

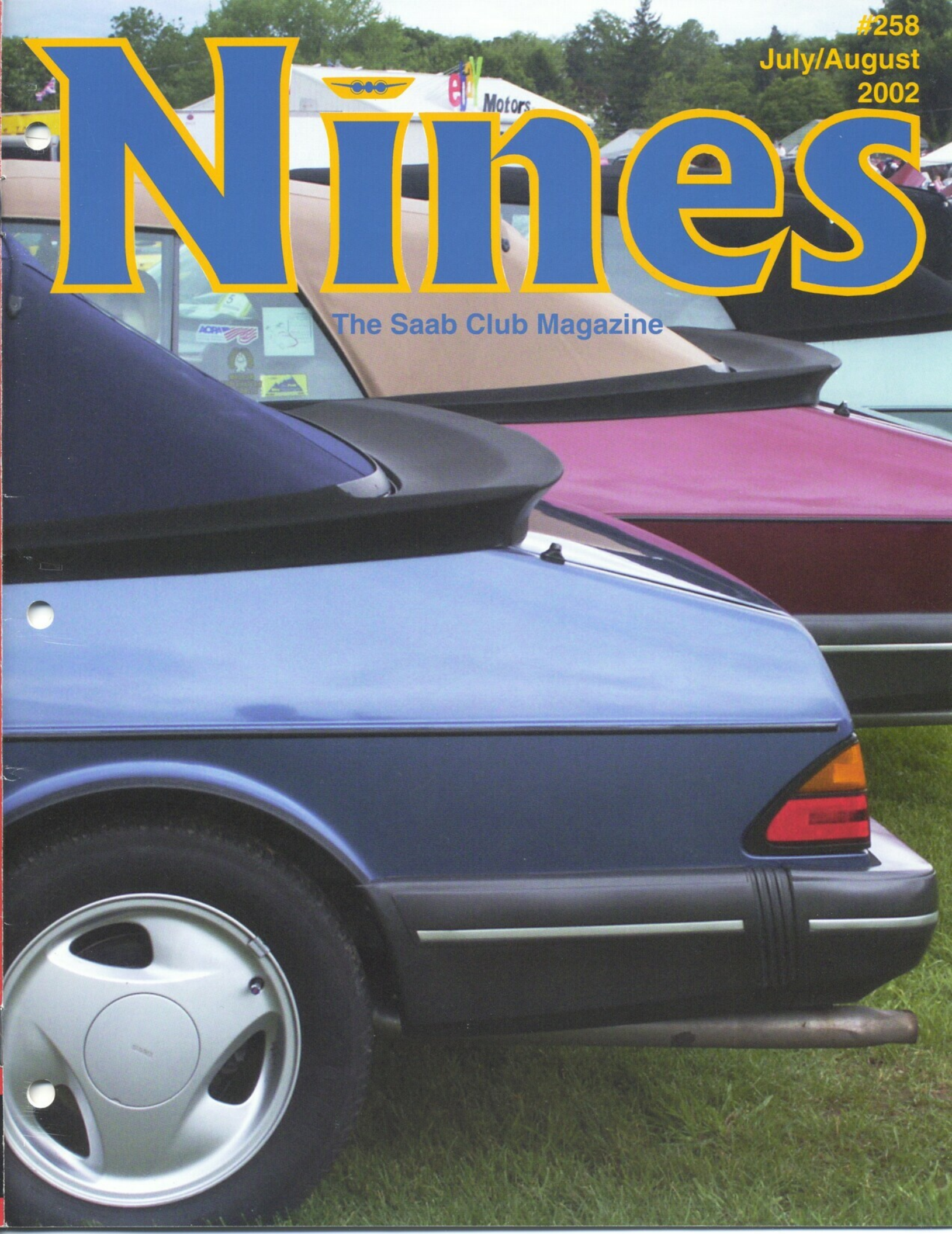
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July/August

2002

# Nines

The Saab Club Magazine



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## President's Corner

*The Saab Club of North America does not have a President yet to write for this column, so I asked Saab Cars USA if we could "borrow" theirs. Dan Chasins graciously agreed to fill the void. -Ed.*

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Dear Saab Friends,

NINES has been kind enough to offer me a guest appearance in the "President's Corner." And I think this provides a great opportunity to share some viewpoints on the evolution of the magazine and on Saab Clubs here in the U.S., as well as on the current "state of Saab."

Late last year, I met with Steve and Phil to talk about their plans to reinvigorate the Saab Club of North America (SCNA). Although their goals seem ambitious, we at Saab Cars USA are enthusiastic about the possibility of a true national Saab owners' organization. We have been longtime supporters of the Saab Owners Convention, and for good reason - it offers us a chance to keep in touch with our owners in a more personal way than focus groups or market research allow, particularly in the case of owners of older and vintage Saab models. Plus, many of us at SCUSA are fans as well as employees!

Even though at our headquarters we live and breathe Saab every day, it is always inspiring to meet all of you - the true enthusiasts - people who are as passionate about our cars as we are. You have a commitment to Saab that is truly impressive, and that passion is contagious. That is why, for example, we include information about the SCNA with every new Saab we sell. Our new customers need to know that they are buying more than a world-class automobile - they are entering the world of Saab. A growing, active SCNA membership can only help to enhance their experience.

The exciting part is that we will be growing with you. Our sales are up 23% through May this year... and early this fall we will further fuel our growth with the launch of the 2003 Saab 9-3 Sport Sedan - our first all-new model in over three years. With a totally new platform and architecture, as well as with the next generation of Saab turbo engines, this car will set a new standard for dynamic performance, not only for Saab but among our group of competitors as well. I am not exaggerating when I say that the new 9-3 Sport Sedan will offer world class ride, handling and performance. In addition, we will continue to launch at least one all-new product each year for the next four years - which is more new cars than we've introduced in nearly the last 20 years. And what is most exciting is that these new cars are truly unique, high-performance, versatile vehicles that will faithfully carry on the Saab tradition. Will they be evolutionary re-interpretations of our current models? In some cases yes, and in other cases we will move in new directions and new offer models in new segments: an important priority for the health and growth of Saab. Stay tuned for more information!

The timing is perfect. The new SCNA is helping unite Saab fans throughout North America, and we are about to launch the biggest product offensive in Saab's 50+ year history. We encourage you to join the new national club and enjoy the exciting ride that the next few years have to offer.

Thanks to Steve, and NINES, for the chance to present these thoughts, and I hope to see you in Cincinnati at this year's Saab Owners' Convention!

Best regards,

Dan Chasins  
President, Saab Cars USA

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**Front Cover:** Classic 900 Convertibles at the Carlisle Import/Kit Replicar show.

*Photograph by Stephen Goldberger*

**Cover Wrap:** Collage of the Carlisle Import/Kit Replicar Show

*Photographs by Thror Carlson and Stephen Goldberger*

## Saab Widow No More

It happened. I knew the day would get here eventually. I thought I could hold out just a little longer. I must give up my coveted 'Saab Widow' title because I not only fell in love with the Saab 9<sup>3</sup>, I now own one! I didn't mean for it to happen, but it did. I've wracked my brain thinking of all the reasons I had to not love Saabs before my husband came into my life and my life revolved around Saabs. Personally, I blame him for brainwashing me and constantly subjecting me to Saab paraphernalia, conventions, and clubs. His overall love for the car is just contagious! I knew I would crack eventually.

It all started last summer when I told my husband I wanted to get rid of the crappy mini-van we'd purchased and go back to my Saab 9000. Before I knew it I was saying yes to a screaming deal on a Silver Saab 9000 Aero, his dream car I'd heard about for years. It was within our price range and it was Chad's birthday, so I was vulnerable. It's not like I could buy him jewelry or clothes; a Saab for his birthday and I could get jewelry for my birthday!

He brought it to where I was working so I could check it out. I didn't show too much excitement at first but then I drove it home. I could see him eyeing me as I took the corners a little bit faster than usual and adjusted the Recaro seats to my height. (There is a name for them, total comfort is what I call them!) I felt like I was riding on a cloud and I knew it was over. I had been won over. But the story doesn't end there. After claiming the Aero as "my car" to the chagrin of my husband, we started talking about the newer Saabs and the subject of the 9<sup>3</sup> leases came up in conversation. He mentioned it could be my car and my ears perked up a little. "My car" I thought, "This could be good!" I tested him by suggesting we should go test-drive a 9<sup>3</sup>. All the while I was thinking it was all a sick joke. But he continued to tell me about it, and the low lease payment alone sparked my curiosity. The idea of having a brand new car with a tweeter (key FOB as they are known) all to myself, with NO repair costs or maintenance charges for 4 years, made me happy. I was tired of taking the car to the shop.

After test driving the 9<sup>3</sup> and talking about it, we decided to do it. He would do all the negotiating so I just gave my color choice, and off to the Day Spa I went for a

day of Mommy relaxing (my Christmas present). During my facial I kept thinking about it and I secretly wished he had just gone ahead and taken care of it and showed up with my new car to drive home. Of course I'd asked him to wait for me to finalize the deal, but when he picked me up he said it was all waiting for me.

We arrived at Morries Saab and there it was, on the showroom floor of all places, waiting for me. From the charcoal leather to the On-star system to the "Turbo" embossed on the seat backs - it was a sight! After a 45 minute explanation of all the features by the sales person (something else I'd never had happen), the dealer handed me the rather large key. I shrieked in the car at the tweeter on the key, and hubby took our son in my old 9000 so I was on my own!! I looked down and the car had 15 miles on it - WOW! Of course my first mission was a diet coke at a nearby Wendy's for the ride home. If this was my car, the cup holder (which pops out of the dash) needed to be broken in! Hubby wasn't too keen on that, but I just laughed and turboed my way through the drive-through.

On the highway this thing sings. I didn't even know I was doing 70 until I noticed my husband was several cars behind me. The sport suspension that came with the premium package threw me. I wasn't used to it, but I don't think I could go back now. The stereo is awesome and having the volume controls and seek controls at my fingertips is impressive. This car is the car for me - a classy Mom with the ultimate car. Co-workers were really impressed with the design and look of my 9<sup>3</sup> - especially the charcoal leather with black exterior. It's not the red I wanted, but black was a close second. They pointed at the rather odd looking half antenna on the roof and asked what it was - I smiled and said "That's my On-star antenna - GPS tracking system." A loud "ooh, aaaah" could be heard in the parking lot.

While I will miss the Saab Widow title, I am officially turning it over to my husband who has bestowed this incredible car to me. He will now be the widower as I'm out zipping around in the 9<sup>3</sup>! Maybe I'll go to the Saab convention in his place ...Wait! Did I just say that?

*The former Saab Widow  
Traci Payne  
Moundsview, MN*

## International SCNA Fan

Greetings from Down-under, Australia that is. We are pleased to be new members of the SAAB Club of North America. While we may not be able to benefit from all offers of the Club, the Web site and 'Nines' magazine are worth the subscription.

My family journey with SAAB only began recently following a period of years of longing. I worked for SAAB-Scania Australia, bus and engine division, in the early eighties and experienced the early 900's - always wanted one, just never had the opportunity. Some 12 months ago I was visiting friends and during conversation I was told that the father of one of the friends was selling a car. I enquired as to the type and was told, SAAB. I said that I had always wanted a SAAB and my friend jumped onto the telephone to find out the details. She came back and said that her mother did not know much about the car other than it was for sale at \$200. My vision of a \$200 SAAB was not very good but I made a commitment to at least go and look. My 2 sons and I reluctantly drove over to inspect this 'vision'. To my surprise we found a mint, 2 owner, 1977-99EMS with a blown head gasket and very corroded everything else inside the engine. The owner had noticed water in the oil and had parked it, some 7 years before. We exchanged \$200 and we owned a SAAB. Many hours of 'tinkering' and a complete rebuild, and the 99EMS is ready to roll again.

Chasing parts for the 99 earlier this year we ran across and bought, a 1981 900 Turbo, 'B' Engine, and a 1983 900i, 'H' engine. Both cars are 5 door, manuals, in excellent condition except for some mechanicals with the engines. So now I have the 99EMS, my 12 year old son has adopted the 900i and my 8 year old has adopted the Turbo. It may take some time to get the 900's on the road but the boys have some time yet before they can be on the road. Now I am looking for a 3 door 900 Turbo 16V

In closing, issue #256 of Nines detailed the 2001 international SAAB sales. Interested to note that sales in Australia exceeded USA based on number of sales per million of population.

*Bob Hockey  
Queensland Australia*

# Ramblings and Demands



by  
*Phil  
Lacefield  
Jr.*

## Is There a Doctor in the House?

**S**it up, and take notice: by the time you read this, I will be near death.

It's true: sometime in the middle of July, as you sit in air-conditioned comfort and peruse these hallowed pages in search of truth, justice, and a good used pair of rear lenses for your 96, I'll be hovering over the doorstep of the underworld, a few weak and rattling breaths from discovering just what happened to Jimmy Hoffa and why men have nipples.

Now, before you get all teary-eyed on me and start divvying up my tools and parts stash amongst yourselves (and don't try to deny you were thinking that very thing), know that I'm most not likely going to actually "die" in the Biblical sense - or the Buddhist sense, or the Hindu sense, or even the Einsteinian Theory of Relativity sense. I'm simply stricken with the terrible plague of having to be the host, go-to guy, number one cheerleader and Guy Who Makes It Happen at an annual Saab Owners Convention.

