cutoff patterns), the high beams are finding racoons in the trees. My '78 99 Turbo has 90/130 watt H4 combo beams and 100 watt H1 high beams; see where you're going on low beam and peel paint at 50 paces on high beams with a total of 460 watts. The finishing touch is a set of soft plastic "bubble" covers (that unfortunately date from about the same vintage as the car) which protect the nice glass lenses from any flying debris. Any idea where folks can get new covers, Larry? (I'll be glad to demo them at SOC 02). While we're at it, can you suggest a source for new H4/H1 lamps? Seems like my 1964 Saab GT850 with the 7" round lights needs a little upgrade from the painfully original and painfully dim sealed beam units.

Finally, I'd like to encourage anyone out there with a 99 of any vintage to head out to the garage and weld, wrench, polish, or whatever it takes and get the car to SOC 02! It's kind of sad, but at the last few meets there have been far more 96s than 99s. Is the 99 becoming the "forgotten Saab"? Look for some special recognition for 99s at SOC 02. I have both a 96 (1964) and a 99 (1978), and my family owned both when they were "just cars". It is nothing short of amazing how much progress Saab made in all areas of car performance from the mid 60's (2-stroke 95/96) to the mid-70's (99 EMS/Turbo). I don't think they've made a similar leap in the almost 30 years since. Viva la 99!

More boost, Scotty!

*Gary Stottler
1978 99 Turbo
1964 GT850
Honeoye Falls, NY*

*Gary is going to sponsor a best 99 trophy at the SOC02, as well as do a seminar on 99s.
- Phil Lacefield Jr.*

My Saab Saved Me

One long day in March 2000, I had too many deadlines and too many hours. This pretty much described my days for most of this year. I was building a new plant as its first employee, the Plant Engineer. Along with the pressures of proving myself to my new employer I had the responsibilities of over-seeing the construction of their new facility in North America.

I was working for a German company, and my colleagues in Germany would ask, "Why a Saab? Why not a good German car? Why not a Volkswagen?" Though the thought crossed my mind, it wasn't on the top of my list. It wasn't my first Saab, that was a 1986 900. Not much of a car, it was a "gift" from a friend of my wife and I needed a second car badly. Once I got the '86 home I started to think of things to do to it. "Why didn't it have the headlamps like all the Saabs I've seen? Was it a different model? What do I need to do to the Saab to make it look like the style of Saab that I see in the parking lots around town?"

The 1986 was a very used car, the "friend" said it was a good car and only needed a couple of things. Ok, I said to myself "a couple of things" no problem. I would make a list, roll up my sleeves and get to work. First on the list: some kind of manual. I noticed the 1987 models have the headlamps I like, and the little rear wing. No problem, when I get the car running I'd find some parts to make my 86 look like a newer one. It never got that far. I made my list: front brakes, complete...and shocks, timing chain, exhaust from the cat back, rear brakes. Oh, and weld the frame all back together. I had my work cut out for me and this didn't include replacing the interior that her dog ate.

While all this was taking place, I had started to read about Saabs and look for a parts car to fix my new 86 Saab 900. One day about a week into the "Don't worry honey, I think we can fix it up" stage, I found a 1988 900 turbo parts car at a local Saab garage for \$300.00, and I brought it home. Did the guy forget to tell me that the 88 and the 86 really didn't have a whole lot in common? Still, something came over me. From the shape of the car to the way the hood opened, these cars had class. There was still so much to do and we needed a car badly.

I kept looking, kept reading, one day an add read in the local paper, "For Sale 1988 SPG." SPG? What's an SPG? I went to look at it. Maybe between the 86, the 900 turbo and this mystery car, the SPG, I could make one good Saab out of the three. The owner said a lot of people have been calling about it, but if I wanted to come look at it, he would be home that night. I told the wife I was going to look at another parts car to fix up the 86, and believe me, that was tough enough. When I arrived at the guys house I didn't see any Saabs, ok, no problem maybe it got sold before I got there. I went to the door and told him that I was here to look at the Saab. He took me out to his garage. While we were walking I was getting the car's history: how his brother bought it new, how his brother would fix everything, and how only dealerships would be permitted to service it. The asking price was \$4000.00 and I still had the idea of fixing up my 86 and using parts from all three cars. That was until he opened the garage door. Even for all the dust on the body I could see this was my car.

It was black, had really cool rims, the headlamp style I like and that "little wing"

that I really wanted was there. "Original miles," he said, "needs an oil change," and after that I don't remember if he was talking or if I got lost in this car. It was my dream car, the car that would show everyone that I had a good job, and was able to drive "A Saab".

After going through the car and smelling that leather, it is not the same smell as the 86 if you know what I mean. I wanted this car. Where was I going to get \$4000.00? I just started a new job. He was still going on and on about the car, then out of the blue I heard, "I'd take \$2700.00 if you'd buy it right now". I was prepared for \$200.00, maybe even \$300.00, but \$2700.00? This was supposed to be another parts car. I thought fast. I had our check book, I could write him a check. There was about \$1000.00 in the bank, but it might buy me some time. Who do I make the check out to?

I got home that night, excited, nervous (I still had some explaining to do to my wife) but I just might have bought the car of my dreams. I had until the next night to deliver the balance of the money and to pick up the car. I called everyone: friends,

family, Mom, and by the next morning I had all the money. My wife and I went to get the car that night. She said that she has never seen me smile so much; we both knew, I had found the car of my dreams.

When I got the car home, I sat in it most of the night. The next day I started to clean her up, wash, wax leather conditioner the works. Nothing was too good for my baby. Every night I would be doing something to her, exploring her, learning about her, reading all the receipts from since the car was new, looking through the original Saab brochure. I was a happy man. What ever this car needed she got. I drove this car and was proud, felt safe with my children when they were sitting in the back seat or when my wife took it to the store.

That was the way it was for about four months. Then, driving home at around midnight on a Friday night after a 90 hour work week and half way through my hour drive home, it happened. BANG. That's all I heard. When I came to, I saw a tree about 3 inches from my face. I was on my side, the seat belt holding me in. I reached for my cell phone. I had to call someone, call my wife, call anybody, but all the phone said

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My Saab Saved Me

was "no service". Stupid phone. I fought my way out of the car and walked up the bank onto the street. It was a country back road and I was alone. I started to walk down the street; maybe if I walked the cell phone would get a signal. I was shaken up, and about 20 feet down the road I decided to sit for awhile and keep trying the phone.

During this time I didn't see a car stop and the driver get out. He went down to my Saab and was yelling. "Is everyone all right? Anyone hurt?" I didn't answer because I was too busy trying the phone. Then another car and another, and I heard, "Look for a body, there has to be a body somewhere. They had to get thrown from the car! No one could have lived through that. Look for bodies!"

I walked back towards the car, before anyone could fall into that bank and get hurt, still shaking up a bit I said "I'm your body, I'm the driver." He asked was there anyone else? "No." I said "I'm it."

After about 20 minutes the police, fire department and an ambulance showed up. The fire department cut the battery cable,

the Medic had me sit in the ambulance and looked me over, he said, if he didn't know any better he would of never guessed I was driving that car. He said I should be dead. My answer, "It's a Saab," was maybe not the most intelligent answer, but it was true. Finally the police asked, "Were you drinking? Did some one hit you? What happened?" I fell asleep. I fell asleep and wrecked my Saab, my baby, my dream car. "Unsafe movement to the right, a warning," the cop wrote. Then he took me home.

The next day I went down to the towing company and asked about her. "You were the driver?" they asked. Yes, now what about my car? I went over and looked, spent an hour just looking. I went home and told my wife that I couldn't bear thinking about the car sitting there and I wanted to bring her home. They towed the car to my house and we put it in the driveway.

Most of that day passed and later in the evening I decided I wanted her in the garage, I didn't have to open the hood; it

was hanging off the side. I put an extra tire I had on her to push her inside, where it was safe. She didn't roll very well because of the twisted lower control arm. In fact she wasn't about to roll at all. Then I decided to hook up the battery cable and see if she'll start? I did, and without any hesitation she started right up. I ran into the house and got my wife. The car was running in the driveway. I told her, "See that's a Saab, show me any other car that could do this" It's a Saab, and this Saab saved my life. It's been a year and I still have that SPG hanging around, getting ready to be taken apart. I won't be fixing up the 86 900, but I won't be taking her to a junk yard either.

I still think about that night once in awhile. That car saved my life. I hope if it ever happens again that my 9000 will do the same for me. I won't be driving anything else but Saabs; I've been sold for life.

*Rhichard A. Barth
Winstead, CT*

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Ramblings and Demands



by
Phil
Lacefield
Jr.

Mr. Whipple, Your Chariot Awaits

Hopefully by the time you read this, you will already be a registered attendee at the 2002 Saab Owners Convention (SOC02) in Cincinnati. With any luck, you will have reserved your rooms at the Kings Island Resort & Conference Center, your driving school passes for Track Days at Putnam Park will be covered, and you'll be scrounging around in the garage digging up those ratty bald old tires to mount on your car for autocross scrubbing.

Then again, perhaps you've waited. My pre-registration booklet showed up in the mail a few weeks ago, you might be thinking, so I have plenty of time to write a check and mail it in. There's 60 slots open for the driving school, I'm sure they'll have one for me when I get around to it. And it sure looks like a big hotel, there's no way they'll run out of rooms for a little old Saab convention.

Uh huh. Right. And I bet you're one of those folks who squeezed the Charmin, just because you knew deep down inside you really shouldn't.

Let's run some numbers here, for those who might be inclined to procrastinate. There is a ticket cap for the SOC02 of 1200 souls, be they man, woman, child, accompanying spouse or all the above (for our more free spirited members.) There are only 282 rooms at the KI Resort, which by my math adds up to 4.255 people per room, slightly higher than the fire marshal likes to see. There are 60 slots at the Putnam Park driving school. That is 60 cars, not 60 people, so if you plan on bringing two cars, you'll need two tickets. Now, as I write this, it is the eve of Tax Day, and I know that

many of you were busy getting your stories straight for the IRS and were therefore perhaps a mite distracted from registering online at the convention web site, www.saabconvention.org. However, as of tonight there are 121 souls registered for the SOC02; 19 slots taken for the driving school; 17 of the 100 available autocross positions have been spoken for; and fully one third of the hotel rooms have had deposits placed and names reserved.

Not that I think you're in trouble – far from it, in fact. I think you have exactly enough time as it takes the next person to fill out the online form, or tear out the form from the pre-reg booklet, or download and print it from the website and finally affix a check and pop it in the mail. Just remember, there were 10,000 of those pre-reg booklets mailed to the US and Canada. There is a full-page write-up of the event appearing in the next issue of Saab Magazine, which goes out to an astonishing 150,000 Saab owners. And to top it off, a blurb about the Big Show will appear in the next issue of Saab Discoveries, which gets printed by the million and sent to every dealer in the US of A. If only one half of one percent of those who see these unprecedented ads decide to get in line ahead of you, the show will sell out instantaneously.

We'd just like to make sure all our valued NINES readers get first crack, that's all. Your call.

With the dawning of the new era of Saab Club, we're going to start acting like the national non-profit organization we are. Therefore the Saab Club of North America is formally declaring that its first annual membership meeting will be held at the SOC02, most likely Sunday morning over breakfast. During this meeting, we will elect our Club officers, including President, Vice President, Treasurer and Secretary. We will vote on the configuration of the SCNA's regions, and debate their boundaries. We will need to ratify the by-laws, which will appear in the next issue of NINES and on our web site, www.saabclub.com. Copies will also be available at the Convention. We will need to select and

hire an Executive Director to run it all, hopefully yours truly, who has been doing it all a long quite happily, thank you. We should vote on and ratify Concours rules for use at the SOC03. And finally, we will debate and discuss all the myriad other minutiae that will surely rise as a new entity takes place. In the next few weeks, please be thinking of whom you would like to nominate to represent your region, as well as nominees for the four Board positions, as we will call for nominations and vote on them immediately at the meeting

The fun part of this is that although the meeting will be open to all, only card-carrying members of the SCNA will be allowed to vote (yeah, I know, the cards have been delayed from the printer, but you'll have them by August, I swear.) If you would like to run for office, or vote for someone to place there, get yourself signed up as a full-fledged member of the SCNA as soon as possible. We'll be signing up new members at the SOC02 as well, but it never hurts to be prepared. Remember, just because you hold this issue of NINES in your hand does NOT automatically make you a member, it simply makes you a subscriber (*which is good - Ed.*) You must pay your \$40, get a membership ID number, and have it in hand, in order to participate at the meeting. That membership also extends your NINES subscription by a full year, and your membership in the Club is extended to match the subscription expiration. We're not saying you're not welcome if you've chosen not to be a member; quite the opposite, in fact, as we will welcome input on how to run the very club you've helped create with your passion and devotion all these years. All we ask is that you attend, and help, and chip in to make this club exactly what you want it to be.

Once the meeting is adjourned, and we all begin the painful process of splitting up yet another wonderful SOC, we can all head home with the comforting knowledge that we've witnessed the creation of something new and wonderful: our very own national club. Save the goosebumps till then, trust me you'll need them.



The Snow Machine and Other Potentially Illegitimate Tales

I made a parts delivery up to Glenn Bunch's place last week,

(Glenn's dad had the SAAB franchise in Newport News back in the '70s), driving a GT powered Stroker 96. Glenn and his helper Henry came around and ogled the corn popper for a minute, at which point, Henry remarked "I had a snow machine like that once, but it was a three cylinder!" To which Glenn and I replied "This is one hell of a snow machine, all 55hp of it!" Glenn's dad showed up a little later and was amused, if nothing else, that anyone would still drive a Stroker in daily use. Well, for these V4 guys, there's no cure!

The anecdotal style is one better used, sadly, by my illustrious predecessor, Larry "Stroker" Williams, who passed away just over four years ago this month. In the spirit of Larry I have endeavored to carry on. In that same spirit I thought I would share a little of Larry's friendly advice with you from a back issue I was reading the other day, quite relevant for the upcoming summer jaunts many of you will be making to Cincinnati in your pre-modern SAABs.

Keeping it cool June 1996 Nines, #230

At last year's (1995) SAAB Owners Convention I was asked by a man from the Atlanta area, "Why is that fan so far from the radiator?" He was pointing at the overhead fanshaft on my wagon and shaking his head in disbelief. I told him, "Engineers living in Trollhättan worried more about cold feet!"

While summer cruising in your Stroker, it would help to keep in mind the 58th parallel near Trollhättan is a thousand or more miles north of us. Also keep in mind that the Stroker engine does not have the luxury of an interim cycle to cool the pistons. Every time a piston comes up, it fires. Full throttle on an uphill run equals instant heat!

Here's some items to help: Removing the thermostat gives you a cooler running

range before starting up that hill. Bullnose cars also need the reducer ring removed from the inlet end of the thermostat. When freewheeling down the other side of the hill, increase engine RPM just a little higher than idle speed to pump more coolant. And if you see another hill coming, get a running start at it!

Wind direction makes a difference on a bullnose car! Side winds make the engine work as hard as a headwind but the side wind air passes right by the little front grille opening resulting in a buildup of engine heat. Turn directions again and the temp gauge will go down. Oh yes! In summer, the temp gauge becomes your speedometer. (*Chip's note - how many of you have heard this from me?*)

I thought for a long time the newer style longnose water pump was more efficient than the original type on the back of the generator. Now I am not so sure. During a prolonged adrenaline rush of open roads in the black '61 96 (with an early water pump) I had no heat problems. It turns out the '61's radiator had been rebuilt with a 3/4" thicker core. There is no substitute for more cubic radiator!

The man from Atlanta told me his 900 had two fans. I showed him the Subaru electric fan on the rear of the bullnose radiator. He smiled!