Don't let anyone convince you otherwise; it's hard work in the way that herding cats is hard work. It's exhausting in the way that a total blood drain by a pack of ravenous vampires is exhausting. And it's overpowering in the way that spontaneous human combustion is overwhelming. But I wouldn't trade this for any other experience known to humanity. Think about it: what feeling in the world could even compare to that of bringing together a few hundred of your closest friends to a party just down the road from your house (and to your actual house for the after-SOC bash on Sunday night) for three days of fun, frivolity and the occasional illegal high-velocity orbital legume? None else but one who has filled the shoes of SOC Chairman before me can truly appreciate the fantastic feeling you get when it all comes together smoothly, when your volunteers start reporting that they're ready to roll, when you

notice that there's money in the bank and, by George, it looks like all the last-minute registrants have decided to stop procrastinating and mail in their registrations after all. (Although registration will have been closed for a week or so by now, I'm sure I could be convinced to take your money even today, should you read this and begin smacking yourself in the head like the silly fool you are for forgetting to register.)

But it all comes at a price, mainly in a hefty charge on the Sanity MasterCard. SOC planning, phone calls, email answering, list-making, internet surfing and in-the-flesh campaigning take an enormous amount of time, energy and gallons of Strawberry Quik nightly to keep the gears of industry well lubricated. Thankfully, I work at home, and am able to devote more time to this than I thought I would at first, but it's still quite the challenge. Add the SOC02 tasks to those of getting the SCNA rolling once again (more on that in a bit) and raising a two-year-old to be a proper Saab gearhead and you'll soon come to appreciate the Herculean efforts of those who have come before you.

Is it all worth it in the end? Ask me in about two weeks, and I'm sure I'll be smiling so hard I'll be hard pressed to get a word in edgewise while I lay on my gurney and babble incoherently about concours pairing and missing dinner forks. I certainly hope this doesn't discourage anyone from tossing the idea of hosting their very own SOC around in their head, as it is an incredibly rewarding task and one that is much appreciated by all those in attendance. Just make sure your insurance is up to date before you begin.

Within these pages you will find the first draft of the SCNA Bylaws, which will be voted on and ratified on Sunday, 4 August at 7AM at the SOC02 in Cincinnati. These bylaws are based almost in whole on those of the BMW Car Club of America, an organization we would be well advised to emulate. Granted, they have over 20 times as many members as we do in the Saab Club, and they've been around for a whole lot longer as an entity, but these rules are time tested and member approved, and if you read them they are concise, complete and well worded.

To achieve said ratification, our first order of business at the early-morning meeting will be to elect an executive Board and regional Directors to guide us in these crucial first few years as a club. I know, the ungodly hour cuts into the drinking time on

Saturday night, but it's the only time available to us that makes sense. To this end, I am calling for members of the to "throw their hats into the ring" for one of the Board positions, national or regional, and help us start out on the right foot. Folks, we simply cannot do it without you and your support, so please step up and make a difference in the club that YOU are an active part of! This must be a club of the members and for the members, not something that I dreamed up one night and decided to put into reality. I have gotten the ball rolling this far; it's up to you and your fellow SCNA members to keep the momentum up and make good things happen. I cannot wait for the moment of the elections, when I get to hand a fledgling club off to its members and see it take flight of its own free will. Oh stop, now I'm getting all weepy.

Before you hit the road for Cincinnati, take a moment and send in your membership dues to upgrade yourself to a full member of the SCNA. We'll be on hand at the show to sign you up as well. Don't panic if you run out of time beforehand, but it's always a good idea to be prepared. Guess I'd best arrange that ambulance for my soon-to-be comatose self now, while there's still time.

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### SAAB Club Convention 101

One year ago next week (just a bit more from the time you read this!) a bunch of travel-weary Americans landed on Finnish soil for the 2001 International SAAB Convention held at a comfortable hotel in Ellivuori, near Tampere. They met up with fellow enthusiasts from as far away as Japan and Israel and a few who lived within a half hour's drive. For the next forty-eight hours, those of us present enjoyed the camaraderie which makes any SAAB meeting a fun and fantastic experience based solely on our common ground of interest.

Having missed the 1997 Jubilee in Sweden but nevertheless making it to the 1998 International in Gaydon, England, I was a staunch supporter of the Finnish club meeting. I knew my Finnish pals would work hard to equal or better the European meets up until that point which some of them had undoubtedly attended over the years. While it was clear that they would not try to equal the 1997 Jubilee, the expectation was that it would be well rounded and focused on entertainment value for the attendees whose interests lay in the cars and the camaraderie of owners who made such an event possible.

The focus on the vintage and newer cars was well rounded, though the Finns showed that their true favorites were the 96V4s, preferably those made in Uusikaupunki at the Valmet plant. Those 96 models first rolled off the line in 1969, and the last of them in 1980. There was no shortage however, of older 900s and even 9000s brought to the meet by their proud owners. A brand new yellow Viggen was campaigned not by SAAB corporate but by its proud owner, who drove up from Belgium (and who was inspired to take on the organization of the 2002 European meet, which coincides with ours this year). The circle was complete, from 92 to 9<sup>3</sup> and 9<sup>5</sup>, with everything in between; the commonalties were the mindset of the owners and the name of the car.

After a series of well-run conventions in the USA with substantial involvement from SAAB's own corporate communications department, we are making an important

departure for 2002. The SAAB Club of North America is no longer just a name on this fine magazine, but a real club, with real members (you) and conventions run by its members. A venue was selected, funds were raised, and events were planned by its members, with the corporate advertising and public relations department sitting back, quietly and graciously providing support where appropriate. Saab enthusiasts just don't have enough Saturn blood in them yet to attend corporately run events without taking a part in their organization.

The Internet has been a boon for car enthusiasts worldwide as a communications medium unparalleled in human history. It has also served as an exposé to old fashioned car clubs who were not interested in anything but cadres of old-timers who felt their interests jeopardized by the input and furtherance of communications within their membership. Those who benefit from truth, honesty and hard work will continue to succeed and advance; those who attempt to split communities through backhanded dealings, remarks and actions will not profit. Enough of the old needs to be incorporated within the new: the hard work and determination of an old time car club, the dedication of its membership to the cause of maintaining that organization, the input of those members who will make sure that their elected and appointed officials are not lining their own pockets at the members (and thus, the club's) expense.

Our new club has a membership base and determined individuals at the top making sure it begins on the right path. We have every advantage that others have not had - the ability to objectively analyze the failures of other marque communities in gathering and keeping their members. While NINES continues to grow as a fine publication, and while Turbo, TSN and VSAAB continue to contribute to the online enthusiasts as an outlet for member discussion, all of this must center around our national club organization. Every voice, every pair of hands, and every pair of feet represents the right to make a difference, to contribute material and physical assistance, and to vote with said feet to keep those in charge in line with the membership. No club is a perfect democracy; in fact, many are best run as benevolent oligarchies without the corruption which the privileges of such can logically entail. But if we follow the

lessons of the past and work to keep fair play part of the game, an enthusiast organization the likes of which is making its debut this August in Cincinnati, will be around so long as there exists enthusiasts to belong. That means you!

As such, I expect those of you reading this to immediately sign up - before the month of July is out - and hope you are planning to attend the first and what will be the beginning of what this publication and your enthusiasm represents and can make a difference in for the good of the entire membership. I urge you not to merely continue on as a subscriber to NINES without partaking in the membership of this organization; your voice will not be heard and your contributions to our organization will not have an impact. We need both.

Those of us who went to Finland last year represent a good portion of those advising and leading the new club. We had good teachers.

*NINES fully supports the SCNA and we encourage subscribers to join, but we respect those who choose to continue as subscribers without becoming SCNA members. - Ed.*

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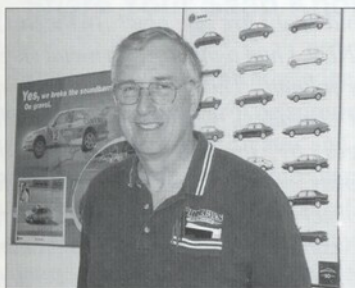
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**Is Training the Key?**

You may have read in NINES #257 about Saab Sales for this year. NINES reported a “blow-out March; sales finishing third in all-time Saab monthly history.” The first quarter sales were at a level of 17% above 2001. Fantastic! It’s great what can happen with a good product, good marketing and an improving dealer group. What does that say for future Saab owners? Let me re-introduce some statistics.

ASA’s AutoInc. Magazine published these numbers in the August 2001 issue. Lang Marketing Resources said that 58,000 service bays have been lost in the past ten years. By mid-2001 there were 166 cars and light trucks per bay in the U.S. compared to 134 ten years before. The number of light vehicles on the roads went up 31 million between 1990 and 2000. Lang predicts that by 2005 there will be more than 180 vehicles per bay. I know that the newer Saabs are more reliable and generally take less maintenance than did the classic 900’s. A smaller number of service bays may not be as big a problem as who is working in those bays.

The February 2002 Motor Magazine “Editor’s Report” put it this way. “The automobile-owning public demands snappy service and also quality workmanship and honest dealing.” This was a direct quote from their February 1927 edition. In this current column by John Lyppen, he quotes a report from J.D. Power & Associates. Joe Ivers, partner and executive Director of Quality and Customer Satisfaction Research said, “Customers approach the vehicle ownership experience with concrete expectations about service. Poor service treatment during the warranty period by the dealers tends to drive customers to after-market facilities.” The column pointed out that 80% of post-warranty work goes to independent shops. If you look over the

included chart you will see that Saab dealers are at the industry average for CSI-Service Retention. Independents were second only to Lexus.

To believe that the Saab Dealer Group is going to handle the new volumes of cars that will need service now plus those forecasted sales figures is foolish. Even after lots of improvement over the past several years, they are still only average. (K-Mart is even above them). I would have to conclude that there will be lots of Saabs repaired at independent shops. The volume of technicians will have to expand in relation to current and future sales!

What’s the problem? TRAINING! I’ve written in this publication and spoken at national conventions for nearly twenty years about this problem, yet it seems like we are as far away as ever from a solution. There are a few select dealers that share information with their independent service counter-parts, and for that we are grateful. Saab could solve the problem with a national training program.

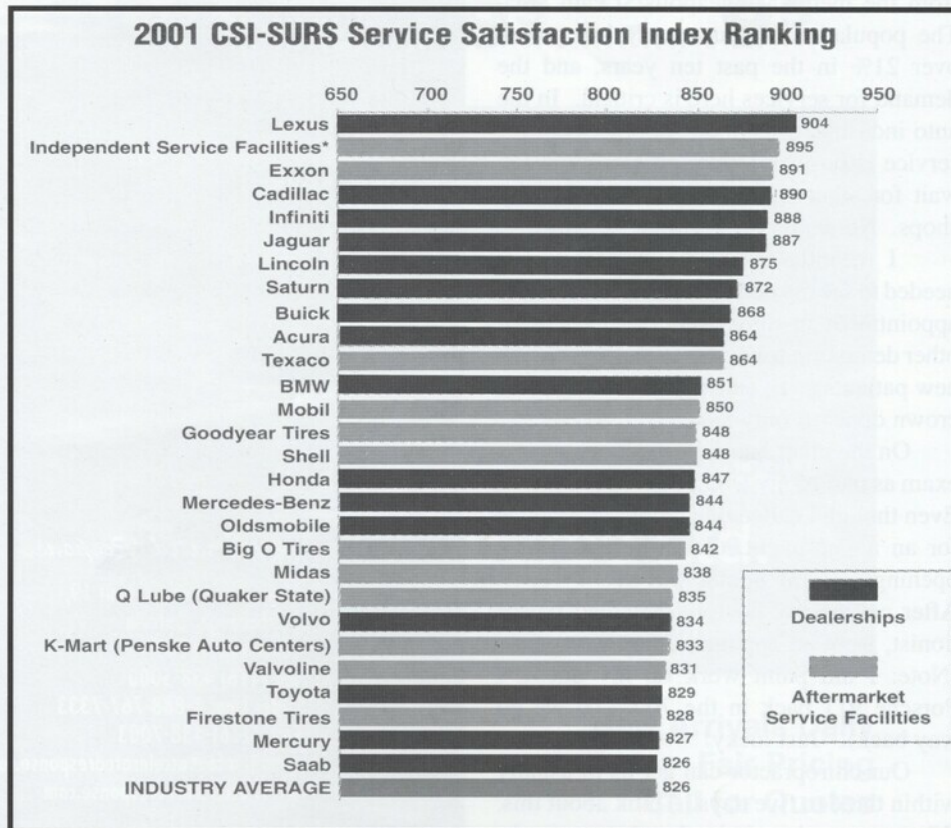
Isn’t the goal to have a happy Saab owner from the time his car is new until it is sold or junked? The “cradle to grave” concept is only viable if we have

competent, well-trained technicians working on all Saabs including the 80% that are out of warranty.

Did you ever notice that it’s not hard to find service on domestic and the more popular imports? Some of the manufacturers are quite liberal in their training for dealer and after-market technicians. The following is from Motor Service (Jan. 2002 issue) article by Jocelyn Park-Sims called “Training: What After-Market Manufacturers Offer.” Her article lists training from a number of national companies but the one of interest is AC Delco.

AC Delco offers training in several different areas, including fuel system and engine management, brakes and ABS, and OBD II. Although largely focused on GM, the company wants to expand training in 2002 to all makes, especially in regards to OBD II. “Our goal is to have all our course areas include all makes,” says Susan Christophersen, Manager of Service Training. Currently, OBD II is available on other makes, including Ford, Chrysler and Honda.