Larry "Stroker" Williams (1935-98)

I hope that those of you who knew Larry or can at least derive a little from his spirit to remember that it is the people and not just the cars that keep us SAABing to far off and distant conventions and meetings. It is thus critical that we support our budding national club organization to make it better for all of us who have the privilege to contribute to it. If you haven't registered for the meet in August yet and have plans to attend, I urge you to take some of the burdens off our brilliant staffers who have been plugging hard for long hours to pull it off and get your registrations and plans together so that we can all have a little more relaxed time every year.

Best regards
Chip Lamb

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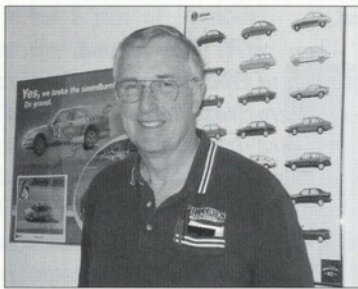
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Inefficient Motor Vehicles

Have you heard about the proposed "Assistance for State Programs to Retire Fuel Inefficient Motor Vehicles?" This is Section 803 of the Energy Policy Act of 2002 (S1766). I have heard about it and know just enough about this bill to squawk! When Linda and I first heard about this bill, we talked about how it might affect us personally and our business. When I explained the farce to Linda, her first reaction was, "Won't it be good to get all

would also receive a voucher toward the purchase of a new fuel efficient vehicle. Doesn't this sound just like something the manufacturers would dream up? I asked Linda what 15 subtracted from 2002 would be? Ahhhhh! Then Linda realized that, "Hey that's 1987! They're talking about my 9000. They can't do that, can they? My '87 is a great car!" Her car exceeds the emission requirements and averages over 30 mpg all year 'round. I don't believe her car is unusual. We service virtually hundreds of old Saabs that also get great gas mileage and are functioning in an environmentally friendly way. However, many are 15 years or older and would be "destined for the heap." In just a few years even the trionic turbos will be in this category. (Remember the demo with the two-stroke exhaust piped into the 9000 intake?) Do we need legislation to get rid of vehicles that basically clean the air? AutoInc. Magazine (Feb. 2002 issue) explained the whole issue in this way.

a future credit toward the purchase of a new fuel-efficient vehicle (defined as being 1/10th of a gallon over the current CAFE standard or better). Nothing in Section 803 prevents someone from receiving payments for scrapping a fuel-efficient 1986 compact and replacing it with a less fuel-efficient 2002 light truck or SUV.

Sec. 803 ignores other options like vehicle maintenance programs that maximize the fuel efficiency of existing vehicles. Dramatic fuel economy improvements can be achieved in older vehicles through relatively simple, inexpensive means: a tune-up, oil change, proper tire pressure, working exhaust system, etc.

I realize that this magazine is not a political forum but I do believe when the politicians threaten our safe and fuel-efficient Saabs (even if they are older), we need to stand up and fight! Call or write your Senator and tell him what you think about this issue!



Many of our classics could come to a premature and untimely end in a facility like this one.

The scrappage programs Section 803 envisions would purchase vehicles that are 15 years old or older and require that they all be crushed into blocks of scrap metal. NO effort would be made to determine if cars crushed have intrinsic value as "classic" or parts-cars to vehicle hobbyists. No effort would be made to service or repair existing vehicles for

those old cars off the road?" The scrappage bill would pay a bounty to the owner of a 15-year-old car to get it off the road. They

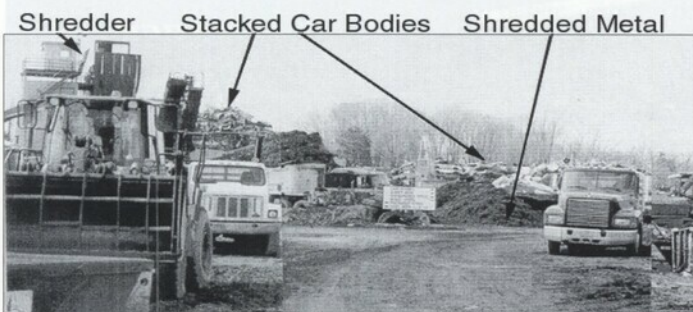
continued use. No effort would be made to salvage some usable parts from these vehicles so that they can be rebuilt and reused to keep other vehicles running efficiently and safely.

These programs would not even determine if scrapped vehicles were regularly driven in the first place. In addition, there is no guarantee that scrapped vehicles would be replaced by more fuel-efficient models. Owners who surrender vehicles for crushing would receive minimal payment and

SAFETY

This morning (April 1st) I was awakened as usual by our clock radio and the friendly DJ giving a weather report. He said, "Snow today, likely 3-5 inches by mid-afternoon." Even in the state I was in, I was conscious enough to know that today was April Fool's Day! However, by 8 AM news of massive traffic jams in the metropolitan Minneapolis-St. Paul area (including a 30-car pile up on Interstate 94) convinced me that it really was April Fool's Day and indeed it was snowing!

At about 10:30 AM, we got a cell phone call from our daughter-in-law saying she had just been in a head-on collision as part of a three-car crash, but she was okay. She



Once inside these gates there are no reprieves. There are no parts that escape the shredder's appetite. The shredder turns them into metal mush. A fitting end when a vehicle has reached the end of its useful life, but politicians are not good at determining when that time is reached.



A totally collapsed engine compartment, a totally intact passenger compartment.



Could that be the replacement on the transporter?

lives in one of the southern suburbs of Minneapolis and had been on her way to work when the accident occurred. The roads were slippery and snow-covered. During our phone call, the ambulance arrived and we could hear the paramedics asking her about her injuries--only a bumped knee and a bruised wrist. What a relief! Even though the 90-9000CD will probably be a "total," it had done the job. The air bag went off, the seat belts and other safety features also worked to perfection! Once again, we find Saab drivers and passengers are protected in an accident. The pictures we see in NINES are a continual testimony to the safety of Saabs. It's one of the reasons we buy Saabs.

But how about all the other tens of thousands of drivers out there? Do they think about safety? Art Spinella, President of CNW Marketing/Research in Brandon, OR, has done research on car buyers and their safety priorities. His company's research shows new car buyers place safety third on their priority list. When I thought about this fact, even for a few seconds, I could believe third place. I would even believe eighth or tenth place. How much publicity about SUV safety does it take? Even with safety issues, SUVs continue to sell well. Many have criticized Saab for not spending more advertising dollars proclaiming safety facts, however, if folks rate safety third in new car purchases, I guess the money IS better spent elsewhere!

In the USED CAR NEWS publication of Feb. 4, 2002, Mr. Spinella says, "While safety also places high on the concerns of used-car buyers, different market segments rate the importance of safety differently. With entry-level cars, safety concerns rate

fourth with buyers." Spinella goes on to say, "Safety is also fourth for small car buyers, but it's third for mid-range buyers, second for near-luxury buyers and third for luxury buyers."


Spinella's research broke down used-vehicle market segments even further. Buyers of minivans placed safety second on a list of priorities. Luxury SUV buyers placed it fourth, full-size SUV buyers placed it third, compact SUV buyers placed it third, small SUV customers fifth, large pickup buyers third and small pickup buyers

second.


"When safety was second, price was always first to consumers." Spinella said, "When safety was third, price and fuel economy were first and second."

Saab and safety have always been synonymous to me. Our family has been spared more than once by Saab's safety features. If for no other reason, I will **always** encourage people to buy Saabs! Price and economy may be important, but what price do you put on your loved ones?


All photographs from the Author




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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After a run of 9 model years, the last of the New Generation 900/9³ (NG900/9³) "steel roof" models to be imported into North America will arrive in the country this May. Information about the next generation 9³, including photographs, specifications, and engineering features will be revealed on May 13, and world wide press and dealer driving events will be held in Sweden during the summer of 2002. Saab is not releasing advance information regarding the new model, either on or off the record, choosing instead to allow the actual introduction be the news. As was the case when the NG900 was introduced in 1994, the 2003 model convertible will be a carryover of the older model, with the next generation convertible being a 2004 model. With little new information to report on the next 9³ we will take this opportunity to reprise the NG900/9³. The story is based in part on information in Anders Tunberg's book, "Saab 900 A Swedish Story."

To understand the NG900, it is important to put it into the context of Saab's history. The Classic 900, the car that the NG900 replaced, was a derived from the Saab 99 which was introduced for sale in 1968. That car was designed by Sixten Sason, who was also responsible for the earlier 92, 93, 95, and 96 design. Thus, the Classic 900 can trace its blood lines back to the founding of the Company. It has been the company's largest selling design to date. Including the 99, which was the basis for the C900, production spanned a quarter of a century.

End of an Era



Saab's fastback styling traces back to the original 92. It was first shown as a hatchback in the 1974 99 "Combi Coupe".

Photograph courtesy of Saab Automobile AB

The Classic 900 had barely been introduced when work was begun on what would become the 9000. Created as a joint venture between Saab and Fiat SpA., the plan was for shared components to reduce the expense to both partners. Differing design requirements between the two companies eventually lead to products with very little in common other than the basic shape and layout. Still, the cooperative project left Saab with a design incorporating the vastly more commonly used transverse front wheel drive and one compatible with modern assembly methods.

Design studies for a replacement for the 900 were performed even before the 9000 was introduced for sale, when the Classic 900 was still a fresh design. Models and sketches had been prepared as early as 1983, at which time management had not yet decided whether the 9000 would replace the 900 (as the 99/900 line replaced the 96) or be sold along with the 900. There is no public information about the decision

process, but we believe that the market reaction determined that Saab would carry on with two models. The Classic 900 sold especially well as a 3-door "coupe" and as a 4-door sedan, while the 9000 was primarily a 5-door hatchback sedan. As a smaller, lighter, and somewhat less sophisticated design, the 900 sold well in non-turbo as well as

turbo versions, while non turbo versions of the 9000 were considered (especially in the USA) as underpowered for a car of its size, expense and refinement. The turbo 900 was more "sporty" than the 9000, and a convertible version of the 9000 was never attempted. The result was relatively little overlap in the customer base between the Classic 900 and 9000.

Within that context, the 9000 developed into a higher market alternative, with substantially more interior room and a more luxurious aura.

During most the time that the Classic 900 and 9000 were sold together, the equipment and technology within the two vehicles were quite comparable. The production technology, however, was a different story. Originally developed in the 1960s and made along side a product that traced it's history to the 1940s, the Classic 900 simply required too much labor to assemble. Saab had two car models, with the one selling at the lower price actually costing more to build. Thus, the design of a 900 replacement was begun in earnest.

The first plan to be explored was producing a car based on the 9000 platform, with a common passenger compartment and different front and rear sections. This approach had worked successfully when the 99 was developed into the Classic 900, but when going from a larger, higher market offering to a smaller, lower market, it was not successful. The result was said by Tunberg to be "peculiar" in appearance, and production cost was calculated to be as high as the 9000.

The second plan was to hire an outside consulting firm. The result of that effort, from an English design studio, was a 5-door hatchback based on the 9000. The concept was apparently quite appealing, but it appears to have been too large and costly for a 900 successor. Tunberg wrote that the design was developed into the 9000 CS model, produced from 1992 through 1998.

While engineering studies were decidedly unsuccessful in developing a chassis suitable for a 900 successor, the stylists were accomplishing a great deal. By 1989 a full-scale design mockup, dubbed project



A mockup of the "new 900" from August, 1989.
Photo from Tunberg's Saab 900



"Project 102", the NG900 proposal that predates the joint venture with GM. Photo from Tunberg's *Saab 900*

102, had been prepared. That mockup is seen in the photograph to be essentially the final product! Work on the interior had also progressed. The figure shows the NG900 cockpit developing from a 9000 interior. It shows a center console with the proportions of a 9000, a dash layout that mimics the 9000 except for the separate upper "900" dash and a lower console. The figure shows the ventilation controls above and the radio below, as is the case with the 9000. The final 900 dash had the ventilation controls below in the lower console, with the radio controls integrated into the upper instrument panel. The center console became quite a lot narrower, with a pronounced window and ignition switch panel.

Throughout this period, the Classic 900 model was kept up to date. The engine was developed from an 8-valve, SOHC normally aspirated design to the 16 valve turbocharged configuration that is still the heart of the Saab product line. Interiors adopted leather seats and electric windows, mirrors, and seats. Anti-lock brakes were installed, and minor exterior styling changes gave a smoother, more aerodynamic appearance. These efforts, while they may or may not have reaped a great deal of profit, were important because they maintained a position in the market place for the New Generation 900 when it finally was produced.

The question of what chassis would be the basis of the new model was settled in December, 1989, when Investor AB and General Motors announced a joint venture to produce and market Saab automobiles. The platform used in the Opel Vectra sedan and Calibra sports coupe was the appropri-

ate size and provided driving properties that would serve as a starting point for the Saab design. Project 102, the code for the C900 replacement, was changed to Project 104 to reflect the decision on platform.

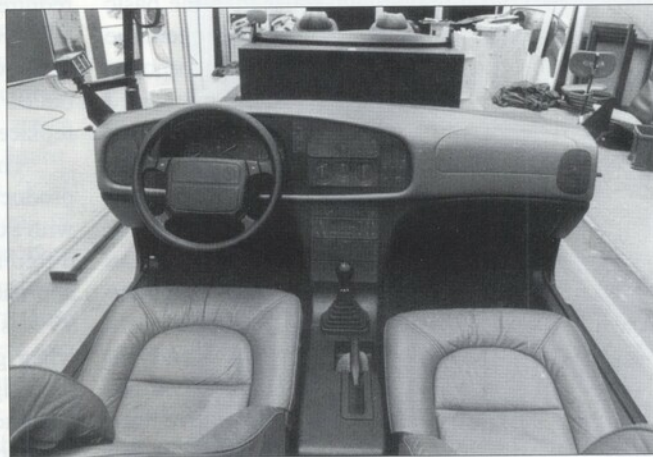
Alternately described as a "chassis", "platform," or, using GM nomenclature, an "architecture", the underlying structure defines such features the suspension layout, dashboard support structure, and critical co-ordinates such as the windshield base, engine compartment width and height, the centerline of the engine crankshaft and axles, and the plane described by the mating surface between the engine and transmission. Within those constraints, the exterior body shape, structure, and interior design developed in project 102 could be directly applied to Vectra architecture with little change.

What could not be applied directly was the Saab powertrain. One of the critical coordinates in a platform is the engine

compartment width. Another is the plane where the engine and transmission join. Setting the 9000 powertrain into the chassis resulted in both the engine and the transmission extending into the structure. Both the standard transmission and the engine would need to be redesigned, since replacing them with Opel components was considered incompatible with Saab's character.

One item that was compatible with the new platform was the preferred automatic transmission. Saab had previously identified the Aisin Warner 4 speed automatic gearbox as their choice for the New Generation 900, and Opel was already using that unit in their "Vectra." The 5-speed transmission was redesigned to reduce its length to match the automatic's by changing the method of manufacturing the gears. In the engine, the timing chain cover was reshaped to allow the crankshaft pulley to envelope the oil pump, giving sufficient clearance for the engine to fit the platform. The result was a tight fit. Engine repair procedures that can be done "in the car" in the 9000 require the engine to be removed from the NG900.

While adopting the Opel platform, Saab's standards for passenger compartment strength were not compromised. By using high strength steel in critical locations, crushing strength was maintained. Compliance with strict USA side intrusion standards, not required of Opel vehicles, was achieved by incorporating the same structural design features used to bring the 9000 into compliance. Even further side impact resistance was achieved through the upper seatback support beam, said to reduce intrusion into



An early design study for the NG900 interior. Note the 9000 style seats and center console. Photo from Tunberg's *Saab 900*



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the rear passenger area by 10 inches when raised. As noted by Tunberg, when the beam is in the lowered position, there aren't any rear seat passengers, so having a weaker rear quarter when the seats are folded is of little consequence.