AC Delco has 29 full-time instructors and 150 locations nationwide. Classes are ongoing and usually take place over the



2001 JD Power Survey results published in Feb., 2002, Motor Magazine

## Professional Perspective

course of three eight-hour days. All are instructor-led and oftentimes hands-on, incorporating actual tools and vehicles. Most classes have about 10-12 students. Classes are free for members of AC Delco's Total Service Support (TSS) Program, and run approximately \$150 a day for non-members. A schedule of classes, their descriptions and locations can be found at [www.acdelcotds.com](http://www.acdelcotds.com). Technicians can enroll for classes online and through an 800-number. In addition, AC Delco recently began the Technical Service Educational Program (TSEP). Currently 13 community colleges are involved with the two-year program that trains future technicians and employs TSS member shops to act as mentors, giving the students real hands-on training."

Why doesn't Saab join in? Wouldn't you think that Saab would get the message when each time John Moss, Saab Technical Trainer, teaches a class "open to the public?" Whether at a club meeting or convention, he packs out the place! Owners and technicians want to know how to do the job right! I realize it helps that John is just one super guy as well!

Our shop is located about one hour from the metro Minneapolis/St. Paul area. The population in our county has grown over 21% in the past ten years, and the demand for services here is critical. In the auto industry, a same-day appointment for service is possible, with up to a one-week wait for some of the dealers or specialty shops. Not bad.

I recently had a broken tooth and needed to see my dentist. With pain, I got an appointment in three weeks (I even tried other dentists in town but no one was taking new patients). Eventually, I actually got a crown done. It only took seven weeks.

On the other hand, I needed a physical exam as part of my D.O.T. license renewal. Even though I called one month in advance for an appointment, the earliest available opening with my doctor was in six weeks. After calling my doctor's personal receptionist, I got an appointment in one week. (Note: I did paint work on my doctor's Porsche 911 back in the 70's—so we go way back). Just lucky!

Our chiropractor can get us in usually within three to five days. Think about this. When you are in pain it takes days to weeks

to get professional help. Our auto industry is doing well by those standards. But what will the future bring? How about using the strength of our new National Owners Club to lobby Saab. There must be power in the numbers we represent. After all, we just want to provide snappy service, quality workmanship, and honest dealing for Saab owners.

*NOTE: Thanks to all of you! The scrappage bill was defeated in the Senate.*

*Our old Saabs are safe now! In the last issue of NINES, I had a picture of a metal shredder in my column. That company, (owner of the metal shredder), was indicted on criminal charges by the MN Pollution Control Authority. It seems like the "fluff", (upholstery and other non-metallic parts) that were visible in the picture were contaminated with lead, mercury etc. and is actually hazardous waste. The fluff was allegedly hauled (illegally) to a landfill. I'm sure this will be a long drawn-out legal battle. -Chuck*



**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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Share Your Saab Knowledge Contest

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Sales

April and May sales continued the strong trend of the first quarter. With 9<sup>3</sup> sales responding to incentives and 9<sup>5</sup> sales responding to the model's enhanced engineering and styling, sales through the first 5 months of the year are up 23% over 2001. May's 4002 cars were the second best May for Saab Cars USA. Saab is forecasting strong sales of the 9<sup>5</sup> over the summer and early fall, as the current 9<sup>3</sup> inventory dwindles, and is predicting the halo of a completely new model will boost sales through the traditionally weak year end. The predictions call for a modest boost over the past three years' sales volume of just under 40,000 cars, with volume increasing further over the decade as variants of the 9<sup>3</sup> are introduced and the 9<sup>5</sup> is redesigned.

	APR '02	MAY '02	period
coupe 93	2	6	8
viggen coupe	6	12	18
sedan 93	33	25	58
sedan 93 se	951	1089	201410
viggen sedan	17	13	30
convertible 93	0	0	0
convertible 93 se	903	1097	2000
viggen convertible	21	27	48
total 93	1933	2269	4202
sedan 95	593	717	1310
sedan 95se	181	162	343
Aero 95	284	323	607
wagon 95	269	351	620
wagon 95se	89	86	175
Aero Wagon	88	94	182
total 95	1504	1733	3237
IDS	4	9	13
total (2001)	3437	4202	7439
last year (2000)	2612	3014	5626
percent increase	31.58	32.78	32.23
total year to date	16577		
previous year	13465		

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



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## New 9<sup>3</sup> Sport Sedan Revealed

On May 13, Saab publicly revealed the all-new Saab 9<sup>3</sup> Sport Sedan, described as the first step in the biggest product development program in Saab's history. It is the first of new family of cars, each focused on meeting the particular requirements of a different niche in the market. The sedan is Saab's first contender in the premium, compact sport sedan segment, focused on delivering a unique, "fun to drive" experience that promises to set new standards for the class. The coupe-like silhouette communicates a strong, sporty stance, which is reinforced by negative wheel cambers (*canted inward at the top of the wheel*). The shape of the windows and the wedge-like profile also combine with the integrated headlights and grille to give the car its distinctive Saab identity. Excellent aerodynamics including a highly competitive 0.28 drag coefficient, result in low lift forces at the rear axle, improving high speed stability and braking. Careful airflow management also benefits the driver by helping to prevent road grime building up on the rear windows and lights.

As with the 2002 9<sup>5</sup>, the New 9<sup>3</sup> will be made in three trim levels: Linear, Arc, and Vector. In Europe, a special Aero model will consist of the Vector trim package combined with the highest output engine and most sporting chassis specification available. Also like the 2002 9<sup>5</sup>, the versions available in North America will be somewhat more specific and more limited. Where the North American "Vector" trim 9<sup>5</sup> is not sold as a distinct trim package, but contained within the Aero, the New 9<sup>3</sup> Aero will not be available as a separate model, but the sport chassis and exterior trim from the European Aero will be standard equipment on all North American "Vector" trim models.

In North America, two versions of the new, 2.0-liter, all-aluminum turbocharged engine will be available. Labeled the 2.0t, the "low pressure" turbo has power ratings of 175 hp at 5500 rpm with 195 ft. lb. of torque at 2500 rpm. The "high pressure" turbo, labeled 2.0T, is rated at 210 hp at 5500 rpm with 221 ft. lb. of torque at 2500 rpm. A 150 hp version of the new engine (labeled the 1.8t although it displaces 2.0 liters), and the 125 hp, 2.2 liter diesel will not be available in North America.

By comparison, the Classic 900 Turbo 16 valve engine's output of 160 hp and 188 ft. lb. of torque are well below the 2.0t. The 2002 9<sup>3</sup> High Output Turbo's 205 hp and 209 ft. lb. of torque, achieved with 1.0 bar (14.7 psi) maximum boost, are exceeded by the 2.0T



using just .85 bar (12.5 psi) maximum. The front-wheel-drive transmissions include five and six-speed manual gearboxes and a five-speed automatic transmission with Saab "Sentronic" manual selection and the option of steering wheel controls.

New 9<sup>3</sup> models are expected to begin arriving at dealerships in North America around the beginning of September. Only "Linear" specification cars will be available for the first several months, but a "Launch Package" enhancement will be available until the Arc and Vector models begin to arrive in early 2003. The Launch Package will include 16 inch wheels, power driver's seat, enhanced audio system (with 300 watts of power driving 13 speakers - where do they put them all?), a dash mounted CD changer, sunroof, Automatic Climate Control (ACC), and body colored rocker panel trim. The launch package will be discontinued once Arc and Vector models become available, being replaced in the Linear by an available "Driver's Package".

Electronic chassis stability systems have been implemented with a vengeance on the new car. Saab-tuned 'user friendly' Electronic Stability Program (ESP), similar to the system on the 2002 9<sup>5</sup>, will be standard across the board, along with Anti-lock Braking (ABS), Electronic Brake force Distribution (EBD) and Cornering Brake Control (CBC). These features are all implemented through the Bosch ABS system. EBD evaluates the front/rear wheel speed differential during braking to modulate braking pressure to the rear axle. CBC evaluates the left/right wheel speed differential to determine how much the car is turning. CBC then modulates the braking pressures to apply stronger braking to the more heavily loaded outside wheels. Both EBD and CBC are pro-active, adjusting brake pressures to enable as high a level of braking as possible without engaging the ABS response to a sliding wheel.

Mechanical brake assist is a design detail built into the tandem vacuum brake booster which increases the pedal response during rapid strong pedal applications, while limiting the sensitivity during more deliberate brake applications. The result is a greater likelihood of full brake potential being used during emergencies while avoiding an overly sensitive brake feel during normal driving situations. Traction Control System (TCS) rounds out the alphabet soup of electronic driving aids, using both brake application and throttle retardation through Saab's "drive by wire" electronic throttle system to prevent wheel spinning under acceleration.



The cockpit layout and design clearly descend from the Classic 900. The block of buttons to the left of the navigation screen operates the integrated phone.

Braking power is fine tuned to individual models, with three different front disc diameters and two different rear disc diameters available, the front rotors being ventilated and the rears, solid. The brake calipers are made from aluminum, to reduce unsprung weight, as are the wheel hubs and some of the suspension arms.

Compared to its predecessor, the new 9<sup>3</sup> offers more spacious accommodation, particularly for rear passengers, within the same overall length. Interior width, front and rear, is increased by 55 mm and the wheelbase is 71 mm longer. It is price-positioned to compete with the BMW 3-series, Audi A4 and Volvo S60.

### Chassis Development

The new 9<sup>3</sup> is built using the brand new GM "Epsilon" architecture, or platform. Saab engineers have been able to work with Epsilon since it's conception. Therefore, Saab's requirements were factored into the design and the engineers had early access to the design to maximize its potential. The result is the most exhaustive development program in chassis dynamics undertaken by Saab. The handling of the car, its sensitivity to driver inputs and a high degree of feedback all combine to deliver a level of driving involvement and pleasure that challenges the class benchmark. The main highlights include:

**'ReAxx'** passive rear wheel steer characteristic. The kinetics of the rear suspension are tuned for a unique rear wheel steer response for optimum handling and stability.

**Four-link** independent rear suspension. High lateral stiffness for stability and grip and longitudinal compliance for ride comfort are designed into the suspension.

**Low mounted** steering rack gives excellent feel and precision with progressive power assistance and fast responses.

**Front suspension** is by McPherson struts with lower A-arms mounted on a hydroformed (hollow), rubber-isolated sub-frame. High lateral bushing stiffness give good steering response and precision, while high longitudinal compliance maintains ride comfort.

**Optimized braking** power. Front and rear brake discs in three and two sizes respectively, depending on specification, optimize the brakes.

**Minimized unsprung** weight for better ride quality. Hub carriers, lower front control arms, and toe and suspension links in the rear suspension are all aluminum. Anti-roll bars in hollow section steel. Brake calipers are also aluminum.

**'Shear' bushing** at top of rear shock absorber mountings for compliant ride quality and effective vibration suppression.

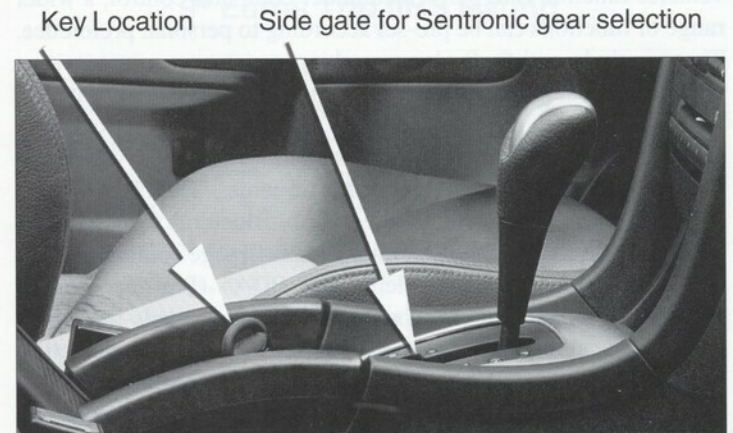


Steering wheel mounted shift paddle, along with (on the right) audio volume and source, and cell phone microphone controls.

### Responsive Performance

Saab's new all-aluminum 2.0-liter turbo engine is a development of the GM Global 4 engine. All internal components are unique to Saab, and it is the only turbocharged version and the only 2 liter version of the engine at this time. The Global 4 engine was featured in NINES issue #252, with the conclusion that Saab engineers had a strong influence in what appears to be an excellent design.

Highly sensitive and precise throttle control, adaptive torque delivery and smooth power on/power off characteristics were the design goals for Trionic 8 engine management, latest upgrade to Saab's own 32-bit in-house system. A Saab representative stated that a more natural throttle response was a major objective for Trionic 8, such as quicker response to "throttle blipping" which is done during "heel-and-toe" maneuvers with manual gearboxes.



A revised version of Saab's transverse five-speed manual transmission is standard on 175 hp 2.0t models. It is joined by an all-new six-speed Saab designed and manufactured manual gearbox, standard on 210 hp 2.0T models. The five-speed, adaptive automatic transmission, the same Aisin Warner unit used in the 9<sup>5</sup>, now features manual gear selection capability. Moving the shift lever into the side gate from the "Drive" position results in the transmission remaining in its current gear ratio unless the lever is pushed forward (to shift up) or rearward (to shift down). The system does override the manual selection to provide an upshift at the engine's "redline", or maximum rotational speed, or to downshift to prevent engine stalling at low speeds. The steering wheel mounted shift controls shown in the dash photo allow the ratios to be switched from the wheel. They will be standard on Vector models with automatic transmissions, and at this time are not available on Arc and Linear models.

Engine noise and vibration is reduced by installation of rods at the base of the engine for optimal torque control. This method has



Window switch panel is now on the door pull.



Satellite navigation display, telephone keypad, and audio controls on the dashboard.

been used on the 9<sup>5</sup>, as shown in NINES #238, and is further refined in the new chassis.