The common belief that the NG900 was somehow a "rebadged Opel" is seen to be quite incorrect. The styling was in place before the GM merger had occurred. The structure was

redesigned to meet Saab standards, and standards for corrosion resistance were implemented. Driving behaviors such as ride, handling, steering feel, noise, and vibration control can vary considerably among different models using the same platform, and Saab engineers saw to it that the NG900 behaved as a Saab should. Owners who switch to a 900/9³ from a 9000, 9-5, or a C900 will find a familiar feel.

The difficulty of developing a platform is often underestimated by those not familiar with the art of automotive engineering. The 99/C900 platform was in



The work from Project 102 was adapted to the new platform and renamed Project 104. Photo from Tunberg's *Saab 900*

production for 25 years, yet for the first several years, it was described by automotive writers as having clumsy handling. Not until the 900 was introduced, a decade into production, was the rear suspension bump-sway coupling tamed. By comparison, the New Generation 900 handled well from the outset. Access to GM's resources has been a great benefit to Saab, and conversely, Saab's independent character has been respected and preserved.

Difficulties with the design were mostly under control by the second model year. Suspension arms weren't quite right, which resulted in a service program to replace them. Some issues with welding the seat support structure surfaced, probably a manufacturing issue. The V-6 engine timing belt mechanism design was faulty. This was not exactly a Saab defect, since the design of that part of the engine was out of their hands, but it reflected poorly on Saab. The clutch release cable mechanism, new for Saab, required a redesign. Although the new cable design was successful, Saab ultimately returned to using its hydraulic clutch release for the 1998 900.

An improvement in the front suspension was made in the mid-cycle enhancement, when the nomenclature was changed from 900 to 9³. That mid cycle enhancement also resulted in a common seat design between the 9³ and the newly introduced replacement for the 9000 - the 9⁵. The new seat, which is manufactured by Lear, a major supplier international supplier of automotive interiors, features side air

bags and active head restraints built into the seat.

Shortcomings in the design which persist to this day can be traced back to the age of the original platform. One problem is the narrow the front footwells. Another is the limited power handling ability of the design. From the time the vehicle was introduced, Saab enthusiasts implored Saab to make a version available with the 225 hp. "9000 Aero" engine. Word came back


from Sweden that the 2.3L high output turbo had too much power for the chassis. With the mid-cycle enhancement, the 2.3 powered 9³ Viggen was introduced, its development having been performed by a respected performance specialty organization, TWR. The result was a powerful and exciting product, but one where the engine can overpower its chassis. The Viggen was



Production interior of the NG900/9³
Photograph courtesy of Saab Automobile AB

discontinued in European markets, but continues to be sold in the USA and Canada.

Shortcomings aside, the vehicle has strengths that will be missed when the new model is introduced. Foremost among them is the hatchback configuration which has been a fixture since the 1974 99 "Combi Coupe". "Fastback" coupes and hatchbacks have been shown by many manufacturers over the years. The first car I drove, a 1951 Dodge, was a fastback coupe. The Dodge Charger and Plymouth Barracuda from the 1960s, an Oldsmobile Cutlass variant from the late 1970s, offerings from American Motors Corporation, among many others, were quickly replaced. None,




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I think, implemented the concept as well as Saab, with the hatch opening right down to the bumper, with rear seats featuring a flip-fold combination that gave full sedan comfort when raised and a completely flat floor when folded. The near 30 year production run proved the concept's validity. Some long time Saab owners like Roger Pfeiffer, featured in this issue's "Letters" section, are purchasing 2002 9³s, knowing that this long chapter of Saab history is closing.

Finally, no reprise of the NG900 is complete without mention of the Talladega Challenge. The Talladega Super Speedway, a race track used by NASCAR racers, was rented by Saab in 1986 to demonstrate the performance and durability of the 9000 by setting a number of international automobile long distance speed records. That effort was repeated with the NG900, but with a twist. While Saab test drivers piloted some of the cars continuously, others were designated for journalists from around the world. It is a characteristic of piston engines that as they accumulate use, the internal friction continues to decrease as rubbing surfaces polish each other and as internal clearances increase. In other words, the cars get faster with accumulated mileage. Ultimately this wear process results in piston rings and valves losing their ability to seal properly, but that happens at extremely high mileage. As a result, most of the journalists who participated in the Talladega Challenge thus held a world speed record for production cars, if only briefly. NINES contributing editor Jack Ashcraft and previous editor Tim Winker were among the record-setting journalists.

Sales

	FEB '02	MAR '02	period
coupe 93	5	5	10
viggen coupe	6	7	13
sedan 93	38	19	57
sedan 93 se	1316	2479	3795
viggen sedan	29	22	51
convertible 93	1	2	3
convertible 93 se	402	971	1373
viggen convertible	34	59	93
total 93	1831	3564	5395
sedan 95	350	471	821
sedan 95se	116	180	296
Aero 95	156	272	428
wagon 95	133	223	356
wagon 95se	78	91	169
Aero Wagon	35	63	98
total 95	868	1300	2168
total (2002)	2699	4864	7563
last year (2002)	2314	3177	5491
percent increase	16.64	53.10	37.73
total year to date	9138		
previous year	7839		

900 - 9000 - 9³ - 9⁵



English - Swedish Car Spares Ltd.

345 Branch Drive SW - Alpharetta, GA 30004
Largest collection of Recycled Saab parts in the South

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770-475-2662 Local

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Now carrying Volvo parts, too

After starting 2002 with January sales that were, according to a Saab Cars USA representative, "bad", Saab made good on that same representative's statement that "it will not happen again." Buoyed by a national print and television campaign promoting the freshened 9⁵ and substantial end-of-the-line incentives on the current 9³, February's sales improved to a credible 2699, 17% ahead of 2001 for the same month. This was followed by a "blow out" March, with its 4,864 retail vehicle sales shattering the previous March record of 3,978, set in 1988. This performance was the third best in Saab Cars USA's 46-year history, missing the mark for the best month ever by only 44 vehicles. (June 1986, 4,908 units). The current year-to-date sales of 9138 are up 17% from 2001's 7839 first quarter.

Saab 9^X Wins Top European Design Award

The Saab 9^X was named the Best Concept Car in the 2002 European Automotive Design Awards. The honor was announced at the Geneva Motor Show and is based on an annual poll of member designers from car manufacturers, design studios and suppliers throughout Europe.

Introduced at the 2001 Frankfurt Motor Show, the Saab 9^X combines features of a coupe, roadster, wagon and pick-up truck within one unique vehicle. Powered by a 300-hp, 3.0-liter V6 turbo with all-wheel drive and conceived as a hint of the future of Saab design, the 9^X is the work of a team led by Saab Design Director Michael Mauer. The 9^X showcases Saab's philosophy that a high-performance sports car can also provide versatility and practical utility.

The official commendation praises the Saab 9^X for its "refreshing individuality" and the Saab brand for its ability to "maintain its designer DNA." It adds: "A Saab should remain a Saab and not be compromised by component sharing and the product planning of sister brands." Among the comments included with the votes, "Original and sporty, the 9^X is also functional -- as a Saab should be. The 9^X preserves the exclusivity of Saab and of Swedish design." The success of the Saab 9^X was also reflected in further recognition for the work of Michael Mauer, who was chosen as the runner-up in the Designer of the Year category.

Saab Reliability

The BBC News, in a web story, reported the results of a survey carried out by the consumer magazine "Which?". Almost 34,000 Consumers' Association members participated by reporting the reliability of their new cars. An average of 7% of these vehicles broke down within two years of leaving the factory, up from 6% in last year's survey. In the latest of their annual poll of members, an unprecedented five car models, including the Saab 9³, were reported to have had no mechanical problems.

In the April, 2002 Consumers Reports Annual Automobile issue, Saab was rated very favorably by poll respondents. The most recent 9⁵ and 9³ model years were given "better than average" marks on their frequency of repair, and in the company wide repair index, Saab ranked third overall, behind Honda and Toyota, on the

strength of the 9⁵. Consumers Union received an insufficient number of responses on the 9³ to provide statistically meaningful data. The 9⁵ received the favorable "check mark" rating, and no Saabs were listed in the "Used Cars to Avoid" table of shame.

Saab Partnership to Offer Exclusive Customized Performance

Saab has entered into a long-term agreement with Hirsch Performance AG, proven specialists with long experience in customizing Saab cars, to provide performance and styling enhancements for Saab customers. A wide range of enhancements for current 9-5 models will be available in Europe starting in July. Sources indicate that Saab Cars USA, Inc. is currently assessing the interest level, and investigating the issues relative to US compliance, liability, certification, etc., which come into play for factory-authorized modifications before making the "Saab Performance by Hirsch" program available to U.S. Saab buyers. Readers who are interested in this type of customization are encouraged to contact Saab at 800-SAAB-USA or via their website at www.saabusa.com.

The current "Saab Performance by Hirsch" enhancements include engine and chassis upgrades to 9-5 Aero models, increasing maximum power from 250 to 305 horsepower and torque from 258 to 309 lbs.-ft. The resulting 133 horsepower per liter of displacement is unmatched by other luxury sports sedans, wagons, or sports cars. Other "Saab Performance by Hirsch" enhancements include suspension, brake and wheel upgrades, and exterior and interior sports styling additions, including seats, fascia and interior trim.

In Europe, customers may order just individual components exclusively through Saab dealerships, or specify complete packages which will then be fitted at "Saab Performance by Hirsch" centers. "Saab Performance by Hirsch" products will be fully guaranteed by Saab and Hirsch Performance AG.

Saab Seeks Increased Production Capacity

Reuters reported on April 4 that Saab Automobile is seeking permission to increase production at its Trollhattan plant in Sweden. They referred back to a local radio news report in which Saab spokesman Christer Nilsson said the company applied for the output increase in connection with the renewal of an environmental permit. The proposal would raise production capacity at Trollhattan to 230,000 cars per year from its current capacity of 150,000. The proposal shows Saab's optimistic outlook for the new 9³ which will be launched this summer.

In a possibly related announcement, Saab claims to have already exceeded the goal of Swedish authorities for a 50 percent reduction in emissions of hazardous organic substances (a group which includes solvents) by 2010. Saab, eight years ahead of schedule, has successfully reduced emissions by 64 percent. Rather than invest in purification systems to remove organic vapors from plant air, Saab installed new car painting systems and facilities that reduce the amount of vapor generated at its source. Presently, production generates on average 2.3 kg (5.1 lbs.) per painted car compared with approximately 14 kg (30.9 lbs.) per painted car at the beginning of the 1990's. The limit allowed by the EU is six kg (13.2 lbs.).

North American Saab Clubs and Contacts

- Appalachian SAAB Club**
Ken Edwards
296 Brethren Church Dr.
Jonesboro TN 37659-
423-753-3153
- Bay Area SAAB Club (Northern California)**
Clifford Quan
4207 Skymond Dr.
Belmont, CA 94002
650-225-7075
cliff@gene.com
- Carolinas Saab Register**
Jason Henske
2830 16th St. NE Apt. #99
Hickory NC 28601-
704-256-9211
Email: NCSaabreg@AOL.com
- Central Penn SAAB Club**
George Basehore
477 E. Main St.
Middletown PA 17057-
717-944-2915
www.centralpennsaab.com
saaber41@epix.net
admin@centralpennsaab.com
- Central States SAAB Club**
c/o Kyle J. Poppert
4015 N Street
Lincoln, NE 68510
402-488-5730
saabarts@aol.com
- Delaware Valley SAAB Club**
Pat Bolmeyer
1311 Clifford Rd., Oak Hill
Wilmington DE 19805-
302-994-2173
- Florida Panhandle SAAB Club**
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SaabDude@mail.saabnet.com
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Website: www.nesaab.org
- New England Sonett Club**
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Email: sbprods@earthlink.com
- New Jersey Saab Owners' Club**
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- SAAB Club National Capital Area**
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- SAAB Club of Central Ohio**
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614-444-4885
dorzano@compuserve.com
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Cumming GA30040-
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http://www.accessatlanta.com/
community/groups/saabclub/
- SAAB Club of Iowa**
Marty Adams, President
PO Box 99
Stacyville, IA 50476
515-737-2239
email: info@myersaab.com
- The Saab Club de Montréal**
Peter McLoughlin
20 Roundtree Crescent
Rigaud, Québec, Canada, J0P
1P0
Tel: (450) 451-5165
Fax: (450) 451-5305
e-mail: pm3000@istar.ca
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1723 Clearview St.
Scranton PA 18508-
717-969-9863
- SAAB Club of Texas**
Clay McNeely
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Hereford, TX 79045
806-364-6094
SCofTX@juno.com
http://www.oe-pages.com/
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4214 Dundas St. West Ste 106
Toronto, Ontario
Canada
M8X 1Y6
Bus. 416-239-2193
fax. 416-239-6228
email: ruefulsaab@hotmail.com
- San Diego SAAB Owners' Group**
Chris Rogers
10559 Lansford Lane
San Diego CA 92126
858-530-0019
email: chris@sandiegosaab.com
www.sandiegosaab.com
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Seal Beach CA 90740-
562-493-6707
SoCalSaabClub@msn.com
- Tristate SAAB Club (OH, KY, IN)**
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45044(513)423-9299
Email: phil@lacefield.com
- Utah SAAB Club**
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Washington, DC 20001
Phone: 202-842-0428
mheyse@morganlewis.com
OR mheyse@starpower.net
- Western Pennsylvania Saab Club**
Andy Bittenbinder
9433 Katherine Drive
Allison Park PA 15101-
412-366-6165
- ON LINE CLUBS**
- The Saab Network**
http://www.saabnet.com
- Turbo!**
Send an email request to turbo-
request@secret-secret.com.
Place the word "subscribe" in the
subject line and the body of the
post.
- VSAAB, The Vintage Saab Mailing List**
http://www.vsaab.com
- The Saab Club of North America, Inc.**
http://www.saabclub.com
- The Saab Owners' Convention Permanent Web Site**
http://www.saabconvention.org



SAAB Owners Convention 2002 REGISTRATION FORM



Adult Participant #1

Attending Spouse

Name Last, First, MI

Name Last, First, MI

Address Line 1

Attending Children

Name Last, First, MI

Address Line 2

Name Last, First, MI

City St/Prov

Name Last, First, MI

Zip/Post code Country (if not USA)

email

Ages 1. 2. 3.

Day phone

Adult Registration \$125 (includes all activities, meals, events and Goodie Bag)

Attending Spouse (meals and Goodie Bag only) \$85

Children Ages 3 to 10 \$65 (includes all activities, meals, etc.)

Add Camp Saab (see Web Site for details!) \$100 ea. (Saturday Only!)

Attending children age 3-10, whether attending Camp Saab or not, must have paid admission tickets to attend meal functions!

Driving School July 31 - August 1 \$300 (per car, 60 cars max)

Car driving: year model Stock? Racer? (Novice or Advanced placing in school?)

Autocross August 3 \$25 (per car, 100 cars max)

Car driving: year model Stock? Racer?

T-Shirt Order (see other side for details)

Grand Total enclosed or to be charged

Concours d' Saab

Please indicate your planned participation in the Concours:

Car #1 Class Car #2 Class

Fun Rally

Please indicate your planned participation in the Fun Rally:

Driver Navigator

Marketplace space required? (no charge!) Yes No

How to Register:

Methods of Payment:

The 2000 convention accepts remittance by money order, check, VISA or MasterCard. To pay by credit card, fill in the following:

Name on card:

Card Number:

Expiration

Signature:

Payments will be made to "The Saab Network" on your credit card statement, so please dont panic if you see this on your bill!

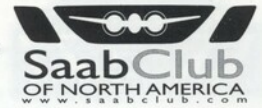
EASIEST: go to www.saabconvention.org and follow the easy online instructions!

NOT SO EASY: Fill out this form, and mail along with payment to:

2002 Saab Owners Convention SCNA, Inc. PO Box 683

Middletown OH 45044 fax credit card orders to 513.423.9925

May/June 2002



Basic convention information:

Events included in basic registration fee:

Thursday, August 1, 2002

- Technical and historical seminars
- Self-guided tour of US Air Force Museum, Dayton
- Welcome banquet with musical entertainment

Friday, August 2, 2002

- Concours d'Saab
- Access to marketplace and Parts Tents
- Fun road rallye
- Charity Auction One
- Brunch and barbeque buffet
- Keynote address by David E. Davis, Jr.

Saturday, August 3, 2002

- Concours d'Saab
- Access to marketplace and Parts Tents
- Brunch and barbeque buffet
- Awards Ceremony

Sunday, August 4, 2002

- Breakfast Buffet and Drawing for SPG Giveaway
- Technical and historical seminars
- Charity Auction Two
- SCNA Organizational Meeting (SCNA members only)
- Self-guided tour of US Air Force Museum, Dayton

Friday/Sunday morning museum tour: The US Air Force Museum at Wright-Patterson Air Force Base in Dayton is the largest military museum in the world, and is free and open to the public 364 days a year. A 35-minute drive from the site of the SOC02, the USAFM provides a fantastic opportunity to learn more about America's military history, as well as see some amazing aircraft - some that exist nowhere else! Caravans will depart from the hotel at 8AM on Friday and Sunday; all tours are self-guided (don't miss the Presidential Plane Annex next door) and admission is free!

Lodging reservations can be made directly with the Kings Island Resort at 1-800-727-3050; be sure to mention the Saab Owners Convention to get our special rate of \$125 per night. Camping is available across the street at the Kings Island Campground, call 1-800-832-1133 for info. You MUST be registered at one of these hotels to park your car on the hotel grounds, so PLEASE do not seek alternate accommodations!

Track Event Information

Driving School participants must be 21 years old!

No registrations for track events without convention registration! These events are for registered convention attendees only!

Registration Fee information: These registration fees do not quite cover the costs of renting the track and putting on the school and track sessions. The remainder is provided through sponsorships, so please patronize the Track Days sponsors!

Waiver required at check-in: The insurance carriers of Saab Cars USA and the SCNA will require that a waiver be signed prior to allowing any prospective participant to access the track facilities - please don't drive without signing first!

Placement in groups: Each participant in the Driving School will be placed in a group based on their prior track experience and initially paired with an instructor knowledgeable in the ways of the track. We reserve the right to change any participant's class for subsequent sessions based on demonstrated performance of driver and vehicle on the track.

Inspection of vehicles required for lapping sessions and autocross: All vehicles presented for participation in these events will be required to pass a basic safety inspection. This will include, but is not limited to: tires, shocks, brakes, seat mounting, loose items in car, loose parts on car. Cars leaking fluids will not be allowed on the track. Inspections will be conducted only at the track. Inspections will be available on Tuesday evening at the Holiday Inn close to the track for the Driving School events, as well as Wednesday and Thursday before and during the events.

Helmets required for lapping sessions and autocross: There will be NO helmets available for loan during these sessions! Please bring your own or make arrangements to borrow or buy a helmet. Please also endeavor to share your own helmet with other participants in need!

Track Days Lodging: Putnam Park Raceway is 163 miles, about 3 hours Interstate drive from the Kings Island Resort. For lodging information close to the track, visit www.putnampark.com or call the track offices at (317) 852-7007. Track events will start early in the day, so lodging nearby is STRONGLY recommended!

Caravan of Competition Saabs: If you own or drive a Saab that is entered in the Driving School, a Caravan will be departing the track at 2PM CST (Indiana at that time of year is one hour behind Ohio's daylight savings time) for the trip to Kings Island. Please try to finish all driving by this time so the rest of the SOC02 can welcome you in style - and you can have time to clean up for dinner!

Limited Edition Pre-Reg Only T-Shirt Order

\$20.00 each paid with registration

DESIGN DIFFERENT THAN THE ONE ON SALE AT THE SHOW!

Small	_____	\$20 each	_____
Medium	_____	\$20 each	_____
Large	_____	\$20 each	_____
Extra Large	_____	\$20 each	_____
XX Large	_____	\$20 each	_____
XXXLarge	_____	\$20 each	_____
Total T-Shirt Order	_____		_____

T-SHIRTS CAN BE SEEN ON THE WEBSITE AT WWW.SAABCONVENTION.ORG!

Club Events Calendar

Saabs at Carlisle

SAABs at Carlisle 2002 is just days from the press date. If you haven't made reservations, it's not too late! Come join us on May 17-19 at the Fairgrounds in Carlisle, PA.

As in years past, the goal is for everyone to have FUN. We will again have a hospitality tent, a lunch provided on Saturday, May 18th as well as door-prizes, a silent auction and a few surprises too. There will be an awards presentation for Long Distance and People's Choice, a driving tour beginning in the afternoon, and a dinner stop at the end.

We had such an out-pouring of support in 2001, that we needed to use the Volvo area of the show field. I would like to have this problem again this year, and show our friends at Carlisle Productions, and Volvo that SAABs are serious about Carlisle, and making a good showing all around. The deadline for preregistration is past, but you can register at the gate for \$20. If you do register at the gate, be sure to put down "Central Penn SAAB Club" under club affiliation so that we can get credit for the Club Participation trophy competition.

Marc A. Fails, President
Central Penn SAAB Club
president@centralpennsaab.com

at 7 AM with a silent consignment auction and concours, Rum River Festival Parade will lead to a Swedish Meal and Award ceremony at 1:00, followed by an afternoon tour cruising the scenic Mille Lacs Lake area.

The auction will have many unique vintage parts from the Eric Johnson collection. For more information see Andrews' web site at:
www.andrewsofprinceton.com.

Panhandle Saab Club

A beautiful, sunny Florida Spring day! What a great day to meet more SAABers! The Panhandle Saab Club met for lunch, swapped SAAB stories, and peeked under each other's bonnets, err bonnets, umm hoods, yeah. We also discussed the possibility of trading SAAB labor (us) for beer to work on Tim's malfunctioning clutch on his "new" '91 900T! Thanks to Tim Morgan, Kurt Olson, Euan Morrison, Tom Chuhay, Tom James, Jim Sowell, and Ray Jemison helping me support our club events!

Upcoming Events

This summer will be fun and filled with some great SAAB events. If you are ever in this area, or even THINK of passing thru, don't hesitate to give me a call 850-785-7372. The answering machine is always on, and I'm usually in the garage working on all my V4 cars till the wee hours of the morning so gimme a holler!

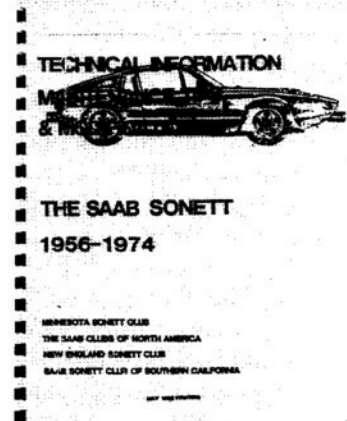
Saturday May 18th we'll meet again for a back roads trek over to SAAB of Pensacola and to visit with our P'cola connections. We'll meet in Panama City (probably at Coram's on 23rd street again) around 8 or 8:30am for breakfast and head out, zig-zagging along the back roads (staying away from Hwy 98—and all the damn stoplights!) to arrive at the dealership around noontime. Robert and Tammy Button have again, shown their SAAB hospitality for meeting afterward, or we can find a nice large restaurant and have an early dinner.

We'll meet in Panama City this June at my house for a great summer cook out. Burgers and Dogs. Beer and SAAB stories, probably on Saturday June 15th afternoon/evening.

Mid-July I'd like to have one last HOORAH with all the folks here in the Panhandle! While I'll be leaving for school, Kim and the kids will remain here August and September. I'll return the first of October to pack up the household goods, take leave down in Tampa, and then make the long trip over to Texas. Guess I'll be starting up a South Texas SAAB Connection, huh?

Mike "SaabDude" Szostkiewicz, USN
Founder, Florida Panhandle SAAB Club
Panama City, Florida

New England Sonett Club



The New England Sonett Club has reprinted the "Technical Information, Maintenance Tips & Modifications" book for Sonetts from 1956-1974. This 100 page, 8 1/2" X 11" fountain of knowledge is often referred to as the "Sonett Bible." It has an amazing amount of information, much of which is applicable to the 95 and 96.

Also available - On Video

Technical training on every Saab brake ever manufactured. This hands-on videotape was created during a New Jersey Saab Owner's Club meeting at the Saab Technical Training Facility and is lead by John Moss. More than THREE HOURS of NTSC video on VHS leads you through the heady times of all-wheel-drums to the elegant ABS of today! A tear down of a Saab 900 5-speed transmission. This how-to videotape was created during a meeting at the Saab Technical Training Facility and is lead by John Moss. Two hours of NTSC video on VHS leads you through many of the questions and answers as two transmissions are torn down before your eyes! John Moss narrates the entire procedure, display-

Sat., June 8, 2002

OPEN HOUSE

29th Anniversary

- ★ 7-10:45AM Silent Consignment Auction
- ★ 7-11:00 AM SAAB CONCOURS
- ★ 11:00 AM Rum River Festival Parade
- ★ 1:00 PM Swedish Meal and Awards
- ★ Afternoon Rally-Tour cruising the scenic Mille Lacs Lake Area

All Saab Owners Invited!

Andrews Inc. of Princeton

Minnesota Saab Club Open House

In conjunction with the Minnesota Saab Club, Andrews Inc. of Princeton will host an open house on June 8. All Saab owners are welcome to the Festivities start

ing the special Saab tools needed for the job, as well as important points to look for and various work-arounds. This videotape covers all 5-speed Saab transmissions used in the first generation 900.

The reprint is \$25 including shipping within the US. Send a check or money order, made out to the "New England Sonett Club".

Tapes are \$20.00 each. Send a check or money order, made out to "Seth D. Bengelsdorf".

Mail orders for both tapes and book to:
Seth D. Bengelsdorf
30 Puritan Drive
Port Chester, NY 10573

N.E.S.C. Greenwich Grand Tour Saturday May 11 2002

The New England Sonett Club Grand Tour has been laid out through beautiful backcountry Greenwich, winding through horse country and past scores of mammoth sized mansions. The drive will give you a feeling of the beautiful countryside and ambience of Fairfield County, and offers some very entertaining driving.

Please note the New England Sonett Club Grand Tour is not a time-speed-distance rally; there are no awards for being there first or on time. It is designed as a leisurely tour, at a pace that will allow you to sight see. Please observe the speed limits, and be especially cautious on narrow or winding roads and hills. The average overall speed of the tour is 20 mph, allowing for traffic lights and stop signs. All participants will be required to sign a liability waiver.

The tour will begin with an informal get together and "bring your own" picnic lunch at the Roger Sherman Baldwin Park in Greenwich, CT. We will meet there between 11:00 and 11:30am. Following lunch, tour cars will depart at one-minute intervals. The tour is divided into two stages, each one just over 20 miles.

The final stage ends at Malcolm Pray's estate, where we will have snacks and drinks before exploring the garages that house Malcolm's car collection. The Malcolm Pray collection is one of the most impressive privately owned collections of antique cars in the Northeast. His garages are filled with marques such as Bentley, Rolls Royce, Ferrari, Mercedes Benz and Packard, just to name a few.

All participants were to register by May 1st 2002, regardless of club affiliation. The cost of Registration was to be free to all New England Sonett Club Members and \$5 per person for non-members. We received this notice just after our March/April issue went through its final proof, which meant that NINES could not print a timely notice. Bruce wrote, "What a shame. I just got the date confirmed with Malcolm Pray yesterday and got it out to you as soon as I could. Go ahead and print it in the May issue with a note that says it missed the March/April issue and that Bruce Turk said it's OK to just show up. If you have any questions, e-mail Bruce at sonett@frontiernet.net or call 845-778-2469 after 6:00pm E.S.T.

Directions to Roger Sherman Baldwin Park, Greenwich, CT.

From New England:

I-95 South to exit 3 - Arch Street.

Left on Arch St., Park is on your right

From New Jersey:

Tappan Zee Bridge onto Route 287 East to I-95 North to Connecticut.

Get off at exit 3 - Arch Street

Right on Arch St. Park is on your right.

From Long Island:

Throgs Neck Bridge onto I-95 North to Connecticut.

Get off at exit 3 - Arch Street

Right on Arch St. Park is on your right.

*Bruce Turk
Walden, NY*

The 2002 New England Saab Owners Gathering Attitash Ski Resort - June 21- 23, 2002 Celebrating 35 Years of V-4 Power!!

The New England Saab Association is excited to announce this year's New England Saab Owners Gathering at the Attitash Ski Resort in Bartlett, New Hampshire. If you missed last year's event, here are just some of the highlights: Saab Concours, TSD rally, racing at Team O'Neil's, touring the White Mountains, swimming, golfing, delicious food and our special guest speakers, Ralph Millet & John Moss.

To make the second annual SOG even better we have gone to great lengths to plan an extra special Summer Solstice weekend, starting Friday, June 21st. The Grand

Summit Resort Hotel is our home for the weekend, and what a grand place it is! For simplicity, the entire weekend is planned around this one central location.

There is a room block for the New England Saab Association, so call early for your reservations (603-374-1900 or on the web at <http://www.attitash.com>). Prices for lodging are just \$189.00 per person (double occupancy) and \$290.00 (single occupancy). This includes lodging, taxes and all meals for the entire weekend. This is a significant savings over last year's rates. There will also be plenty of parking for those of you trailering cars to the event. Registration for the SOG this year will be \$30.00 for NESA members, and \$50.00 for non-members. Take an extra \$10 off if you're bringing a V4!

NESA is excited about this year's Gathering and we hope you will be too. Friends and Saabs will be plentiful in the White Mountains this June. Additional details will be sent to those people already on our mailing list. If you haven't received any mailings from us, and would like a registration package, please email: secretary@nesaab.org or write: NESA PO Box 119 Keene, NH 03431. Hope to see you there!!

Daily Schedule:

Friday June 21st - Arriving guests can enjoy the nearby town of North Conway or get a head start cleaning their cars for Saturday's Concours. Check in and Registration will begin mid afternoon. Hopefully you will have worked up an appetite to join us out by the pool for our Summer Solstice Welcome BBQ (Cash bar opens at 6:30).

Saturday June 22nd - After breakfast we'll caravan to the Fields of Attitash for a beautiful mountainside Concours. Lunch and refreshments will be served at the field after the Concours. Sponsors, vendors, and a multi-prize raffle will all be a part of the morning affair. The afternoon will be spent touring the White Mountains on a drive to the scenic Balsam's Resort area in Dixville Notch. Here we'll be able to get out, stretch, take a break and see the sights. Saturday night we'll enjoy a cocktail hour at Crawford's Pub back at the Hotel. Following a few spirits and a recount of the day, we'll have a sumptuous dinner with special guest speakers and awards presentations.

Sunday June 23rd, after breakfast, if you're up for a challenge, we will meet at

the bottom of the ski slopes for an Alpine Sled competition. After the races we'll all bid farewell until the next SAAB event.