### Driver Adaptability

The new 9<sup>3</sup> is designed to adapt to a wide range of driver needs, establishing a close interaction with its owner. As more of the vehicles functions are performed under computer control, a wider range of functions can be pre-set according to personal preference. These include anti-theft alarm, parking assistance, rain sensitive wipers and automatic climate control settings. A satellite navigation system has been designed, including voice instruction, location and route storage and dynamic route guidance, which, for example, could be used to avoid traffic jams. The New 9<sup>3</sup> also contains the first vehicle-integrated Bluetooth application. Bluetooth wireless technology enables short-range communication between devices such as telephones, PDAs (Personal Digital Assistants) and computers. The new 9<sup>3</sup> supports hands-free voice control and calling via a Bluetooth headset, as well as wireless dial-up networking functionality using a Bluetooth PDA or laptop.

Following the trend for both the automotive industry and Saab's own history, service intervals have again been lengthened. Much of this lengthening can be attributed to improvements in materials and fluids. For example, the long life "Dexcool" coolant formulations in conjunction with virtually every wet part being either aluminum or plastic means extended coolant service intervals can be used. The only steel parts I know that contact the coolant are the water pump rotor and the thermostat, and the latter is stainless steel. The result is a minimal potential for electrolytic damage to engine components.

The car computer calculates oil life based on the engine's operating history. Hopefully this will motivate users to change oil sooner, rather than later. Engine damage due to neglected maintenance is not uncommon in used cars, including Saabs. The change signal being based on the use history, not on a sampling oil condition, provides a rationale for using the highest quality

synthetic engine oil and then changing it when the signal is given. Features designed to make living with the new 9<sup>3</sup> as convenient as possible include: door mirrors that automatically reposition after being folded; a remote window and sunroof operation and "halo" perimeter lighting at night.

### Built Around the Driver

In common with all Saab cars, the new 9<sup>3</sup> is built from "the driver outwards". That means the cabin ergonomics, the instrumentation, the controls and the seating position are all developed from the driver's perspective. Its safety functions are, of course, shared by all who use the car. Main highlights include:

**Cockpit feel:** The main instrument panel arcs around the driver, continuing a design tradition from the first Saab 900. As in the 9<sup>5</sup>, the steering wheel adjusts for both rake (tilt) and reach. Green instrument illumination, long preferred by Saab, and Night Panel function are used for less fatigue during night driving. The Saab Information Display (SID) has been relocated to the dash top near the base of the windscreen, closer to the driver's natural field of vision. The screen shows satellite navigation directions, as well as radio settings and warnings.

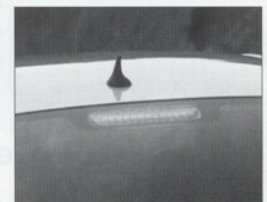
**Structural strength:** With a torsional rigidity of 22,000 Nm/degree of deflection, the bodyshell is more than twice as stiff as its predecessor's. (Note that the Opel claims 18,000 Nm/degree for the Vectra, using the same Epsilon architecture.) This contributes to outstanding ride and refinement, handling and safety properties.

**Designed for Real-life Safety:** 75 crash configurations were carried out during development, based on Saab's 6,000-strong database of real-life road accidents. Tests include truck-to-car side impacts, car-to-car frontal impacts with a closing speed of 120 kph and replica moose impacts.

**Safety features:** Second generation Saab Active Head Restraints (SAHR) provide even quicker action than the original. Pioneered by Saab, SAHR prevent neck injury for front seat occupants in rear-end impacts. Seat belt pre-tensioning and load limiting for all outer seating positions, combined with dual-stage front airbags, seat-mounted side airbags and side roof rail airbags represent the state of the art in occupant restraint systems.

Announcing the arrival of the new model, Peter Augustsson, Saab Automobile's President and CEO, said:

"This car offers a level of driver involvement and responsive performance never seen before from Saab. The integration of a fine-handling chassis with the new, refined powertrain delivers a true 'fun-to-drive' package. It is a formula designed to appeal to young, premium car buyers who place a priority on a rewarding driving experience but who also want to express their individuality through choosing a distinctive, less commonplace brand."



LED stoplight for quicker response.



Saab Information Display (SID) is relocated to the top center of the dash top for easier viewing while driving.

## Launch Schedule for New 9<sup>3</sup> derivatives.

The 9<sup>3</sup> Sport Sedan introduction coincides with the completion of a SEK 4.5 billion (around \$450 million) plus investment in new facilities and machinery at its Trollhattan plant. Production of the new 9<sup>3</sup> in July will use a 21,000 square meter extension to the Assembly Shop along with a 12,500 square meter extension to the body shop which was completed last year. The latter allows different body parts for different models to be produced simultaneously. A new, fifth press line has also been added to the Press Shop, as well as more efficient procedures giving a 30 per cent increase in productivity. With a recently overhauled Paint Shop, now among the most modern and cleanest in the world, all the main production processes at Trollhattan have been enlarged and modernized.

The extent to which the facilities have been modernized gives hint to the range of variety that could be developed from the new platform. A new assembly line could be a strategic decision, to allow a relatively quick change to the completely new model. The new press line, however, points to more variation between models than just a wagon back grafted onto a sedan. Suggestions from various Saab officials indicate that each succeeding 9<sup>3</sup> variant is to be distinctive and unique. Other press reports have given model specification and introduction dates which include speculation and misunderstanding. According to Saab spokespersons, the following accurately reflects the current, and subject to change, plans:

- Autumn, 2002: 9<sup>3</sup> Sports Sedan
- Within one year (but probably not until Summer, 2003): 9<sup>3</sup> Convertible.
- Between 2 and 3 years: All wheel drive "cross over" vehicle. The 9<sup>3</sup>X is a strong indication of the styling and layout of the crossover vehicle.
- An additional variant, possibly earlier than the crossover, possibly later, likely to be a station wagon but subject to change.

Throughout this period, work on a successor to the current 9<sup>5</sup> will be taking place. A Saab spokesperson said it was "too soon to tell" whether the next 9<sup>5</sup> introduction will overlap or follow the final 9<sup>3</sup> variant release. We inferred from the conversation that he meant "too soon to release the information."

## Model Specifications

**Linear:** Seats will feature leather seating areas. The door and console trim will be black, the door inserts will be cloth, and the rocker panel trim will be black. Optional will be a Touring Package, consisting of Xenon Electric Arc headlights, an ultrasonic parking alarm, self dimming interior rear view mirror, and "Home Link" style built in garage door opening transmitter. A Driver's Package, including a power driver's seat, upgraded audio system, and 6 disk in-dash CD changer, will also be available. Sunroof is a free standing option.

**Arc:** 16 inch wheels and low profile tires, power front seats with leather seating surfaces, leather door inserts, wood door accent strips and center console trim, express 4 window raising and lowering via remote control and with "pinchguard", sunroof, bright trim accents on the instrument bezels, body colored rocker panel

trim, and the high output 2.0T engine are the main standard features of Arc. The Touring Package and a sports suspension package with 17 inch wheels and performance tires are optional on Arc.

**Vector:** 17 inch "Vector" wheels with performance tires, electronic tire pressure monitoring, full leather power adjusted sports seats, sports suspension, brushed metallic door accent strips and center console trim, front bumper "chin spoiler", body colored ground effect style rocker panel trim, rear trunk lid lip spoiler, sports steering wheel, express 4 window raising and lowering via remote control and with "pinchguard," sunroof, bright trim accents on the instrument bezels, and the high output 2.0T engine are the main standard features of Vector. The Touring Package is optional on Vector.

The photographs in this article all depict European Aero spec vehicles in "Vector" trim. North American Vector models will not include the seating shown which features a cloth insert in the leather sports seat, but instead will be leather. Otherwise, the North American 9<sup>3</sup> Vector and the European 9<sup>3</sup> Aero are very similar in equipment and styling.

All 2003 9<sup>3</sup> sports sedans will feature "OnStar". The GPS Navigation and "Bluetooth" compliant electronics will not be available in North America until the 2004 model year.

## 9<sup>5</sup> Earns Top IIHS Rating

The 2002 Saab 9<sup>5</sup> has earned a "Best Pick" honor from the Insurance Institute for Highway Safety. The IIHS crashworthiness test evaluates vehicles on three primary elements:

- The ability of the structural cage to protect the occupant compartment,
- The risk of occupant injury, based on instrumented "crash dummy" readings, and
- How well occupant movement is controlled by the vehicle's restraint system.

The IIHS also called out several safety features of the Saab 9<sup>5</sup> that contributed to its exemplary performance in the recent testing. These include: Adaptive side and dual-stage deployment front airbags, which can provide occupant protection while reducing injuries from the restraints in less severe crashes; Seat belts featuring crash tensioners, which limit forward passenger movement; Saab Active Head Restraint system, found to decrease the risk of whiplash-related injuries by up to 75 percent; Break-away brake pedal, which can reduce leg and foot injuries in a crash, and Electronic Stability Program, which can help prevent a crash. An illustrated summary of the crash test is available at [www.hwysafety.org](http://www.hwysafety.org).



2002 9<sup>5</sup> SE being tested by the IIHS.

*Photograph from the IIHS web site.*

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community/groups/saabclub/  
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412-366-6165  
www.westernpasaab.com

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The Saab Club of North America,  
Inc.  
http://www.saabclub.com

The Saab Owners' Convention  
Permanent Web Site  
http://www.saabconvention.org



# SCNA Club Talk

*Shown below are the proposed bylaws for the Saab Club of North America (SCNA). Bylaws and officers are to be voted upon on Sunday, August 4, 2002 at the Saab Owners' Convention, Kings Island, Ohio. Also to be elected are the officers and trustees of the SCNA, who will bear the responsibility of adopting a handbook of procedures for the Club's day to day operation. Those eligible to vote will be those who have explicitly paid SCNA dues. Check your address label; if "SCNA" is buried in the line above your name, (or if you have paid SCNA dues after the mailing list was sent to the printers) you are a voting member. If not, either send in a renewal with SCNA dues included right away, or obtain your membership at the SOC. You need not be a registered attendee at the SOC, but you must be present to vote. -Ed.*

## SAAB CLUB OF NORTH AMERICA, INCORPORATED BYLAWS

### Article 1. Name

Saab Club of North America, Inc. (hereafter referred to as "the Club.")

### Article 2. Purpose

Insofar as permitted under Chapter XXX of the General Laws (of Ohio), without profit, to promote interest in motoring, touring activities, and to encourage safe and skillful driving classes, publications, and activities related to motor sport touring, including the purchase, rental, and leasing of all kinds of property, real and mixed for carrying out such activities

### Article 3. Location

Meeting will be held at a location chosen by the President of the Board of Directors. For Corporate matters, the address of the Club shall be that of the National Office.

### Article 4. Publication

The Board of Directors shall prepare, print and mail, or contract for the preparation, printing, and mailing of a regularly scheduled publication to every member bearing the term "The Saab Club Magazine" within its title.

### Article 5. Membership

Section 1. Active member, limited to anyone interested in Saab automobiles.

Section 2. An applicant may be granted active membership by the Executive Director or by any officer who examines and approves the member's application.

Section 3. An active member may request that a member of his or her immediate family, for a yearly charge designated by the Board of Directors, be granted associate membership. An associate member will not

receive Club publications, but shall be a voting member of the Club eligible for all other club benefits.

Section 4. The above provision notwithstanding, the Board of Directors may provide for special types of membership, such as honorary, life, or charter, but not restricted thereto.

Section 5. Any active member or associate member may have his or her membership revoked by a 2/3 vote of the Board of Directors for actions determined not to be in the best interests of the Club. Any revoked member shall receive a prorated refund of national dues.

### Article 6. Elections

Section 1. Any member may nominate a member in good standing by submitting a written nomination with both membership numbers, countersigned by the nominee. Nominees for Regional Offices and those nominating them must reside and be a chapter member of that region.

Section 2. The Board of Directors may appoint a nominating committee (consisting of voting members) that may nominate any candidates for office. The report of the nominating committee will be made to the membership at least thirty (30) days before the annual meeting. All nominees for office must have been members in good standing for at least six months prior to the annual meeting. Candidates for President must have prior service as a member of the Board of Directors in order to be eligible to serve as President (except in the case of the initial election of officers during the 2002 annual meeting.)

Section 3. No director or candidate for the board of directors may hold a concurrent position with the Club national office or as The Saab Club Magazine publisher, editor, editor-in-chief, advertising manager, or be an employee of Saab Cars USA, Inc., or Saab Automobile AB or their subsidiaries.

Section 4. Election of officers will be held by secret ballot at the annual membership meeting. Ballots must be mailed to the membership or published in The Saab Club Magazine at least 21 days prior to date of the annual meeting. Ballots returned by mail or by electronic means, as specified on the ballot, must be received at the designated location no later than the date specified. In order to be counted, ballots must be received at the designated location no later than the date specified. If, when the final election tabulations are made, there exists a tie, ballots for any tied elections will be counted daily until the tie is broken

for up to an additional four business days. If a tie still exists, all candidates tied for the lead will be invited to attend the Annual Meeting to witness a coin toss to determine the winner.

Section 5. If a vacancy occurs between elections, a voting member appointed by the Board of Directors shall fill the vacancy. The Board of Directors may, at its discretion, appoint a voting member to assume the duties of any officer who is absent or incapacitated, or otherwise unable to perform the duties of office.

**Article 7 Officers**

Section 1. The Corporation shall have a President, Executive Vice President, Secretary, Treasurer, and one Regional Vice-President for each of the duly authorized Regions, all of whom shall be members of the Board of Directors (herein referred to as the "Board").

Section 2. All officers shall hold office for a period of two years, or the period of time that exists between one annual meeting and the one approximately two years later. The President shall serve not more than two consecutive two-year terms. The President, Executive Vice-President, North Atlantic Regional Vice-President and South Central Regional Vice-

President shall be elected in even numbered years. The Secretary, Treasurer, South Atlantic Regional Vice-President, North Central Regional Vice-President and the Pacific Regional Vice-President shall be elected in odd numbered years. In the event that the Board votes to create a new region by splitting or rearranging existing new ones, the new Regional Vice-President appointed by the Board shall serve out a term as though elected in an even-numbered year. In the next even-numbered year election, a Bylaw change to officially identify this new Regional Vice-President position shall be proposed on the ballot.

Section 3. Any officer shall have the right to resign by submitting a resignation in writing to the Board.

Section 4. The President shall officiate at all meetings. The Executive Vice-President shall officiate in the absence of the President. The Secretary shall maintain minutes of all meetings, carry on all correspondence, keep all current Club records and perform other such duties as assigned by the Board. The Board may appoint voting members to assist the Secretary as necessary. The Secretary shall have available at all meetings a copy of the bylaws and Roberts Rules of Order. The Treasurer shall be responsible for all funds, making expenditures that are authorized by the Board, and is required to submit

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a report of treasury at the annual meeting. No person shall incur an obligation to, nor commit the credit of the Club, except as specifically authorized by the Board.

Each Regional Vice-President shall be elected from and reside within the region. Their duties shall include the representation of the interests of the region as a whole, Chapters and individuals therein, to the Board; to assist existing or aid in the developing new region Chapters; the arranging and coordinating of events and activities and furtherance of the purposes of the Club, and such other duties as the Board may deem necessary. The geographical basis of each region may be specifically defined from time to time by the Board of Directors with notice of any changes to all membership concerned made at least six months prior to any voting which may pertain thereto. The Board of Directors will determine the region assignment of foreign members.

Section 5. Any officer may be removed from office by a 2/3 vote of a Quorum of the Board of Directors present at a duly designated meeting, after thirty (30) days advance written notice of reasons for removal.

**Article 8 Meetings**

Section 1. Except as otherwise provided, the President or

Board will call meetings when necessary or suitable to the activities of the Club.

Section 2. The Board shall meet at such times as they may by vote determine, or at the call of the President.

Section 3. The Secretary or an appointee shall notify all members of all general meetings of the Corporation by written notice, mailed postcard to each member at least five (5) days before meeting time. The Secretary shall notify all directors of meetings by similar notice.

Section 4. For the purpose of a general meeting fifteen (15) voting members shall constitute a quorum.

Section 5. Roberts Rules of Order shall be the parliamentary authority of the Club.

Section 6. The annual meeting shall be held during the national Owners Convention, or at some other time and place predetermined by the Board.

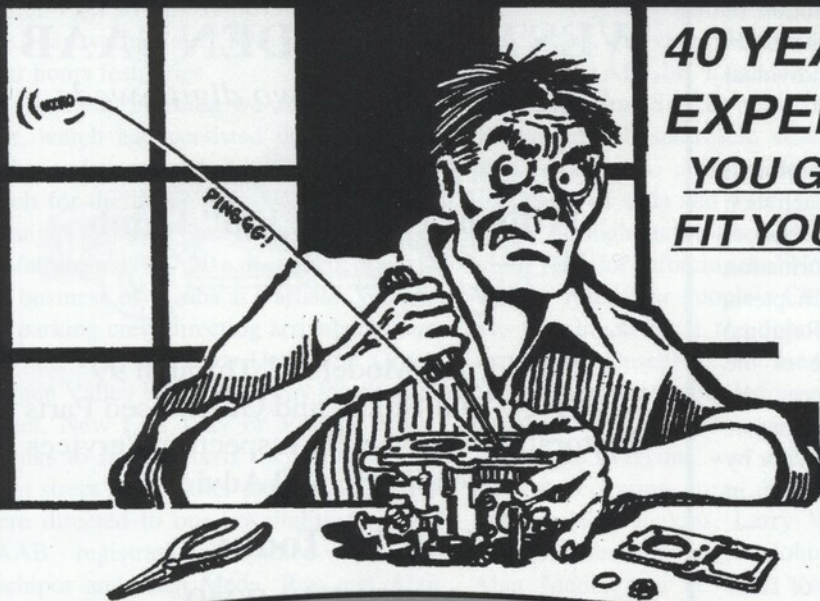
**Article 9 Corporation Powers**

Section 1. Except as herein otherwise provided, the Board shall exercise all powers of management of the corporation.

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Section 2. The Board may name a membership or other such committee as it sees fit, or may act as a committee if the whole. It may delegate to the President the power to appoint any committee.

Section 3. It shall be the policy of the Board to consult the members on any matters involving the general welfare and conduct of the Club. Failure to do so shall not affect any vote of the Board.

### Article 10 Dues

Section 1. The Board of Directors will set dues and fees.

Section 2. Members who are in arrears shall be sent a written notice, and their membership may be revoked if dues are not paid within one month from date of such notice.

### Article 11 Subsidiary Organizations

Section 1. Chapters – the Club shall promote and encourage the organization and operation of Chapters, which shall be affiliated organizations of the Club, participating in and subscribing to its purposes and activities, operating within geographic borders as agreed by the Board of Directors.

Section 2. Standards – The Board shall set, and from time to time may modify, the standards that such organizations shall be required to meet in order to qualify as Chapters. They shall operate in accordance with the general policies established by the Club. It shall be further required that their constitution or bylaws not be inconsistent with those of the Club. Additional dues may be required by the individual Chapters.

Section 3. Charters – Each such duly qualified Chapter shall receive a Charter in the name of the Board. Each such Charter shall specify the name of the Chapter, the date the Charter was approved and any other information so designated by the Board of Directors. A Chapter's Charter may be revoked at the request of the Regional Vice-President subject to a majority vote of the Board, when that Chapter fails to meet the requirements of the minimum standards of chapter performance outlined in the operations manual, or by actions by the Board to place the national Club in jeopardy.

Section 4. Requirements for Charter – Any group of 15 or more members in good standing may make application for a charter.

Section 5. Responsibility – Under no circumstances shall the Club be responsible for any debts incurred by a

Chapter unless, prior to the incurring of such debt, the Board shall have granted written approval.

### Article 12 Personal Liability

All persons or corporations extending credit to, contracting with, or having any claim against, the Club of Board, shall look only to the funds and the property of the Club for the payment of any debt, damages, or judgment or decree or any other money that may become due and payable to them from the Club of the Board so that neither the members of the Club nor its Board are personally liable therefore.

### Article 13 Seal

The custody of the seal shall remain with the Executive Director.

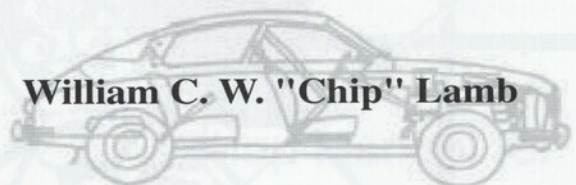
### Article 13 Amendments

An amendment to these bylaws may be proposed to the membership by:

- a) a  $\frac{1}{2}$  vote of the Board of Directors at any time; or
- b) any two or more voting members if their proposed amendment carries a regular Board of Directors meeting by a  $\frac{2}{3}$  vote of the Board members present. In either case the Secretary shall then notify the voting membership who by secret ballot referendum may adopt the proposed amendment by a  $\frac{2}{3}$  vote of the voting members returning ballots within 45 days of the mailing of such notice. No amendment shall become effective until approved by the membership.

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# Club Events and Calendar

## Saabs at Carlisle

Few things put a smile on my face: a generous dram of Talisker; James Uhl making funny comments about my lack of smiling during photos; and of course, Saabs at Carlisle 2002. After only four attempts, and a fourth place finish in 2001, the 113 Saabs in attendance edged out the perennial favorite Mid-Atlantic Fiero Owners Club by one car! BMW came in with no more than 50 cars and a third place finish. 59 CPSC member cars were in attendance, along with significant help from our friends from The New England SAAB Association (NESA), The New Jersey SAAB Owners Club (NJSOC), The Washington DC SAAB Club (WASSAAB), The Swedish Underground and SAAB Club of North America (SCNA).

Cook-out plans for Friday were canceled by a downpour, so we descended on Hoss's, a local steak restaurant, with 25 hungry SAABers. After dinner, many filtered back to hotels or campsites, while a smaller group headed back to the fairgrounds for a beverage and more conversation. Several members headed out to the local theaters to take in the new Star Wars movie. Lou Aloisio and James Uhl made use of OnStar for directions and show times in the area from Lou's 9-5 Aero. Larry West observed that only a couple years prior we couldn't get 30 cars to the entire event, but this year we had over 30 cars just for the after hours festivities.

Saturday morning we awoke to more rain, which had persisted throughout the night, and continued heavy at times. So much for the drought we've been experiencing in Central Pennsylvania. Arriving at the fairgrounds at 7:30 a.m., we got down to the business of Saabs at Carlisle. We had the parking crew directing arrivals to Aero Avenue, Classic Court, Drop Top Drive, Viggen Valley Road, Highway 99, Stroker Street, New Gen Way or Vintage Vista. Thanks to Jason Morris for providing the great street signs. After parking, attendees were directed to our hospitality tent and SAAB registration, handled by Ron Nichipor and Alan Mede. Ron and Alan explained the days' events, including the concours balloting, lunch (you had to vote to eat), CPSC SAAB Catalog Boutique, the raffle and door prizes, the driving tour and



From left, Ron Nichipor, Larry West, Marc Fails (holding first place trophy), Garry Grimes, John Webber and Mike Heyse

*Photograph by Dennis FitzGerald*

dinner. This was a monumental job, handled very well by Ron and Alan throughout the weekend.

The morning was spent ogling the multitude of SAABs, arranged by category to help everyone with the balloting. Select SAAB Catalog items were on hand at The CPSC SAAB Catalog Boutique throughout the weekend by special arrangement with Eisenhower Saab, Wernersville, PA, and SAAB Cars USA. Thanks to Russ Angstadt, Garry Grimes and Jean Alexis for handling this throughout the weekend.

The rain began to lift by 10:30 a.m. with skies clearing in time for lunch at noon. Lunch was provided courtesy of Kelly Cadillac/SAAB in Lancaster, PA and Lehman Motors SAAB, in Harrisburg, PA. 36 feet of sub sandwich, along with 51 pounds of potato and noodle salads, and nine cases of soda and water fed over 160 people throughout the afternoon. Thanks to Diane Fails for enforcing the "No Votes, No Vittles" rule; your People's Choice Ballot was your lunch ticket, too. John Sizer, Erin Arnold, Jon Desenberg, Denise Carron and Mike Beare were a big help putting lunch together.

While everyone was enjoying lunch, the vote counting crew, including John Webber, Bill Jenkins, Larry West, Tom Cox, Stephen Goldberger, John Sizer and Alan Mede, was at work. Nearing the conclusion of lunch, George Basehore and Phil Lacefield Jr. began the door prize giveaway and prize raffle. With the activities in full swing, and preparing for the

presentation of awards, Jorie Evans asked what we thought of making the presentations in front each of the winning cars. My doctor said walking was good for me, and our group met the idea with resounding acceptance, so a minor change was included in the program format. I also quickly volunteered Jorie to assist with the presentation duties, "as no good deed should go unpunished." Thanks to Jorie and Dr. Campbell, for two good suggestions.

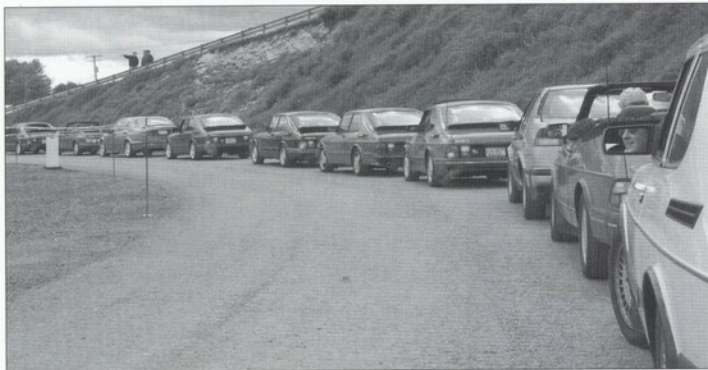
The winners were: Jeff Proposki: The People's Choice Award and the SPG Category with his beautiful '88 SPG/Viggen (Saab Cars USA supplied an Orfors crystal dish presented to Jeff); Mike Connolly: The Long Distance Award with 800 miles; Tal McBride: High Mileage Award with more than 450,000 miles on his odometer; Bill Jacobson; Sonett winner with his Sonett 1 Chassis #6; Bob Abels: Vintage 9s with his GT750; Mickael Hemmingsen took the 99 category with a pristine, European Spec 1980 Turbo notchback; Classic 900 went to Mike Beare and his '88 black turbo; New Gen went to James Uhl and his '95 Sensonic Viggenized



Mickael Hemmingsen's European Spec 1980 99 Turbo Coupe

900SE; John Sizer won the Viggen category with his early '99 (no sunroof) 9-3 Viggen; Jack & Pat Terrick, 1997 AERO; and Lou Aloisio won in the 9-5 category. Both Kevin Quigley and Tal McBride won the Trivia Contest, and Kevin even having the answers to the bonus questions. Congratulations to all of the winners.