Unite Two American Traditions: Father's Day and Dad's Old Car Hobby

New Jersey Saab Owner's Club in North Plainfield will observe Father's Day 2002, "Celebrating The Old Man and His Old Car" with a Father's Day Tour and Picnic. The Tour and Picnic will take place on Saturday, June 15, from 9:00 AM to 5:00 PM at Sunrise Mountain, Stokes State Forest, Branchville, NJ. The public is invited to attend and see more than 20 Saabs on display. Admission is Free. .

Hemmings Motor News, "the bible" of the collector car hobby, is helping over 600 car clubs around the country - including New Jersey Saab Owner's Club - promote Father's Day activities with event announcement signs, dash plaques, parking signs, and door prizes along with a listing on its web site, www.hemmings.com. To date, more than 87,000 collector cars are signed up for these events. Information on New Jersey Saab Owner's Club is available by contacting them at www.saabturbo.com/njsoc. General information on car collecting can be obtained by calling Hemmings Motor News at (800) 227-4373, ext. 550, or logging onto their site at www.hemmings.com.

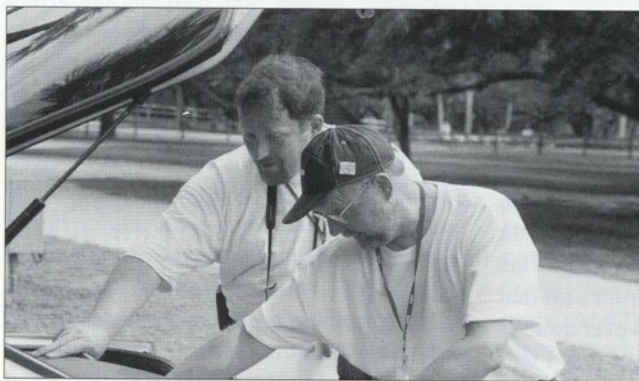
*Larry West, Chairman
New Jersey Saab Owner's Club*

Western PA Saab Club

July 20: Pittsburgh Vintage Grand Prix Car Show. The Western PA Saab Club will join numerous car clubs for an all day show on the Schenley Park Golf Course. Tour the many displays, visit the vintage car paddocks, and observe the day-long vintage race time trials from one of the best corners of this fantastic track in the university community of Oakland in Pittsburgh, PA. Spend the night and watch the races on Sunday, the 21st. All Saabs are welcome, but must be in place by 10:00 AM for the Saturday Car Show. For information, contact Andrew Bittenbinder: 412-366-6165.

*Andrew Bittenbinder
Pittsburgh, PA*

The Concours d'Saab is one of the most popular and important events at the annual Saab Owner's Convention (SOC). Ogling each other's Saabs, and picking up tips and ideas is one of the reasons we travel to the SOC from far and wide. It's inspiring to see the condition of many of the older cars and rewarding for the owners to receive recognition for their labor.



Larry West and Dan David judging a 9000 at the 2001 SOC Concours. *Photograph by Stephen Goldberger*

While owners deal with the cleaning, polishing, and maintenance of Original Condition, the Convention staff has to deal with the prospect of judging the cars. Over the past three years, the Concours d'Saab has been judged on a 520-point system, with points allocated as follows:

- Curb Appeal: 20
- Exterior: Quality and Condition: 70
- Trunk: Quality and Condition: 40
- Engine Compartment/Drivetrain: Quality & Condition: 40
- Wheels & undercarriage: Q&C: 60
- Interior: Q&C: 60
- Body & Exterior: Original Specifications: 80
- Engine Compartment/Drivetrain: Original Specifications: 50
- Wheels & Undercarriage: Original Specifications: 40
- Interior: Original Specifications: 60

100-point deductions are applied for the inability to access either the interior, trunk or engine compartment, to a maximum of 300 points. Car classes are arranged along 'body style' lines, rather than model.

This system can be very valuable to a concours competitor in finding where they need to improve. Such a system is the best choice for a truly competitive concours, and it limits the amount of subjective judging without completely eliminating "appeal." It is also time-intensive for the judges and

staff, and it is not applicable for a 'fun' concours.

In Sweden, at the 1997 Jubilee, and the more recent Saab Festival in 2001, a different system is used. In short, the judges look at all of the cars, and form a consensus about the cars that are the winners. No elaborate record keeping is used. Classes are purely by model. No 'breaks' for the 96 at 1966 & 1972, for example, or the Classic 900 at 1987.

Another feature is the 'walk of fame'. After a car has won its class, *it cannot be entered again* for competition. This prevents the same "garage queen" from being trailered from trophy-win to trophy win, while previous winners who attend are honored with a 'walk of fame' for the attendees to check out these

fine Saabs.

From the standpoint of the Concours Coordinator at the Saab Owner's Convention, the latter method is much simpler to implement and work with. Judging takes considerably less time, and the event becomes more of a 'fun' event. However, I don't believe that it is appropriate for me, as someone temporarily holding the position of Concours Coordinator, to decide what kind of competition should be at the SOC. I believe it is the purview of the people who are most affected by the competition: the competitors themselves.

With the revitalization of the Saab Club of North America, we now have a framework for making those decisions. I am proposing that a committee be formed to establish the competition rules for the Concours d'Saab, to be publicized and implemented by the Concours Coordinators at all future SOCs. There will be meeting space for all interested parties to gather in at the SOC in Cincinnati in August. I ask anyone reading this who competes in the Concours d'Saab, or who is interested in competing to attend that meeting. At the end of the meeting, I hope to have passed the baton of Concours coordination and rulemaking on to a permanent committee under the wing of the Saab Club of North America.

*Larry West
North Plainfield, NJ*

Antifreeze

Several years ago the main refinery supplying ethylene glycol to the US market burned, resulting in an antifreeze shortage and the price went sky high and I didn't know any better ...

I had a customer at the time: an old man who was so "tight" he "squeaked when he walked." The first time I serviced his Mercedes diesel was when the tow truck dropped it off out front. It started, but you could walk faster than it would go. The fuel filters were packed and plugged. I quickly identified the problem, fixed it and sent him on his way.

Several weeks later it was towed in again, this time with a overheating problem. The water pump was bad and leaking. This customer had a folder on the front seat that documented everything he had ever done to this 79 300sd. I will never forget it as I was taking a break and sitting at the service desk, I read through it. The car had never had a Major Service in its 120,000 miles.

Because it carried a "core charge", I took the old water pump out before heading to the Mercedes dealer to purchase the replacement. When I took the old pump off and pulled out the thermostat, there was no corrosion. I also couldn't believe the belts were original "Continental." I stated thinking about this and kept asking myself the question, "Is it the Mercedes metal or the antifreeze?" The other imports I worked on all had bad corrosion problems in the cooling systems and head gasket areas. Many also had plugged radiators.

I went to the Mercedes dealer to get the pump and noticed that they had a wall high stack of cases of antifreeze. I asked the parts guy if they were for sale? "Yep, \$10.00 per gallon," was the answer. I took several cases, as the NAPA stuff I had been using had increased to \$9.00 per gallon and they didn't have any in stock. Neither did anyone else at that time. I started using the Mercedes antifreeze and time started to pass. Cars which had the Mercedes coolant installed started coming back in for their next major service. The ones that I was able to start on the Mercedes coolant early in their life showed no corrosion. The frequency of water pump failures, plugged radiators and failing heater control valves went way down on the cars I was servicing.

I learned a valuable lesson here: Mercedes Antifreeze and Continental belts. All Fluids are not created equal.

-Dr. Nio

Cooling system maintenance is vital to the longevity of modern (aluminum) engines, and our awareness of the environmental impact of ethylene glycol has made proper disposal an important issue. Further, the methods practiced by a professional repair facility and those by an owner working on his own vehicle can be quite different.

One fundamental difference between "home done" and professionally done coolant changes can be the maintenance interval. Manufacturer recommended maintenance intervals for vehicles in the NINES family range from two years/24,000 miles for Ford products using conventional "green" coolant to 5 years/150,000 miles for GM products using DexCool (red) coolant. Our Saab is between, recommending 3 years/30,000 miles using "blue" coolant. In each case, a thorough flush with clean water is recommended.

In every case, the amount of glycol to be disposed of is limited to the amount in the cooling system, but effluent produced by "flushing" the cooling system must be considered hazardous waste, even if the concentration of glycol is small. Approximately 90% of the cooling system contents drain when the radiator plug is removed, with 10 % remaining in the engine and heater system. Flushing the cooling system multiplies the volume of waste by many fold to remove that extra 10% of original coolant. Owners who have service performed by a professional shop are motivated by the cost of service to wait for the recommended interval, and they have every expectation that the recommended flushing procedure will be performed, with the waste disposal being the responsibility of the shop.


By contrast, the individual owner servicing the vehicle has only the cost of materials and the time spent, but is faced with the task of disposing of the waste. We recommend that owners determine a means of disposal before filling the jugs with hazardous waste. At that point, the volume of waste becomes an issue. We address this issue by simply draining and refilling

coolant, but doing it every year. After the first year, 10% of the original coolant will remain in the system. After the third year, just 0.1% of the original coolant remains. The average age of the coolant just before the annual change will ultimately increase to just about 13 months, and will be just over one month after a change. We are left with approximately 7 quarts of waste for disposal. When following the recommended change interval, over 60% of the time the coolant is more than 13 months old.

We recognize that a thorough coolant flush, including back-flushing the radiator and heater core, would remove far more products of corrosion than a simple drain and fill, but we believe that keeping the average coolant age far below the 3 year maximum recommended by Saab will essentially prevent any corrosion when using any quality coolant. Those who do follow the three year change recommendation must be very particular about the materials and procedures used.


Please send your technical repair and maintenance questions to Dr. Nio in care of NINES, by email, "snail mail", or fax.

-Ed.



SAAB CONVERTIBLE TOP PARTS

Top Cylinder \$120	Motor Pump \$199
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Hold Down tension cables \$29.95/pr
1987-94 Stayfast Canvas Tops
 with heated glass window \$499.00
1987-94 Headline, black \$149.00
1995 Stayfast Canvas Tops
 without glass \$1150.00
1996-98 Stayfast Canvas Tops
 without glass \$1000.00

HYDRO-E-LECTRIC
 Unit 8, 5475 Williamsburg Dr.
 Punta Gorda, FL 33982
Call Toll-free 800-343-4261
 Tech Help: 941-639-0437
 Fax: 941-639-0376
 America's Convertible Headquarters

Saabs in Competition

On March 1 through 4, 2002, a vintage/historic event was held at the world-famous home of the 12 Hours of Sebring. The Sebring Endurance Challenge will featured a full program of WorldCom Dash Races along with a 3 Hour Rolex Endurance Race for vintage cars, a 3 Hour Rolex Endurance Race for historic sportscars and classic GT's, and a one hour night race open to all WorldCom Dash entrants. Sebring Raceway is now operated by Panoz Motorsports, who also provide facilities and instructors for the Saab Viggen Flight Academy. The Sebring Endurance Challenge was organized in combination with the Sportscar Vintage Racing Association and Historic Sportscar Racing to bring to the track cars spanning all 50 years of the great event's running. Vintage Saab racing enthusiasts Randy Cook and Charles Christ participated in the event. Following is Charles Christ's description of the event.

We rolled in late Tuesday and unloaded cars and dropped off trailers at the track. Wednesday was first practice. I fouled a plug on the hot grid and ran a few laps on 2 cylinders. I hoped it would clear itself but no. I pitted and Tom Cox changed #3 cylinder's plug and went back out, Wow, what a change 1 cylinder makes! I was in a rocket ship! (well compared to running on 2 cylinders!) I was doing great until I got to the old hairpin. There is now a chicane in the inside of the old hairpin. With 2 cylinders I was negotiating it just fine near flat out. With 3 cylinders I was going way too fast and turned in late, getting up on my left 2 tires, sliding and rolling like in some sort of slow motion movie clip. At the last minute I turned into the roll and

wham I landed on all 4 wheels and took off in the grass to regain the session. After I got out of the car I had a case of the "shakes" that lasted near 4 hours! (Good driving? Great instincts? No, just dumb luck!)

Thursday we had our 1 hour endurance race. Ed Diehl started off in my car and he proved what we all knew. His 3:30 lap times compared to my 3:35-3:36 were evidence of Ed's driving skill. It was total havoc out on course! The entry list showed 82 cars total. How many were actually in attendance I'm uncertain but judging from the traffic on course they were all there! Porsche's passing right and left combined with a Mustang here and there and a few very fast sports racers made it hectic on course. But another day still running and unscathed.



Charles Christ on the starting grid waiting to get onto the track. Photograph by Mike Szostkiewicz

Thursday was the 1/2 hour dash race. I dashed and finished, but nothing was to prepare me for the Saturday combined groups race! They combined the historic cars with the vintage cars! Oh boy! A Vintage Saab grouped with GTP cars! Yup! There I was getting passed by cars going well over twice my top speed! You have no idea what that was like!

I did my best. Ed Diehl and I finished 44th out of 65 in the 1 hour enduro (which was won by a 1970 Porsche 914-6 GTR), and I finished 52nd out of 58 in the sprint race (which was won by a 1966 Porsche 906).



Randy Cook at Sebring. Photograph by Robert Harrington, Vintage Sportscar Racing Association

Randy Cook and his co driver Bill Boye placed 45th in the enduro, and Randy placed 50th in the sprint race. We did in fact finish and did rather well. We were really driving hard; this was a "no holding back" event. At 42 years old, our Saabs were still running and handling very well!

On my way home I visited West of Sweden and enjoyed Chip's hospitality, and his latest gorgeous addition to what seems to be a Saab time capsule. A brief phone conversation with Rob Wagner and I was on my way home.

I wish to thank everyone who sent contributions to support this effort. It is no secret that I really needed help to make this epic journey (2371.8 miles round trip!), but I am not interested in embarrassing any contributors nor am I interested in exposing anyone who chose to be kept anonymous. Saab did sponsor this effort. We (Randy Cook and I) were the only Factory (yes, Saab!) Sponsored Vintage Team at Sebring! That support did not include getting us there and back home, so all who helped did make a difference. You had a part in the 50th anniversary of the running of Sebring, and I thank you very much for that!

Charles Christ
Breinigsville, PA



Kyle Szostkiewicz, a next generation Vintage Saab enthusiast. Photograph by Mike Szostkiewicz



Jon Ewing of Alburts, Pennsylvania is the new owner of this yellow 93F, built by Craig Disney. Photograph by Mike Szostkiewicz



Summer is nigh, and Saabers are thinking of Convertibles!

I've always loved the Saab Convertibles. Who would have thought that a small car company from Sweden, where it can get dark for 20 hours a day, and is cold from September to May would produce one of the most popular luxury convertibles in the world? Robert J. Sinclair, for one! Bob was thinking convertible from the day he first sat in the big chair in Orange, Connecticut. A few years and much hard work later, he had his wish, and when all was said and done, after eight and a half years of production, 48,917 Classic 900 convertibles were produced.

At the Saab Owner's Convention 2001 in Vero Beach, Florida, Bob gave a seminar on the history of the convertible. It was filled with lots of anecdotes and photographs. Later, John Moss, assisted by Dave Schurk and Dave Kapitulek, gave a seminar on the care and feeding of the Convertible. With the summer season fast approaching, I thought a column about the Classic 900 Convertible was in order. To get the best answers, I tapped the mind of Dave Schurk, Technical Product Specialist for the 900/9³ at Saab Cars USA's office in Norcross, Georgia.



The Classic 900 Convertible. Photograph courtesy of Saab Automobile, AB

Dave, Thanks for taking the time to answer some questions about the original Saab Convertibles.

Not a problem. I'll help as much as I can.

Dave, how long have you been with Saab USA, and what is or was your involvement with the Convertibles?

I have been at Saab USA for 20 years working in different capacities in the Technical Service Department. During the time the Classic 900 Convertible was developed with ASC [American Sunroof Company - LW] I worked for Steve Rossi who was Manager for Product Development in the Tech Services Department and oversaw the technical development of the prototype at ASC. I worked in Connecticut supporting Steve and the project with the parts to convert the car. Today I am the Technical Product Specialist for the 900/9³ and the Convertibles within Technical

Services in Norcross.

You mentioned 'Converting' the car?

The reason we needed parts to 'convert' the car is that there were no US spec 2 door cars at that time. The project was given a pre-M83, European spec, naturally aspirated, carbureted car, with manual windows to start with. At ASC they converted this to a post -M83 (hand brake was redesigned and the factory center console was added), power windows were added with switches in the center console, a fuel injected, Turbocharged engine, a full leather interior, in addition to the reinforcement work to the body to create the convertible and for the prototype, a power rear window.

Power rear window? How did that work?

It has separate tracks which the top sealed against but the concept proved too expensive for the project and was dropped.

When were the 1986 Convertibles officially available for ordering by customers?

I am not sure about the exact date for the start of placing orders because dealers did that on their own in some cases. Saab launched the Convertible together with the 9000 at Opryland Hotel in Nashville during the early Fall of 1985, but the car didn't actually go on sale until May of 1986.

What were the production statistics for the first Convertibles in 1986?

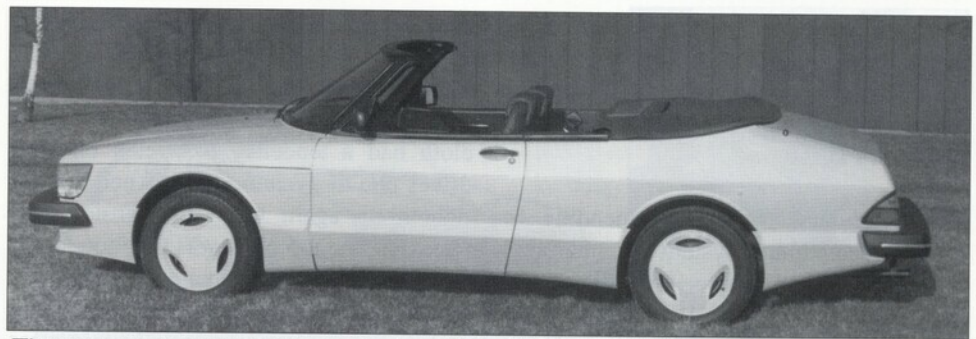
There were 362 cars the first year, 188 manual Turbos and 174 automatic Turbos. These cars were all Silver with Dark Gray



Prototype of a removeable hard top. This top was not put into production because the projected total sales of Saab convertibles was just 3000!

Photograph courtesy of the Steven Rossi Collection.

interior and Black Tops. The Launch car in Nashville was Red with Tan interior and a Black top. The prototype car built by ASC, which is currently in the Saab Museum in Trollhättan, is Pearl White with Colorado Red leather interior, and the power rear window which never made it to series production. Saab Cars USA has the red Launch car.



The prototype convertible made by ASC of Detroit, Michigan. The prototype was finished in a "pearl mica" paint and equipped with "SPG" plastic cladding.
 Photograph courtesy of the Steven Rossi Collection.

In 1988, a select group of convertibles was created for the 'Springtime in Sweden' gathering of US Saab dealers. Finding information on this model has been difficult, at best. Can you tell us the specifications? About all we know for sure is black paint, dark gray leather, SPG wheels & skirts, but nothing else about the suspension or motor.

Was there a specific model code for these 'specials'? Regular turbo convertibles were 952 (well, at least the 1986 was)

The standard Turbo engine and suspension were in these cars. They looked like SPGs (Special Performance Group *) but did not have the performance enhancements. There was also a 'Springtime in Sweden' badge on the glove box door. The "SPG" models sold in Europe were called "Aeros", but in the US we were not allowed to use the Aero name due to patent restrictions, thus SPG.

To my knowledge there was no separate model code for these cars. It was still a 952. SPG cars were sales coded 943. There was never a 942 code created or used. The major differentiator to go to the SPG [code] was the Engine performance and chassis tuning. These convertibles had cosmetic enhancements only, and so were not given a model code separate from the other convertibles.

What changed when the 9000 Aero was sold here beginning in 1993?

When did production begin and end for the original convertibles? And what was the production total?

It was General Motors who held the patent on the 'Aero' name. If I remember correctly the 'Aero' was an aerodynamic styling package on the GMC Astro 95, class 8 over the road truck. After GM bought 50% of Saab we were free to use the Aero name being part of the 'family'.

Production started in 1986 and stopped with the release of the new 900 CV (Official Saab Speak for Convertible) in 1994 as a 1995 model. Total 900 CV production volume: 48,917. The last cars built were the Nova Black Commemorative Convertibles which in chassis number sequence were the last 500 cars built, These chassis numbers started at R7008001 and ran consecutively up to the last car at R7008500.

Later, in 1991, Saab sold the 900 turbo convertible SE in Monte Carlo Yellow, and Platana Gray. Besides the SPG appearance (wheels, skirts, no badges), did these cars also get the SPG motor and suspension?

Were any other Convertibles produced with consecutive chassis numbers? This seems to be a fairly rare occurrence for Saab!

These cars were similar to the 'Springtime in Sweden' cars in that they looked like SPGs but did not have SPG performance enhancements. They were built with the standard Turbo engine and chassis. There were also a few Beryl Green and Talladega Red cars built to look like SPGs, during this same time period but also without the enhanced SPG performance.

Not to my knowledge.

Saab owners want to know how to maintain their convertible tops in their best condition. What routines should a convertible owner employ to maintain the best look? What types of products do you recommend for care of the top, and are there any particular brands?

The best way of maintaining your top is to dry brush it with a soft dark brush, preferably in the direction of the threads of the fabric. If needed the top can be cleaned with some lukewarm water and a little mild soap. The top should then be gently washed with a soft sponge and thoroughly rinsed with lukewarm water. If there are stains, there is a cleaner which is sold through our parts department as Saab Convertible Top Cleaner P/N 30 04 512. The Saab cleaner can be used on the stains following the instructions on the container.

You mentioned a dark brush. Is that still applicable to the tan and other color tops?

The term "dark brush" may be the extreme. The recommendation is actually a soft natural brush, but many of the light colored natural brushes are bleached. We don't want to take a chance of getting bleach on the top cloth; therefore, the "dark brush" recommendation is the safest.

I've noticed on my 1986 convertible that there seems to be a slight powdery residue near the pivot points of the top stack mechanism. Is there a recommended lubricant and lubricating schedule for the top stack?

The bearings on the top are sintered bronze bearings that are self-lubricating. It is not recommended to lubricate the joints on the top stack. If there is a lot of corrosion or rust, the best repair is to take the joint apart (if possible), clean all of the parts other than the bearing, and reassemble. No lubricating schedule exists for the top frame.

The manual says to bleed the top hydraulics by removing the pump & pistons from the car. I have heard that it can also be done in the car. Are there any pitfalls to bleeding the hydraulics in the car?

The main reason for recommending to remove the hydraulic system from the car is for visibility and maneuverability of the components to help work the air to the highest point. The critical thing as with any hydraulic system is not to run the pump when it is low on fluid and air bound. To do so will cause the pump to cavitate, overheat and destroy itself. The system can be bled in the car if caution is taken to keep the pump full of fluid and not to operate it continuously for more than 30 seconds or so without rechecking the fluid level.

It's a good practice to dump out any fluid in the reservoir and fill it with fresh oil before you start the bleeding process. This ensures a full reservoir to start with and flushes out any contaminants / residue which may have accumulated in the pump and reservoir.

The recommended fluid has changed over the years. What is the current recommendation for the early convertibles?

Still 10W mineral oil, the same as it was in the late 1980's for this hydraulic system.

Fairly early on, Saab switched top material suppliers. What is the difference between the very early 'Cambria' material, and the replacement 'Happich' material, and how

can someone identify the early material?

The first year, back in 1986, a cloth from Cambria was used on about 500 cars. This cloth had a tendency to stretch on long drives due to dynamic tension and did not tighten up again when the tension was released. The top cloth was then too loose. The top cloth was changed to Happich, which has a better resistance to dynamic stretch and therefore reduces the looseness of the top. There is a difference that can be seen between these two top cloths. The direction of the warp and weft (the way the threads are arranged in the weave) are different on the top layer of the cloth. In other aspects the construction of the top cloths are the same (3 layers). The change was done to improve quality and function.

From my research, there seems to have been only two service campaigns for the Classic 900 Convertibles. Number 313 covered replacing the top latch handles, and adjusting the top. Number 518 covered replacing the door panels. How important are these for early Convertible owners? Should an owner find that their car has not been corrected, is there any recourse for them today? (My 1986 seems to have never been to a dealer since it was delivered in August of 1986. The warranty database record, and the modification plate show no work done at all.)

The latch handle replacement and adjustments to the top were made to reduce wear

/ rub marks on the top cloth. If you are not seeing any particular issues with wear marks there is a good chance that at some point the adjustments were made. Campaign 518 was to install M87 door panels on M86 cars. The top surface of the door panel in the later panel was trimmed in leather to eliminate cracks in the vinyl caused by UV radiation.

There is a hard plastic cover for the top stack when the top is lowered. I just want to confirm that Saab provided this cover on all convertibles sold in the USA. It seems that more people buying their Classic Convertible second hand are getting them without this cover. And then they show up on eBay!

The hard boot covers were standard equipment through the end of production in 1994.

Are the accessory 'soft' boot covers (p/n 02 81 543 - Sierra Tan, 02 81 550 - Buffalo Grey & 02 81 568 - Colorado Red) still available?

No, they have all been discontinued, but the part number can still be seen in the parts system.

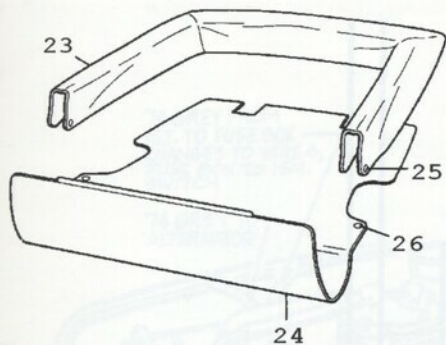
The Saab Accessories catalog never carried a wind deflector for the Classic 900 convertibles. However, in the parts catalog for 1992 and later convertibles, some sort of wind deflector is shown. Would you know if this was offered only in certain other markets?

Service Bulletins for the Classic 900 Convertible

02/87-930 Convertible Door Panel Replacement (Service Campaign 518)
 04/88-1049 Installing Door Window Glass
 09/88-1076 Service Campaign to adjust Convertible top and replace latches (Campaign 313)
 02/89-1112 Checking the hydraulic fluid level [note: superceded by 06/93-0345]
 07/89-1156 Checking the hydraulic fluid level and change in fluid specification [note: superceded by 06/93-0345]
 07/89-1158 Running change - new CV door glass adjustment capabilities
 05/90-1239 New Door Window Stops for Preventing Door Window Glass Slippage
 06/90-0011 Convertible Top Cover Wear: New Adjustment Specification

01/91-0085 Water Leak at Rear Spoiler
 03/91-0098 Convertible Top Closing Improvement
 06/91-0120 Adjusting the Driver's Side Door Mirror
 10/91-0138 Minimizing Top Fabric Wear [note: superceded by 09/93-0369]
 07/92-0230 Engine noise Inside Passenger Compartment [M92 only]
 10/92-0263 Cleaning Tan Convertible Top
 03/93-0316 Minimizing Top Fabric Wear [note: superceded by 09/93-0369]
 09/93-0369 Minimizing Top Fabric Wear
 06/93-0345 Checking the Hydraulic Fluid Level
 06/93-0350 Correcting Water and Wind Leaks

So far as I'm aware, this is all of them! Note that this is a list of bulletins specific to the Classic 900 convertible. Bulletins that would affect all Classic 900s of the same year or years, including the Convertible are not included (e.g. engine, suspension, brakes).



C900 Wind Deflector was never sold in the United States.

The wind deflector development work was done at Saab in Nyköping, and a sample was tested by Valmet. We have not been able to dig up any further information about this item. There is a possibility that this was offered in Europe, but we definitely never sold it in the US.

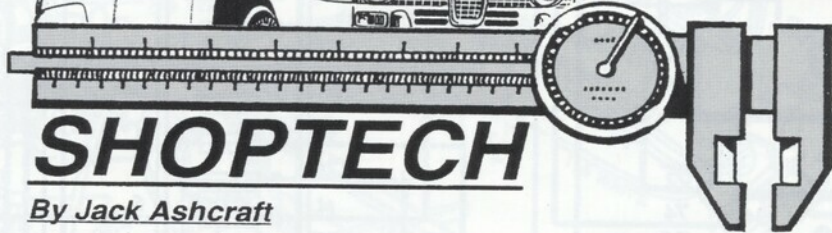
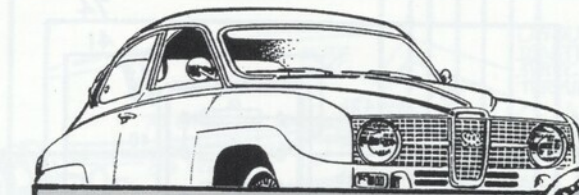
At Bob Sinclair's seminar at Vero Beach last July, he showed a photo of a 'hardtop'. Was this a 'hardtop' similar to what can be had for a BMW Z3 or Mercedes? I mean, removable with all the amenities (rear window defogger, dome light)?

As far as I know, that was what was proposed, but the projected sales volumes at the time would not support the business case to fully develop a production hardtop. In the beginning, according to the projections, we were only going to produce 3000 convertibles.

Thank you very much, Dave, for answering these questions.

Imagine that. They thought they would make only three thousand Convertibles. Now fifteen years later, the total is over 160,000 and counting. The story behind the inspiration, design, engineering and production of the Saab Convertible is a fascinating one. One that we will visit again.

That's all for this time. If you have any suggestions for future articles, please contact me via e-mail at classic.corner@saabclub.com, or by telephone via the New Jersey Saab Owner's Club at +1 908 405 7640. Happy Saabing, and if you're lucky enough to own a Saab Convertible, go topless as often as you can!



By Jack Ashcraft

THE PRIMARY CIRCUIT Saab 95 & 96

The primary circuit parts include the battery, starter, alternator (and regulator), fuse box and ignition switch. The drawings in this article show the Saab 95 and 96 V4 layout, for model years 1967 through 1969. Later years are essentially the same.

A portion of the wiring schematic is shown on the next page. The key to the numbered items is as follows:

4—coil 6—distributor 7—voltage regulator 8—alternator 9—starter 10—battery
11—fuse box 30—ignition switch.

Other items are shown but can be ignored, so far as this article is concerned.