As the afternoon approached 4:00 p.m., it was time for a quick drivers' meeting, and the start of our driving tour. 42 cars had signed up. I've lead as many as 36, so 42 didn't seem to daunting a task. With 106 miles between us and dinner, we were off. Three tenths of a mile from the fairgrounds,



A small fraction of the Saabs lined up for the Saturday afternoon tour. *Photograph by Stephen Goldberger*

I had my first suspicions that this was going to be a very long trip. A large part of the group missed the second turn, and sitting along the shoulder of the road, I listened on the FRS radio and what was described as the World's Largest U-Turn. With our group reassembled, we made our way to Little Buffalo State Park, and our scheduled stop mid-way through the trip. As our group stretched out for miles (yes, I said miles) behind me, that gnawing feeling overcame me. Pulling into the state park an hour later, I had the answer to the question I kept asking myself. We had not 42 cars in our group.....but 67! SAABtoberfest 2001 was 66 cars in total (the largest to date for that



Lined up at Little Buffalo State Park. *Photograph by Stephen Goldberger*

event). Now, I find myself leading 67 cars in one group; I must seek some therapy soon, before it is too late. (*trust me, it IS too late—Diane Fails, SAAB Widow.*)

Taking a deep breath, I regained my composure and gathered everyone for "The Group Shot." Traveling with this size group meant we were behind schedule, and would continue to be so for the second leg of the tour, so I notified the restaurant, The Deer Lodge, in Mount Holly Springs, PA. With

80 expected for dinner, the party would start when we got there, almost an hour late. With only one lost car to bring back into the group, the trip went very well for its size and for the distance.

Sunday morning I was taking in some of the kit car vendor displays when

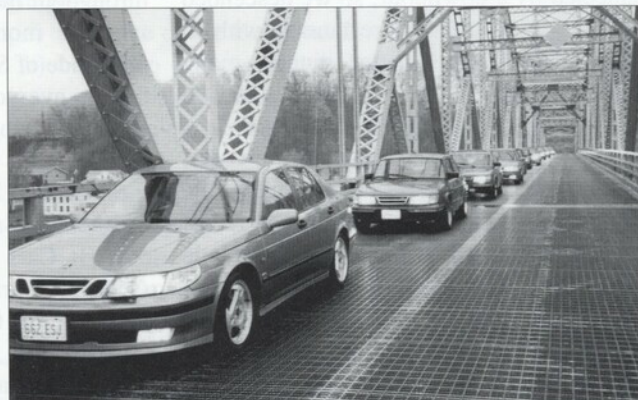
Garry Grimes radioed to me that Carlisle Productions was at our hospitality tent and asking if we would have representatives from the club available for the trophy presentation, to be held at 2:30 p.m. We had taken First Place! Rounding up members of the other participating clubs, we prepared to accept our trophy; a symbol of the combined efforts of so many over the past four years. Everyone in attendance over the weekend can be proud of their contribution in helping the supporting clubs reach our First Place goal. With only a one car margin of victory, each and everyone in attendance was vitally important to our success, and we deeply appreciate the effort extended by so many to travel great distances to spend the weekend with us. We hope to see everyone next year, along with many who weren't with us this year. The work has already begun for SAABs @ Carlisle 2003, which will feature a different, and even more scenic drive. We are also working on some unique ideas to bring out more SAAB parts vendors, and have an even bigger hospitality area. Thanks to all of the businesses and members, not previously mentioned who helped support the event this year, including: Lititz Auto Service, S&S Automotive, Viking Automotive, Lincolnway Sales and Service, Dennis Sweeney SAAB, The SAAB Network, Infinite Graphics, The Busted Knuckle Garage, Griot's Garage, Dennis and Wendy FitzGerald, George Basehore, Bill and Joanne Clark. Next year, the event is scheduled for May 21-23, 2003. Keep

watching [www.centralpennsaab.com](http://www.centralpennsaab.com) for more on this year's event, and for registration for next year's show. We hope to see you there.

*Marc A. Fails, President  
Central Penn SAAB Club*

### First Mississippi River Saab Tour Played in the Rain

Rain, snow and cold were no obstacle to the hardy Saabers who participated in the first Mississippi River Saab Tour held April 27<sup>th</sup>, sponsored by the Saab Club of North America, Meyer Saab and Andrews, Inc. Over 25 people from six states and a total of 14 Saabs showed up for this inaugural SCNA event, which followed the Mississippi River via the Great River Road from La Crosse, Wisconsin to Dubuque, Iowa. The first of the participants showed up right after



Crossing the Mississippi River at Mason, IA.

*Photograph by Paul Ellis*

9:30 a.m., the bumblebee yellow 9-3 of Annette and Marty Adams. It was a great sight seeing Saab after Saab roll into the rest area that was used for a starting point over the next hour and a half.

*What season is this, anyway?* It looked and felt more like Sweden than the upper



Annette Adams and her "Bumblebee" 9<sup>3</sup> Convertible. *Photo by Paul Ellis.*



Minnesota Saab Club members and their cars gathered at the Pikes Peak State Park for lunch and respite from the weather. *Photograph by Chad Payne*

Mississippi River valley, with temperatures no warmer than 40 degrees and more often than not, in the low 30s. Rain and snow were in the forecast that morning and the weather radar confirmed it. Still the rain held off long enough to assemble and start the tour. The tour organizers who had laid out the route in late February remarked that the weather was in the 50s and sunny that February day! An MG owners group was scheduled to do a tour further up the river the same morning of the Saab tour, but called it off due to rain. It must have been the Lucas (Got wipers?) electrics that deterred THAT group.



Jason Ericson's 900 reflected in the side mirror of Paul Ellis' 95 Aero along the Mississippi. *Photograph by Paul Ellis.*

*Rollin' down the river.* The tour started off down the curvy roads of southwest Minnesota as the rain began, the group chatting back and forth on CB radios. The sight of so many Saabs enjoying the countryside at a relaxed highway pace allowed all to see some amazing scenery and yet enjoy the nicely challenging roads with curve after curve and many hills. As we crossed from Iowa into Wisconsin over the Mississippi River, we stopped for a very quick photo while watching a tugboat move barges up the river in the fog and rain.

The weather got worse as we drove toward Prairie du Chien, Wisconsin, with slushy wet snow the weather feature for much of the 65+ miles we drove in southwest Wisconsin. But we were all in Saabs, so we enjoyed driving in this stuff as we stayed toasty and safe with heated seats and excellent driving capabilities. The tour crossed the Mississippi again, back into Iowa at McGregor, where we hugged the high bluffs over the river until we climbed up the switchbacks and 6% grades to our lunch stop, Pikes Peak State Park, an unspoiled state park with a commanding view of three states from the bluff, 500' over the Mississippi River. Even with the fog, rain and snow, the view from our lunch stop was spectacular. The picnic was a cold one, but not too cold for grilling, and a hot meal for some tour participants. The rest were glad to feel some heat in the fireplace of the open-sided picnic shelter, while awards were presented.

Two awards were presented for the long-distance traveler award; Kevin Rhodes of Maine (no, he didn't drive to the event!) and Steve and Linda Helmick of Chicago, who also won the "Drool Bucket" award for Julie's silver 2001 Viggen 5-door. Other awards included the oldest and highest mileage Saab, a 1984 900 with 376,000 miles, driven by Aaron Erickson of Minneapolis. Additional door prizes were awarded, all provided by Marty and Annette Adams of Meyer Saab and Don and Chuck Andrews of Andrews, Inc.

After group pictures the group got back into their cars, cranked up the heat and heated seats and continued on south toward Dubuque, passing through the towns of Guttenburg, Millville, Balltown and Sherrill, staying on the river road all the way into downtown Dubuque. The tour finished on the riverfront around 4 pm. The tour participants adjourned to a

nearby restaurant/pub for a bite to eat and beverages, to talk about Saabs, the drive they just completed and more.

The weather continued to be winter-like for those heading back to the Minneapolis area and points north in Minnesota and Wisconsin, with sleet and heavy wet snow creating challenges for other drivers. Watch this space as well as The Saab Network and Turbo! online for announcements regarding the next Mississippi River Saab Tour being planned for fall, 2002.

*Paul Ellis  
Urbandale, IA  
and Chad Payne  
Moundsview, MN*

### Greenwich Grand Tour

On Saturday May 11th, 39 people participated in the New England Sonett Club's Greenwich "Grand Tour". The weather was picture perfect throughout the day with deep blue skies, warm temperatures and no humidity. We gathered at the beautiful Roger Sherman Baldwin Memorial Park and enjoyed a picnic lunch on the banks of Long Island Sound. When NEWS (New England Writings on Saab) editor Seth Bengelsdorf, Lori and I were at the park a couple of months before to work on the rally route, there were no picnic tables and the grass was covered in Canada Goose droppings! Fortunately the good folks of Greenwich installed picnic tables and cleaned up the droppings before the day of the tour. As a side note, this is the same place where the prestigious Greenwich Concour d'Elegance is held each year the first weekend in June.

At 12:00pm we had a brief drivers' meeting, where I reemphasized this was not a race and that no awards would be given at



New England Sonett Club members line up for the Greenwich, CT tour. *Photograph by Seth Bengelsdorf.*

## Club Events and Calendar

the finish. The road rally wound through beautiful Fairfield County Connecticut. Most of the roads were very narrow and twisty, just perfect for a Saab. We drove past dozens of magnificent estates that were landscaped to perfection. By the end of the tour, homes that were less than 20,000 square feet were barely worth a second glance! The stone walls surrounding the estates are just incredible; Greenwich must be a stonemasons' paradise. To make a long story short, the estates hidden in the backwoods of Greenwich are mind-



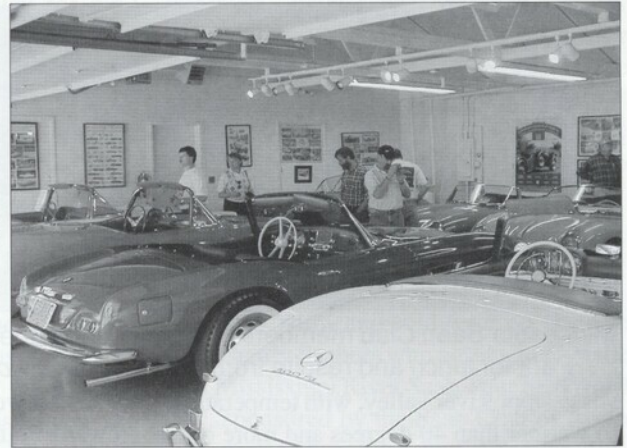
NESC members enjoy the lawn of the Pray Estate in Greenwich, CT.

some day. Many years later the car came up for sale, the rest is history.

The New England Sonett Club presented Malcolm with an appreciation award that was designed and built by Ed and Riley Lorenz, proprietors of Sport Tech in Oneonta, NY. The award was a beautiful mahogany plaque; with an actual Sonett II's bonnet "SAAB" badge painted gold and mounted to it.

Upon receiving the award Malcolm said, "Boy, I usually get an award that I would sooner blow my nose on than hang up on a wall, but this is very nice." Now if that wasn't a compliment I don't know what is!

After touring his seven garages we gathered on the great lawn for a raffle. Special thanks to Tiffany Cook of Saab Cars USA for donating hats, pins, pens, books and 9<sup>X</sup> press kits to the event. I don't think anyone went home empty



Those on the tour roamed freely among Malcomb Pray's collection of vintage vehicles.

handed. Some of our group traveled hundreds of miles to participate in the tour, and, judging from all the nice letters and e-mails we received, I would say that all felt it was worth the trip. Lori and I would like to thank all of you for being part of this very special day.

On the way home Lori said, "I don't think we can ever top this one". She's right.

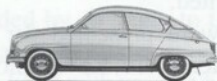
*Bruce Turk  
Walden, NY*

boggling; if you ever have the opportunity to check them out I strongly recommend it.

The tour ended at the Malcolm Pray Estate, where we were able to view his world-class automobile collection. Before checking out the cars, we noshed on a large assortment of pastries, fresh fruit and drinks, provided by the New England Sonett Club. Our cars were all lined up on Malcolm Pray's huge lawn; it was pretty as a picture.

Nothing I say can do justice to the Malcolm Pray collection. We slobbered over one perfectly restored car after another. There were cars representing; Rolls Royce Silver Ghost, Duesenburg, Packard, Bentley, Ferrari, Jaguar, Porsche, Mercedes Benz, BMW, Auto Union, Bugatti, etc. etc. etc. This was truly a once in a lifetime experience. Malcolm was the perfect host and took the time to explain the historical significance of each car and made us all feel welcome. He said some of his cars are the "finest example in the world". His favorite car, a 1939 Delahaye, was a concept car built for the 1939 World's Fair. He saw the car at the World Fair when he was just a boy and dreamed of owning it

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### Rocky Mountain Saab Club: Project Laura - A Work in Progress

What happens when you get a diverse group of Saab nuts together to do a V4 valve job? Suppose that group includes a dentist, a new home sales manager, a dietitian, several retirees including a 747 Captain, a metallurgist, several aerospace engineers, a Saab parts manager, and an OB/gynecologist. Everybody has their opinion on how to proceed. The dentist wants to drill and file and polish, the engineering types want to follow the Saab and Jack Ashcraft shop manuals to the letter, and the gynecologist has an especially interesting approach..... she suggests that we do the entire job by going in through the tailpipe! Now you have a feel for the fun of doing a vintage Saab restoration as a Club project.

Some of you may have heard of Laura, our Rocky Mountain Saab Club's (RMSC) blue 1970 Model 96 V4. She is a solid old girl, but in need of a fairly complete restoration after more than 228,000 miles. We have held, through early May, 12 work parties totaling nearly 200 hours of club member labor since she was originally donated to the RMSC in late January of 2002. Progress is certainly evident, especially in the past two weeks as the main body has been sanded, filled, primed and

readied for painting.