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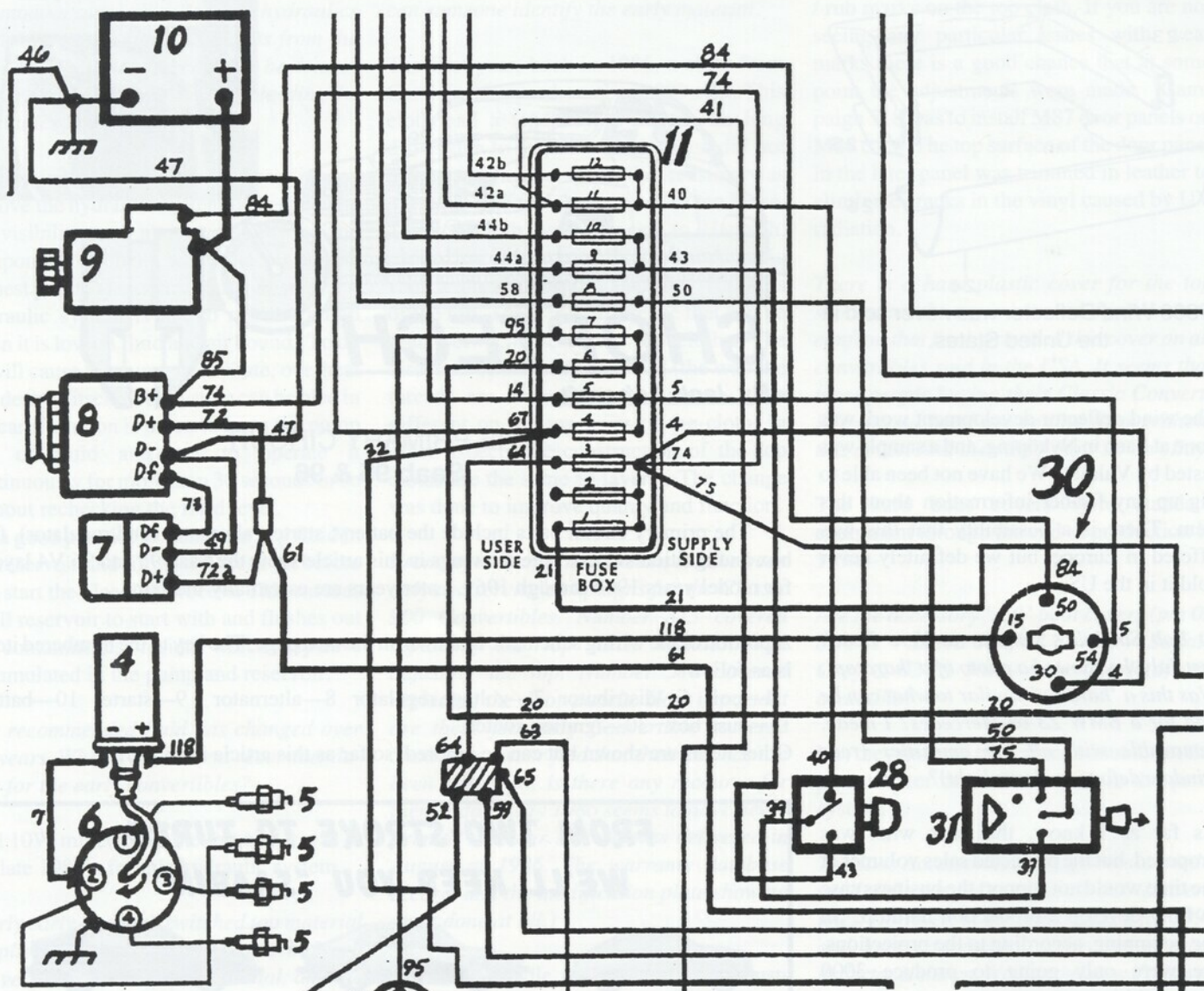
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It may be more helpful to study the drawing of the engine bay, which shows the physical layout of the primary wiring in the engine bay, as seen over the left front fender. Also shown is a portion of the steering column assembly, and the terminal arrangement on the ignition switch. The other drawing shows the connections to the alternator, regulator, coil, etc.

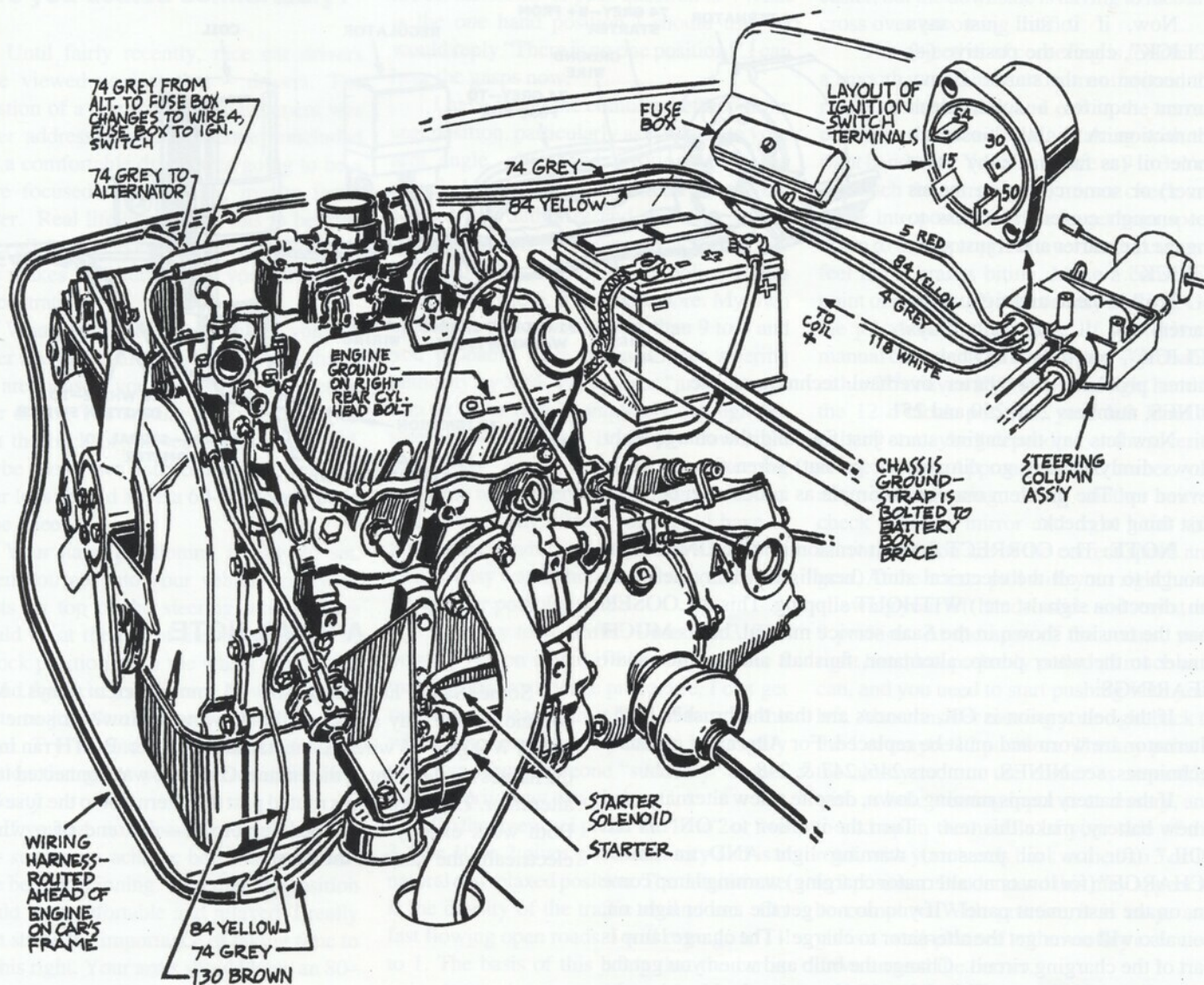
Proper GROUND connections are as important as proper HOT WIRE connections. Note there are TWO ground connections in the 95/96 engine bay—one on the battery box brace, the other on the lower rear cylinder head bolt of the right hand (passenger side) cylinder head.

The main POSITIVE wire, is from the positive (+) terminal of the battery to the starter. Most of the 95/96 cars used a grey wire (No. 74—you can locate it in the schematic and in each drawing) routed from the same solenoid connection, around the front of the engine on the frame of the car, up the inner fender wall, then to the alternator (shown in both drawings), with the connection on the B+ terminal of the alternator.

A similarly sized grey wire, also numbered 74, runs from the same alternator connection to the fuse box, at the supply side of fuse 3. This feed supplies the fused circuits that are hot all the time (see schematic). The fuse box terminal for fuse 3 has another heavy grey wire, now numbered wire 4, which routes through the wiring harness to terminal 30 of the ignition/start switch. Now we have all the players in place. Time for some action!

When the ignition switch is turned "ON", voltage is present at terminal 15 (+) on the ignition coil, courtesy of white wire 118 from the ignition switch. Voltage is also present via wire 5 at fuses 4, 5 & 6 of the fuse box, but we will ignore those circuits.

When we turn the ignition/start switch momentarily to "START", current flows through yellow wire 84 to the starter solenoid switch. The heavy contacts of the solenoid close, allowing current to flow through the starter, at the same time the starter Bendix throws the engaging gear out to contact the starter ring on the flywheel. The engine turns over.



The voltage present at terminal 15 of the coil causes an electrical field to build in the coil, because, so long as the ignition points are CLOSED, current flows through the coil, through the ignition points, to ground. As soon as the ignition points OPEN, the electrical field in the coil collapses, giving a voltage spike (on the order of 35,000 volts) in the coil secondary windings. This spike is carried (at the speed of light) down the high voltage wire to the center of the distributor cap. It is instantly transferred (by the distributor rotor) to one of the spark plugs where it ignites the fuel mixture in that cylinder.

The process repeats and the other plugs fire (in firing order) and the engine starts. The ignition/start switch is returned to the "RUN" position. The starter solenoid relaxes and the engine is running.

SOME THINGS TO REMEMBER

One end of a wire (that is in good condition) is the same as the other, electrically. This seems very basic, but let's look at wire 84,

the yellow wire that supplies current from the ignition/start switch to the starter solenoid to engage the starter.

Suppose you turn the key to "START" and nothing happens. IF the battery is fully charged—and you must ALWAYS begin electrical trouble-shooting with a fully charged battery—you must check for 12 volts at the starter solenoid, as a helper turns the key to "START". Let's assume you read zip—no voltage. Test for 12 volts at terminal 15 on the ignition switch. AHA! You read 12 volts when the switch is turned to "START". Obviously, both ends of the wire are NOT the same electrically. You have a break in the wire or perhaps a crimp-on end terminal that is not making connection.

Let's say that all that happens when you turn the key to "START" is a "CLICK". The very first thing to check is battery CHARGE. The next is to remove, clean and re-connect the battery terminals. The very NEXT check the two grounding LUGS—the one on the battery box brace and the one on the cylinder head bolt.

Don't even THINK about the starter until you have checked these items.

Now, if it still just says "CLICK", check the positive (+) connection on the starter. Heavy current requires a solid, clean connection. A slightly loose nut, some oil (as from a leaky valve cover) or some corrosion means not enough current can pass to engage the starter and it just says, "CLICK".

If all is clean and tight at the starter and it still only says "CLICK", you in fact DO have a starter problem. For starter overhaul techniques, see NINES, numbers 249, 250 and 251.

Now lets say the engine starts just fine and the charge light glows dimly. It may go dimmer (or go out) when the engine is revved up. The problem may be as simple as a loose fan belt, the first thing to check.

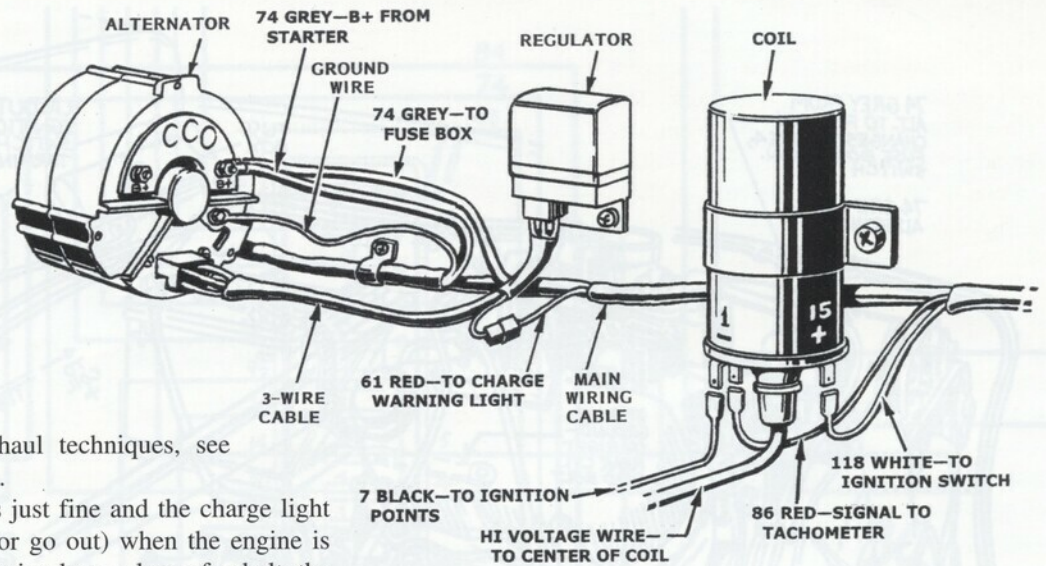
NOTE: The CORRECT fan belt tension is to be ONLY tight enough to run all the electrical stuff (headlights, radio, defroster fan, direction signals, etc.) WITHOUT slipping. This is LOOSER than the tension shown in the Saab service manual, but is MUCH kinder to the water pump, alternator, fanshaft and balance shaft BEARINGS.

If the belt tension is OK, chances are that the brushes in the alternator are worn and must be replaced. For Alternator overhaul techniques, see NINES, numbers 246, 247 & 248.

If the battery keeps running down, despite a new alternator and a new battery, make this test: Turn the ignition to "ON". A red "OIL" (for low oil pressure) warning light AND an amber "CHARGE" (for low or no alternator charging) warning lamp come on, on the instrument panel. If you do not get the amber light on, you also will never get the alternator to charge! The charge lamp is part of the charging circuit. Change the bulb and when you get the amber light "ON", you will find that the alternator charges when the engine is running. You can use an induction ammeter to check for alternator charging (or not). See drawing.

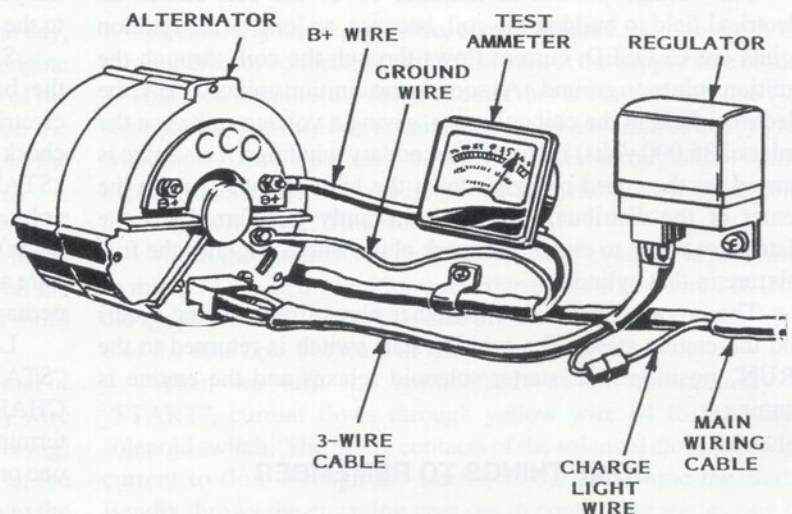
CRASH DAMAGE

Front end CRASH DAMAGE can cause crushing and/or shorting out of the wires inside the harness where it runs along the frame in front of the engine. If you have this problem, you have no choice but to open up the harness and make appropriate repair. If the big grey wire 74 is broken or burned/melted, replace the wire, don't attempt to splice into it. Replace it. Use the same (or larger) diameter replacement wire and solder on the end connectors (at starter and at alternator). Once repairs have been made, run the wires inside an appropriate plastic shielding sheath and secure the sheath to the frame/fender wall.