Laura gets her name from some sketchy information gleaned from the donor when I picked the car up and loaded her on my trailer in Boulder, Colorado. Peter, the long-time owner, and his girl friend, Laura, had owned and used the Saab 96 as a daily driver in Seattle. Laura was tragically killed in an accident while in another vehicle, and Peter later moved to Boulder bringing the Saab 96 with him, hoping to restore the car some day.



Tom Nelson trailered Laura from Boulder, CO.

Unfortunately, every time he looked at the car he saw her driving it, so the car had to go. The RMSC membership recently sent Peter a nice thank-you letter for his kind donation. Peter has since moved to New England and we have unfortunately lost touch with him.

At this point the RMSC does not have firm plans on what we will do with Laura when she is fully restored, but many ideas have been presented. They run the

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"Laura" in the process of being stripped.

Jack Ashcraft's fine series of articles in the Saab Journal on rebuilding V4 engines

Our basic strategy is to make Laura a "presentable driver," so decisions on restoration purity will be biased toward reasonable cost alternatives as opposed to absolute original parts and materials for concours judging. Body work will include some light rust repair where needed, as well as replacement of both doors and the

gamut from: keeping her as a club-owned car, to be loaned out for members to drive, to taking her to a North American Saab

trunk lid. Paint will be the original Middle Blue, and re-upholstery of all seats will be done with a close match to the original blue vinyl and pleated velour by Boulder Auto



Paul Callahan observing as Jerry Daner pulls a dent.

Owners Convention and putting her up for auction. Most members seem to agree that the objectives of the restoration project should be to: have some fun, learn about the restoration process, learn more about vintage Saabs, and have the satisfaction of helping to save a vintage car from going to the crusher. In addition it is a chance for hands-on driving, restoration, and maintenance experience with a vintage Saab for those members that might never be in a position to personally own one.

We got Laura running at the second work party and several members have had the fun of driving her around the north Evergreen area. Even though she had what appeared to be a burnt exhaust valve on cylinder number one, she ran very smoothly and shifts, stops, and drives nicely. We eventually did rebuild the cylinder heads and installed them using the conventional process from

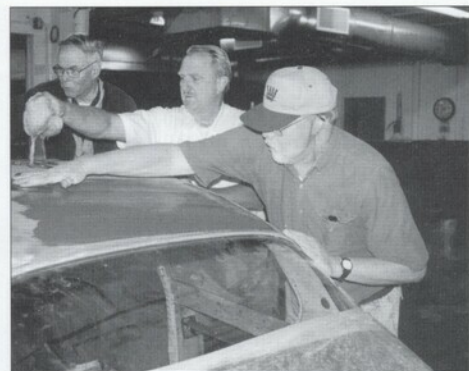
Interiors. Bruce Harbison has identified sources for many needed parts and has already received some that are available from Saab. Jerry Danner has generously opened a fleet account for Laura at his Mile Hi Body Shop in Denver, and provided use of his fine shop facilities, including the spray booth. Most of the other sessions are taking place at my home shop

near Evergreen.

Our hope is to get every active RMSC member involved in the restoration project in some way during the next several months. We are scheduling work parties on many different days of the week, and have started having some



Bob Buck, Jim Beetham, & Stan Beitscher prepare to pull the V4's heads.



Tracy Cochran, Jerry Danner, and Don Skinner doing the final wet sanding on Laura's roof.

evening sessions too. Club members are notified by e-mail approximately 2-3 days before each session. We have enjoyed participation from about 20 different members thus far. We even had Mike Race from Saab Cars USA helping one evening when he was in Denver.



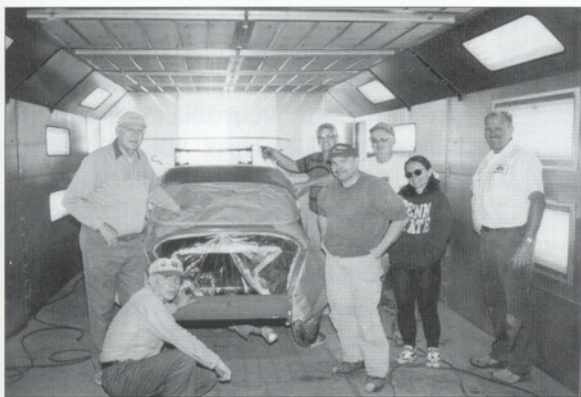
Paul Callahan, Tracy Cochran, Gail Solt, Mike Bendixson, and Jerry Danner working on the trunk lid.

Our Saab Club has found through the years that hands-on activities result in the largest turnout for regular meetings. Project Laura falls right in line with what our members seem to enjoy the most. The RMSC also experienced positive results from the classic 900S we refurbished as a club project and sold at the Friday night auction in Keystone during SOC99.

The RMSC has a new revamped web site, now with our own domain name, [www.rockymtnsaabclub.com](http://www.rockymtnsaabclub.com), that will have updated photo coverage on Project Laura. I can be contacted for detail project information at 303-526-9138 or [tom@purplemtn.com](mailto:tom@purplemtn.com).

Tom Nelson  
Evergreen, CO

Western PA Saab Club



Masking Crew in Jerry Danner's spray booth at Mile Hi Body Shop.

**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

**NESA Schedule**

The New England Saab Association calendar of events in the New England region includes the following list of events. It's not too soon to start making plans for the fall. -Ed.

**Viking Challenge Autocross at L L Bean's in Freeport. ME - September 8<sup>th</sup>.**

Imagine a weekend in Maine, soaking up the natural beauty or hitting the stores on Saturday. then tearing up the asphalt on Sunday in an Autocross at L L Bean's. NESA member Chris Moberg is chairing the event for the Cumberland Motor Club that weekend, and wants all available Saabs on hand. If interested, please email Chris at [cmoberg@vintagesaab.com](mailto:cmoberg@vintagesaab.com)

**SAABtoberfest in Pennsylvania - October 5<sup>th</sup>**

No details to post on this yet, except the date. Check back on Thor Carlson's exhaustive Saab Portal <http://home.ptd.net/~carlson/> or Central Penn's or NESA's events calendars as details develop.

**Swedish Car Day 2002, Brookline, MA October 20<sup>th</sup>.**

Swedish Car Day returns to the Museum of Transportation in Brookline, MA. Charles River Saab will be co-sponsoring this event for the 3rd year in a row. Expect a slew of Saabs there, with awards, door prizes, demos, etc. Stay tuned to the NESA Calendar of events for details or see the Museum's website at <http://www.mot.org/Events/calendar.html>.

**5th Annual Tech Session at Saab Training Center, Wallingford, CT -**

November 2nd or 3<sup>rd</sup>. John Moss will take us through yet another in what's become an annual tradition at the Saab Technical Training Center in CT. Larry West of the NJSOC gets a lot of credit for arranging these incredibly helpful sessions.

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# Saabs in Competition

## Two Stroke Saabs at Sebring

As an addendum to the story in the May/June 2002 issue (#257) we present the following history of two-stroke Saabs at Sebring. The list was compiled by Randy Cook and transcribed by Mike "SaabDude" Szostkiewicz. -Ed.

In December 1959, Sebring hosted the first US Grand Prix for Formula One cars in addition to the March 12 Hour race. The US Grand Prix included support races for sedans and smaller formula cars. Support races were subsequently added to the 12 Hour program, which for several years have also included vintage races.

Two stroke SAABs participated in the support races beginning with the US Grand Prix and continuing with the 12 Hour through 1968. These were endurance races of 2, 3, and 4 hours, sometimes just for sedans, other times for touring cars under 1000cc. Research conducted at the International Motor Racing Research Center disclosed the results below:

**1959** 2 hour race for compact and international sedans. 24 starters; winner Walt Hansgen, Jaguar, 31 laps. Two SAAB 93s finished 16th and 22nd (24 & 23 laps) driven by Duncan Forlong and Donald Kearney, 1st and 3rd in class.

**1960** 4 hour race for GT cars under 1000cc. 21 starters; winner Paul Richards, Fiat Abarth, 57 laps. Two SAAB 93s entered, one finished 18th (43 laps) driven by Jack Sheppard, Jr.

**1961** 4 hour race for GT cars under 1000cc. 22 starters; winner Harry Washburn, Fiat Abarth, 59 laps. One SAAB driven by Jack Uhr listed as did not finish (DNF) due to brake line failure (41 laps).

**1962** 3 hour race for GT cars under 1000cc. 22 starters; winner Bruce McLaren, Fiat Abarth, 46 laps. One SAAB driven by Don Bolton finished 18th (32 laps).

**1963** 2 hour race for improved touring sedans. 12 starters; winner George Rainville, Volvo. One SAAB driven by Howie Franklin listed as DNF, reported to have flipped in turn seven (hairpin) due to exhaust system coming loose and getting caught in the right front wheel.

**1964** 250km (30 laps, 155 miles) Race for International Saloons 16 starters; winner Augie Pabst, Ford Galaxie. One SAAB 93 driven by Jack Wright finished 9th (21 laps), class winner.

**1965** 3 hour International Sedan Race 32 entries included three SAAB 96s driven by Irvin Sanderson/Ed Diehl, Bill Boye and Don Wolf. The course was short 2.2 mile track not the usual 5.2 mile course. The winner was Jim Clark in a Lotus Cortina. Diehl finished 13th, 1st in class (97 laps); Boye was 20th (85 laps); and Wolf did not start.

**1966** 4 hour Trans American Sedan Race 44 starters; winner Jochen Rindt, Alfa GTA, 67 laps. Five SAAB 96s finished as follows: Kermit Turley, 14th (55 laps); Frank Moakly, 16th (54 laps); Sam Perry/Ed Diehl, 20th (52 laps); William Pandle, 25th (34 laps); and Bill Boye 36th (DNF 32 laps).

**1967** 4 hour Trans American Sedan Race. 59 starters; winner Jerry Titus, Ford Mustang, 73 laps. Four SAAB 96s finished as follows: Don Wolf, 30th (52 laps); Dick Talbot, 33rd (49 laps); "Duck" Waddle, 45th (DNF 27 laps, engine); Reynolds, disqualified, 7 laps, insufficient speed. (Editor's Note: "Duck" Waddle was one of the Skip Barber instructors at the 1997 Saab Owners' Convention Track Event.)

**1968** 3 hour Trans American Sedan Race for under 2 litre cars. 24 starters; winner Bert Everett, Porsche 911, 53 laps. Two SAAB 96s finished as follows: Don Wolf, 13th (41 laps); "Duck" Waddle, 18th (DNF 24 laps).

It is interesting to note that SAAB Motors, Inc. advertised in the 1957 Sebring 12 Hour program soliciting for dealers in the Northeast. SAAB advertised in the 1958 program showing a drawing of the

## 2002 Pikes Peak Hill Climb



### Once More into the Breech

Per Eklund again has challenged Pikes Peak. With a new car built under "Unlimited Class" rules (the previous car competed in the "Open Class"), and without the constraints of competing in the European "Rallycross" series, Per Eklund and Saab are intent on challenging the record time. Look for a full report in the next issue. Photograph of the 2001 Pikes Peak Vigen by Tim McKinney

SAAB 93 and in the 1959 program with a photo of the 93. In the 1960 program, there is a photo of several SAABs which appear to be racing at Lime Rock, CT with the caption "Speedy SAAB GT's should be among the leading contenders in Friday's 4 hour race for under 1000cc cars".

During the 50th anniversary of the 12 Hours of Sebring, two SAAB 93s from the Vintage SAAB Racing Group (VSRG) were entered in the supporting vintage race. Car number 92 has a 14 year vintage racing history at tracks throughout the Eastern US and is driven by SAAB racing veterans Randy Cook and Ed Diehl. Car number 25 is a newer vintage racer prepared and driven by Chuck Christ, son of a veteran SAAB racer from the 60s. SAAB USA assisted the VSRG so they could be a part of this historic event of which two stroke SAABs played a supporting role for a decade.



**Farewell to an old friend**


Late in April, I began working in earnest on the project that would lead to the retirement of the 1986 900 turbo that graced the cover of NINES #235, NINES' first color cover. That car, graced with the New Jersey license plate 'VIGGEN', and called by that name, has been with me longer than any of my Saabs before or since. For over 7 years, and 120,000 miles, Viggen has taken me many places. Lake Placid in '96, Waterville Valley in '97, Hudson Valley in 2000, countless trips to Maine, Pennsylvania, Ohio and points in between.

I've done so much work on Viggen, starting with replacing the headliner (including the sunroof panel), and moving

on to changing the interior, brakes, suspension, spoilers, installing the Aero (SPG) side panels, installing European headlamps & headlamp wipers, three transmissions, and two motors. There are very few things on a 900 or 99 that I've yet to do myself.



It wasn't supposed to be like that! The whole plan was to sell my 1991 900T, pick up the car that became Viggen cheap, run it for a few years, and buy a much newer 9000 or NG 900. But Viggen got under my skin, and I kept changing and modifying her to suit me. Even when Viggen was laid up for more than a year with a "rod knock," under cover in a garage, I still checked often to see if any critters had taken up residence.