A FINAL NOTE

Some Saabs had grey wire 74 run different ways. Most common is the way shown in the drawings. However some cars used TWO grey 74 wires connected at the starter. BOTH ran inside the harness at the front of the engine. Only one was connected to the alternator. The second was routed past the alternator to the fuse box. Both work exactly the same. Remember—one end of a wire is electrically the same as the other.



Are you seated comfortably?

Until fairly recently, race car drivers were viewed as just that – drivers. The question of a comfortable environment was never addressed until someone concluded that a comfortable driver was going to be a more focused and a better, maybe faster driver. Real life has proven this to be true. After all, in your everyday life, a comfortable seat makes a difference in your ability to concentrate.

What has this to do with driving your car better and more safely? The answer is that if you are focused, you are going to be a better, safer driver. The seating position should be with the back of the seat slightly reclined, maybe one or two notches from the vertical. Your legs should have a 60–80 degree bend at the knee.

Your hand positioning is easy to set. When you get into your vehicle, put your wrists on top of the steering wheel. They should be at the top of the wheel at the 12 o'clock position, with the wheel 1/2–1 1/2" behind the wrist joint. Some drivers like the wrists to just "cut" the top of the steering wheel. Try to find your most comfortable position that gives you the required wheel authority.

If you are now leaning forward, move your seat up to achieve both the wrist and knee bent positioning. Together the position should be comfortable and relaxed. I really can't stress the importance of taking time to get this right. Your arms should have an 80–90 degree bend at the elbow once you have settled in. You will probably be somewhat nearer the wheel than customary for you, but try it both on short and longer journeys. Correct seat placement, along with steering wheel adjustment should ensure that you are in the correct position for a safe controlled drive. The benefit of this positioning is in the event of a crash, your arms and legs will act as shock absorbers – they can move up and back. Put another way, if your arms and legs are straight, any energy from a head-on crash is going to transfer directly to your hip joint, as well as to your shoulder socket. The additional benefit is that you have improved steering wheel authority, and therefore, increased car control.

Let's turn to your hand positioning on the wheel. This is one subject that just about everyone has a strong opinion on – and they

are all different! If your question is "What is the one hand position I should use?" I would reply "There is no one position!" I can hear the gasps now.

I have found the combined effect of the seat position, particularly as it relates to your arm angle, plus hand positioning on the wheel, become vital to effective steering control and authority and therefore to car control. The most universally accepted is 9 to 3, however one hears of police forces suggesting 7 to 5, 8 to 4 and more. My own opinion is that anything less than 9 to 3 and you probably have reduced your steering authority by 80%. Never ever "just" put one arm or both arms completely through the steering wheel. This is simply downright dangerous since it offers no steering authority in the event of avoiding a collision, and to have any effect, you would have to move your hands on to the actual wheel. It is also an easy way of breaking wrists and arms if a curb or pothole is hit.

In heavy town traffic, I use 9 to 3. The primary reason is that if I have to execute a major traffic avoidance procedure, I can get rapid and at least half a lock of turn on the wheel before moving my hands. It is highly effective when someone "suddenly" comes out of a driveway or a parking lot.

On the freeway I prefer the 10 to 2 or 9 to 3. The 10 to 2 gives good authority and is a natural and relaxed position. The determinate is the density of the traffic around me. On fast flowing open roads, I will even go to 11 to 1. The basis of this being that the car is going to go where your eyes are looking, and on an open flowing road you can look well ahead. With this you should be able to achieve a smooth drive with good car balance. If combined with throttle finesse and sensitivity, you will find your braking action is substantially reduced. You will know how you are doing, because if it is right, you will feel great – and so will your passengers!

Let's go back to town driving for a moment. Yes we are at 9 to 3, but we have to execute a turn in two blocks - what then? Again this depends on how you steer. If you use rotational steering or the pull/push method, consider this option. I always use pull and push since it gives greater wheel control, providing your hands do not drop below 9 to 3. We know that right hand turns are harder to make because of the reduced radius of the corner. Left-hand turns are

easier, but the downside is having to face and cross over oncoming traffic.

The objective of cornering is to achieve a smooth, continuous movement around the radius of the corner, and end in the correct position of the exit road. Starting with the right hand turn: Your hands are at 9 to 3. You approach the turn, signal, mirror check and move into position, brake to get your speed down to the appropriate level for the corner – feel those brakes biting. Make a conscious point of not going for secondary braking. Get the job done the first time. If you drive a manual car select the correct gear – probably either 2nd or even 1st. Move your right hand to the 12 o'clock position, your left hand to either 9 or maybe 8 depending on the severity of the corner. Approaching the corner, you are now indicating, doing another mirror check – inside mirror and right hand side mirror, and you are at the correct speed and gear. At the corner pull with your right hand, allowing your left hand to slide and stay at the 9 position. At the apex of the corner, your right hand has probably pulled as much as it can, and you need to start pushing with your left. Also consider moving your right back to the 1 or maybe 12 position. The key point is the ability to turn the corner as smoothly, with as little steering input as necessary, and to end up in the middle of your side of the road, with your hands back at the 9 to 3 or 10 to 2 position. I understand this may appear to be complex. With practice it is easy, and gives a well-planned and smoothly executed drive around the corner.

For left-hand turns, just reverse the process, and also use the driver's side window. This allows you to visually pick up the severity of the turn, and the lane markings. We will discuss the use of side windows in future articles.

I hope you were all seated comfortably when you read this, and incorporate some of the thoughts and comments from this article into your everyday driving. Safe controlled driving to you all. Talk yourself into talking; your own commentary can increase your safety.

This is the third in a series of articles that deal with defensive driving techniques.

Contributed by Gordon Booth, Chief Instructor of Drivetrain Inc. based in San Jose CA. Visit www.drivetrainusa.com. Gordon's series of articles on Car Control have previously been published by "Team Corvette" magazine.

Saab Swap

Saabs For Sale

2000 9-3 Blue -Auto - Mileage: 17K, \$20,900 or assume lease \$353.71/mo for 18. all maintenance leather heated front seats, seats, lumbar support, power locks/windows/sunroof/side mirrors, cruise control, CD/Cassette-Player, Fog lights, rear W/S defroster, central locking system, factory alarm, keyless entry, alloy wheels, trip computer, climate control. TSN Janos C., Burlington MA janos2769@yahoo.com, (781) 270-5437 (781) 258-0030 (Cell).

1996 9000 Turbo (CS) Citrin Beige - Auto - 81,500 - \$9,900 Excellent condition. 4-speed automatic trans.; Power everything, including front seats; light beige leather upholstery; ABS; Keyless entry; CD Changer; All service records; garaged from '97 to present. Philip Cardi, Littleton CO (303) 730-2725

1995 900 SE Turbo Eucalyptus Green: Manual - 32,K - \$11,500 cream leather interior Burl wood interior trim. 3 door coupe, One owner car. Saab dealer service with all records. Garaged. All power options, sunroof, extra set of wheels and snow tires included. Rudolph Feuerstein, Scotch Plains NJ (908) 754-6867

1995 900SE Convertible. V-6 - Auto - Ruby Red 64,200 -\$8,500 CD player, leather heated seats, new brakes, tires, all power. Black top and tan interior. Great car but company car forces sale. Can E-mail pics on request. Jim Nothnagel, New Ipswich NH edjimjr@aol.com (603) 878-9105

1993 * Aero loaded, 21K Miles, never winter driven, original owner, always garaged. Eucalyptus green, 5-spd, some custom work done. Mint. \$16,500. Lawrence W Pratt, Center Sandwich, NH 03227. (608) 284-7367.

1989 900S rose quartz - Auto - \$1500 very good burgundy cloth interior. Needs Headliner, clear coat peeling on roof and trunk. Engine and Trans good. Car runs well but needs tune up and brakes. Clicks when making right and left turns. No major oil leaks. Odometer not estimate the mileage to be about 130,000 miles. Sam Walker, Temple Hills MD Sam3walk@netscape.net (301) 423-6227

1987 Saab 900S White - Auto - 187,400 -\$1900 obo, very good dark cloth interior. No cracks in dash. Headliner replaced but beginning to sag in rear right corner. Rebuilt Trans and engine overhauled about 25,000 miles on it. Body sound paint very good. Car runs hot, heater core leaks, car runs sluggish. No major Oil leaks. Sam Walker, Temple Hills MD Sam3walk@netscape.net (301) 423-6227

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

1974 Sonett III Blue - Mileage: 130k - Price: \$2300 advertised last Sep. but was not able to answer inquiries. My apologies. Car is sound and runs well. 30k on eng. rebuilt by Mile-Hi, trans. solid according Old Town Motors in Ft.Collins. Owned since 1989, no accidents, no cracks or dings, paint is faded. Seats excellent, headliner and dash good condition, luggage area needs upholstery. sunroof does not leak, stereo, new tires on front. TSN Stephen Ellenburg, Fort Collins CO stupaworker@yahoo.com (303) 443-0907

1974 Sonett III True Blue, road worthy, very good condition. \$3500. Glenn Smith, Montana. Glenn@montana.com (406) 777-2160.

1971 Saab 99 sedan - complete car, needs work. 4 speed, 86k garaged, lots of extra parts. Moving-must sell. \$200 OBO Carolyn Davis (610) 760-1882

1971 96 tan, 156K miles, exterior completely restored. Recent valve job, Weber, electronic ignition, soccer balls, rally lights, etc. Includes extra parts and parts car. \$4500. Lawrence W Pratt, Center Sandwich, NH (603) 284-7367

1969 Sonett V4 Driveable. Rusty rockers & assorted small rust holes. Body good. Rear glass cracked. Orig. interior fair. Noisy trans & clutch. \$750 firm. E. M. Wade (301) 977-2186 Leave Message.

1968 96 V4 Deluxe Light blue. Has had valve job for unleaded gas and new bearings in trans. Good for project or parts. \$400. Rob Martin, Williamsport, MD. Pkmartin@intrepid.net (301) 582-4309

Various Saabs: Sonetts 1966 008 prototype, 1968 V4, 1974 III. 1967 96 V4, 1968 96 V4, 1972 wagons, 1973 96, 1978 99 turbos, 1978 99. Daniel Wing, Millbrae, CA. (209) 772-9276

Parts & Miscellaneous For Sale

NINES complete Jan 1990 through Dec 2001. Issues 188-254 plus some older ones. \$100. 9000 water pump, brake pads, fuel and oil filters, plus some small stuff. \$75. Saab 9000 factory service manuals - 2, 1989; 11 19900; 2 1991 and 2 1992 - 1 haynes 9000 4 cyl 1985 to 1995. \$100. John Barcus, Huron, OH. (419)433-0351

Books & Service Manuals 9000 service manual: \$35. 900 (79-98, specify year) service manuals: \$15-48 earlier models also available. See www.books4cars.com or call 206-721-3077, toll free 888-380-9277. Alex Voss, 4870 37th Ave S, Seattle, WA 98118.

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900 & 9000 Parts Parting out 1986 Saab 9000 turbo and 1981-1984 900's, turbo and non turbo. Brian Schaaaf, Regina SK CANADA brianschaaf@sk.sympatico.ca

900 & 900 Turbo Parts I have 3 saabs ready to sell, parts or whole '82 900 turbo '84 & '85 900's the two 900's have been wrecked turbo has not all 3 nearly fully intact. Brian, Roeland Pk KS culbyjanes@msn.com (913) 236-6247

Various 95, 96, 97, 99, 900 Parts: V4 to Turbo. Cal Sat/Sun afternoons with needs. John Ball, Detroit, MI. 313-882-0129

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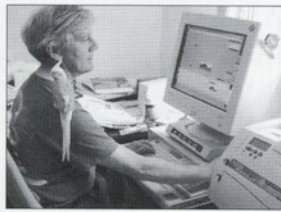
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Set of 16" 9000 Cross-spoke alloy rims. Was std. equipment on the Talladega Edition. Condition not important. TSN <http://www.saabnet.com/tsn/class/wanted.html#020321mwilson> Matt Wilson, Ft Worth TX matt@TheWilsons.com (817) 498-1482

Wanted: SAAB Technician Independant SAAB repair and sales facility Looking for qualified tech in the Syracuse NY area. Own tools are necessary. Excellent benefits and pay. Pay dependant on experience. Experience working with SAAB is necessary. Dominic Petrella, N Syracuse NY europagarage@hotmail.com (315) 455-8140 Fax: (315) 455-6005

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

One way Saab has reinvented its sales is through national television advertising. The "Parasail" print ad in this issue was taken from a TV ad, one which had an unanticipated effect in some markets.



Bill Jacobsen, of Hunt Valley Saab in the suburban Baltimore area, told us that in his region the ad prompted a surge in demand for manual shift 9⁵ Aeros, far more than could be accommodated. This was from a glimpse of the driver in the TV spot downshifting! I checked in both the Akron and Dayton markets, and they reported no such response among their customers.

Saab owners are an unconventional lot, and one of their characteristics seems to be to latch onto discontinued models with a vengeance, models which were scorned when current. Perhaps it's not that Saab buyers are fickle as much as the ones who seek to acquire and maintain the orphans are not the new car buyers. For them, it's the underlying strength in the car that is the attraction, versus the "flash" or whatever it is that appeals to many new car buyers. That process seems to be happening already with the 9³. Although its replacement is not due until the autumn, people are now snapping up the "last genuine Saab", just as they did with the models before. In researching the story I wrote on the NG900/9³, I was surprised at both how much work had been

done on the replacement model by 1990, and at the same time, how far the car was from production. Design and development was carried out in earnest for 4 years, with no end in sight. Once the

platform was defined as a consequence of the joint venture with GM, it was but a year before advanced prototypes were being test driven.

Dr. Nio has probably "stirred it up" again with his view on which coolant is the best to use in Saabs. We have solicited technical information from Saab about the Saab labeled coolant which has been used over the years, from the "green stuff" BASF "G-spec" to the "blue stuff" to the latest "red stuff" DexCool. We will eagerly share whatever they provide.

We published an in depth review of premium oil filters and have given our enthusiastic endorsement to the Delco Gold line of premium filter. Now we have been informed that Delco will discontinue their line of premium filters, so readers who prefer to use the Delco Gold premium filter should stock up. They can be purchased in bulk on-line at www.gmpartsdirect.com using the GM part number 25322830 for the larger UPF13 filter (which fits all V4, C900, 99 "with the Swedish Engine", and 9000 4 cylinder models) or 25322837 for

the smaller UPF53 that fits all 4 cylinder Saabs (except 99s with the 1.7 or 1.85 British made engines) and 9⁵ V6 LPT models. As always, 2-stroke owners are spared the indignity of purchasing and disposing of oil filters.

"Get those old magazines out of here," said the Managing Editor. We have good numbers of #250, 252 through 254, and a sprinkling of earlier issues back to #240. We're offering as a package the most recent four for just \$8.00, with additional earlier issues at \$1.00 each. Check the web site at www.saabclub.com for tables of contents, and then email me for inventory on the ones you want.

With regard to Gordon Booth's article on driving position, I tend to drive with my hands below the "9 o'clock and 3 o'clock" position. I do this to minimize the chance of shoulder injury, or worse, "smacking myself in the face" in the event that a crash that results in an "air bag" deployment.

For turning corners, Gordon describes what might be called a "shuffle" motion. We who learned to drive before power steering was universally installed in even the smallest cars were taught a "hand over hand" motion. It's clear to me that driving with your arms crossed, which happens during the "hand over hand", is really an awkward position. If you aren't already using it, try the "shuffle" motion until it feels natural.

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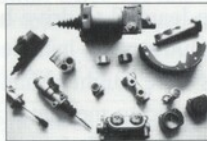
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