Why is it some cars can do that - get under our skin and stay there for a long time? Most of my Saabs have, but not all. And it has taken time for me to come around with a couple of them. The 1986 900S, Rose Quartz with Bokhara Red cloth interior and too many miles and years in the



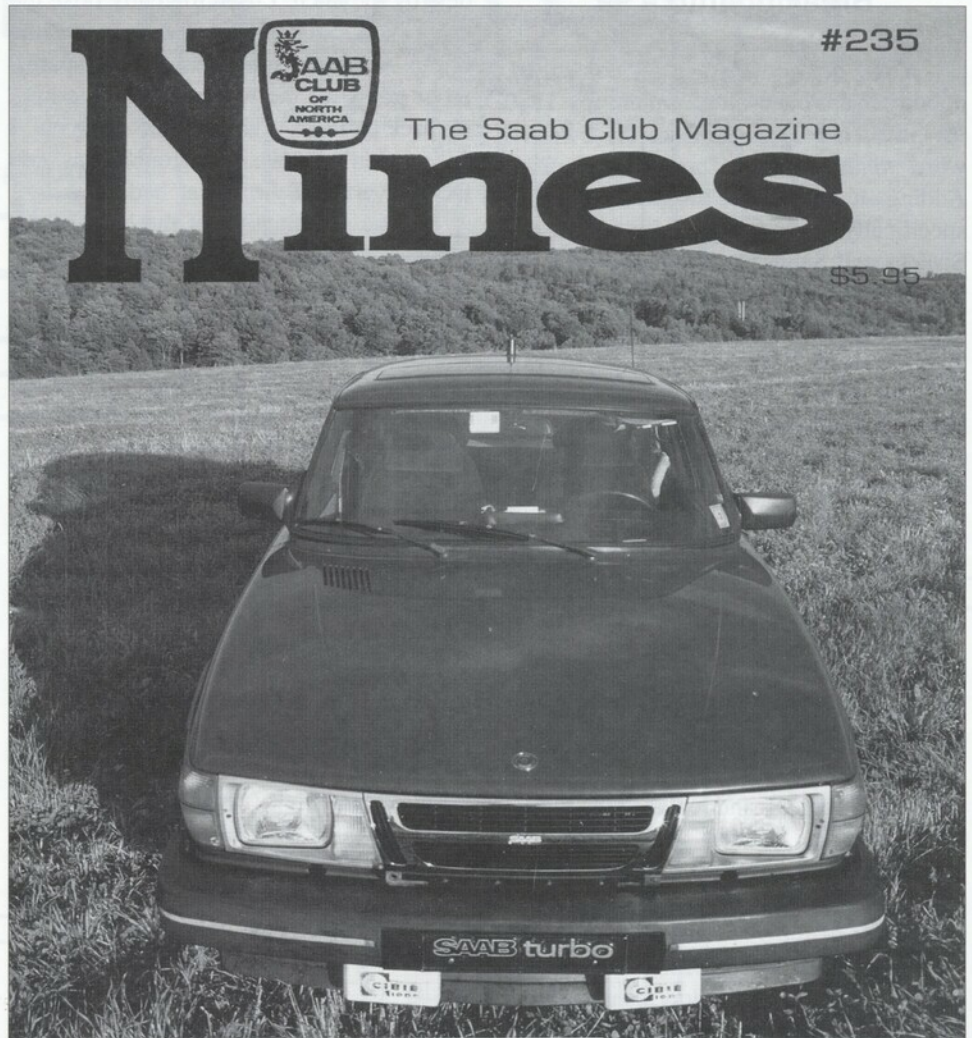
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Florida sun, didn't do that. I sold that car with not a twinge of regret. Even my 1991 900T, Cirrus White with light grey leather, was fairly easy to let go of. The '91 was great. In the 4 years I owned her, I spent hardly any time working on the car. But because it was leased the first three years I had it, I didn't customize it. For me, at least, that's what makes the difference. Working on the car, but particularly customizing it is the difference between a car that's just a car, and a car that's truly *my* car.

By the time you read this, Viggen should be on it's way to Valhalla and the 1986 Convertible tucked safely away in the garage. Tomten, my 99 is seeing daily driver duty, with the CV only seeing occasional use. Both of these cars need some measure of constant attention, but fortunately, it's only regular maintenance for the time being. I don't know what the future will bring, but I am certain there will be many Saabs!

### Breaking into a 99

Now, before you get all concerned, nobody has broken into Tomten, my 1980 99 Gli (Tomten comes from the Swedish word *tomte* meaning brownie or pixie. Adding -n makes it *the* brownie. Tomte, or specifically *jultomte* is also what the Swedes call Santa Claus). However, I did have to break into the glove box!

Sometime early in April, the glove box latch broke. I had been using it almost daily, and shut the door only the day before, with tools, documents, etc. inside. Now I couldn't open the glove box. The knob rotated properly, but there was no resistance or spring action. Repeated locking & unlocking did nothing. I eventually decided I had to break into the glove box. But I did have one concern.

Those of you with 99s know that one of the first things that breaks, if not *the* first thing is the plastic 'cable' that prevents the glove box door from overextending. Sometime about 1979, Saab determined this was a problem, and replaced the plastic cable with a braided steel one. The important thing is that if you've got one of these that is good, you want to keep it that way. Most of the 99s I see have the cable (either type) permanently fixed to the inside of the glove box and the door, making them essentially a set. Removing the cable will

almost certainly result in the breaking of either the door or box, but at the very least, the inability to connect a new cable. With that in the back of my mind, how do I break in, yet preserve the door, cable & box?

The whole glovebox is screwed to the dash with several fasteners, most of which are behind the closed door, so that was out. The door hinges are pretty flimsy, but not easily accessible. The latch is held in by a single screw, but it was on the other side of the door. Eventually, I decided to try and disassemble the latch. I had others, so replacing it is not an issue, but breaking this one without breaking the door was a big concern.

First thing was to pull off the rubber knob to see what was behind it. Perhaps there was a nut or something there. Pulling the knob revealed a spiky cylinder (the spikes go into the knob so the knob can turn the cylinder), but no nuts. The lock cylinder is apparently crimped into the latch mechanism. The only way out was to destroy the latch. I tried to gently prise the crimp back, but it broke off at the base of the crimp. Again, not a big deal as I had spares. After going all the way around the crimp, the lock cylinder was loose and came out. I still couldn't see what the trouble was, and the door was still firmly latched.

Close examination of the back of the cylinder revealed three dots, possibly casting marks, but one was a little different than the others. Looking into the remaining parts of the latch, I saw the plastic latch in the back. A small screwdriver allowed me to release it and open the glovebox door. Close inspection revealed that there was a little piece of metal in the latch that apparently broke off the back of the lock cylinder, preventing it from operating the latch! I then removed the latch mechanism from the door and replaced it with a spare. Fortunately, Saab did not key the glove boxes on the 99 & Classic 900 to the rest of the locks. The glovebox lock cylinder has just one tumbler, and it's the same for all 99s & C900s. It is possible, however to install the proper tumblers (if you have spares) in a C900 glovebox lock to key it with the rest of the car.

Keep this in mind the next time you slam that 99 glovebox door shut. These cars are getting older, and parts are harder and harder to come by. Probably the best solution is to just rotate the latch open when

closing the door so that there are no shocks to the 20+ year old parts.

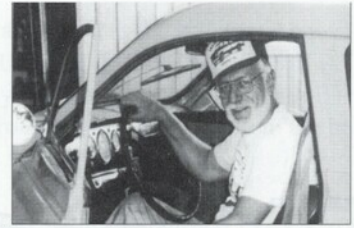
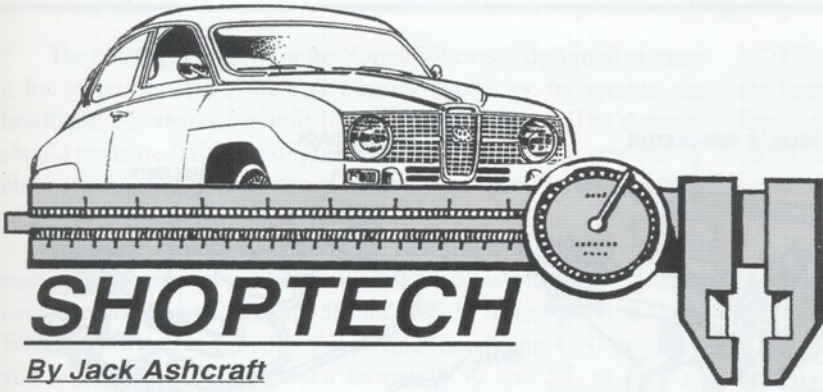
### Electrical gremlins – a cautionary tale

May 16th rolled around, and I'd just driven my 1986 Convertible (CV) to work on it's first shakedown cruise since swapping the motor & trans from Viggen (another long tale). It was a mild, sunny day, perfect top-down weather! I got out to the CV & the top hardly moved. I heard the pump start, then stop. The top hadn't moved far, fortunately, in fact, barely off the latches. Looked at the big fuse that's clipped to the right inner fender, and swapped it, but still nothing. Chagrined, I drove home with the top up & windows down.

When I got home, I tried some more troubleshooting. In between that, I was swapping the seats from another car, re-installing the floor console, and packing for the Carlisle Import/Kit Replicar festival. Still couldn't figure out the problem. The relays were getting no power; that was a start. Looking at the wiring diagram revealed that fuse 12 in the main panel supplied power to the roof switch to activate the relays. This fuse comes off the +54 circuit (connected to 12v only when the switch is in the 'On' position), and supplies the seat heaters among other things.

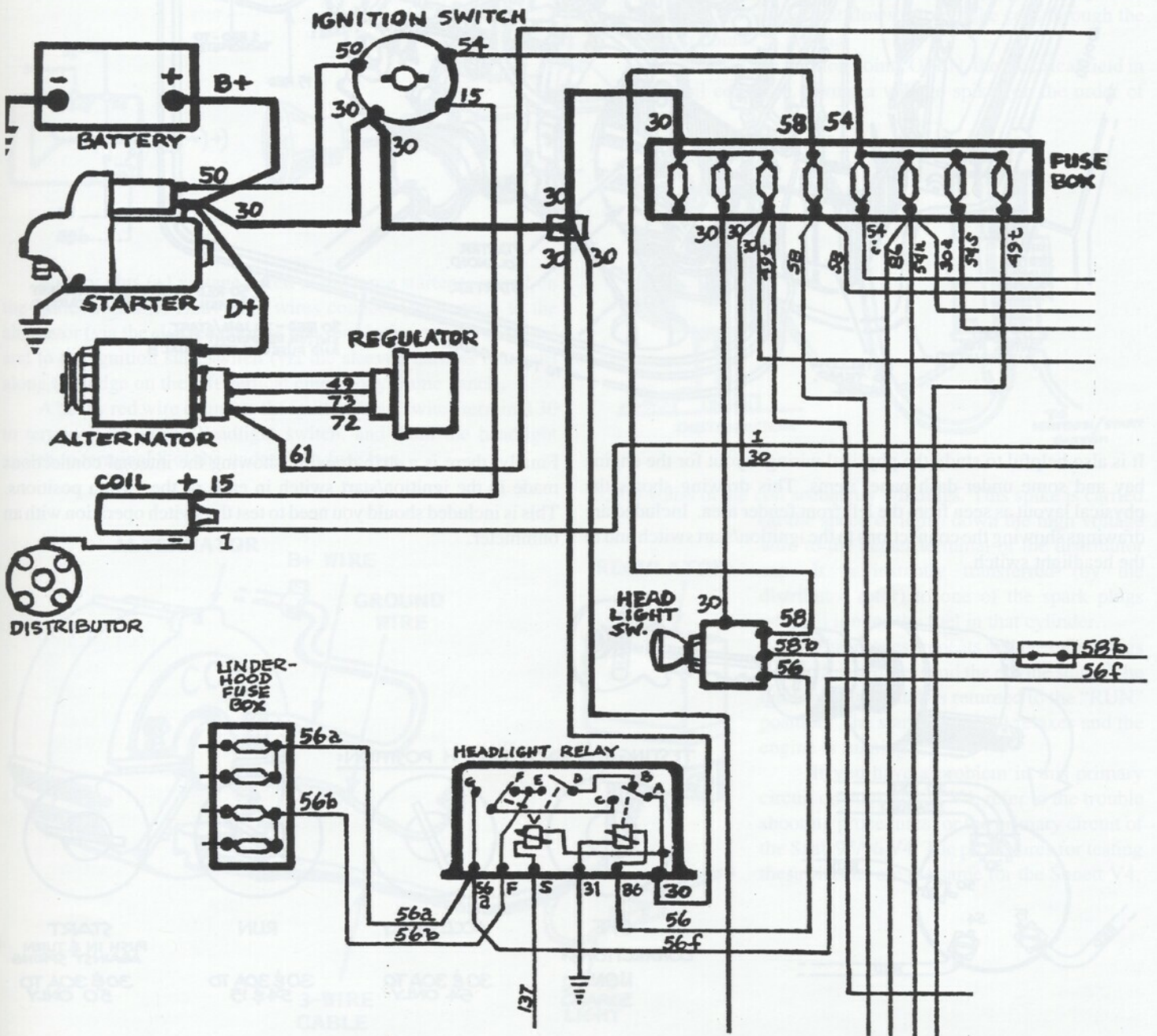
I found that fuse 12 was blown. I swapped in a new one and got the top moving again, but not for long before the fuse went again. After finding nothing conclusive in the schematics, I swapped out the roof switch with the one from Viggen. This seemed to do the trick! Crossing my fingers, I put everything together, including the floor console, the 88 leather seats & the back seat bottom. Testing and use over the weekend at Carlisle proved that it works. The caution here is to really read the schematics. It doesn't seem likely that a fuse marked for the seat heaters would affect the top mechanism, but it did. Learn to read the wiring diagrams & schematics, and you will find electrical troubleshooting fairly easy.

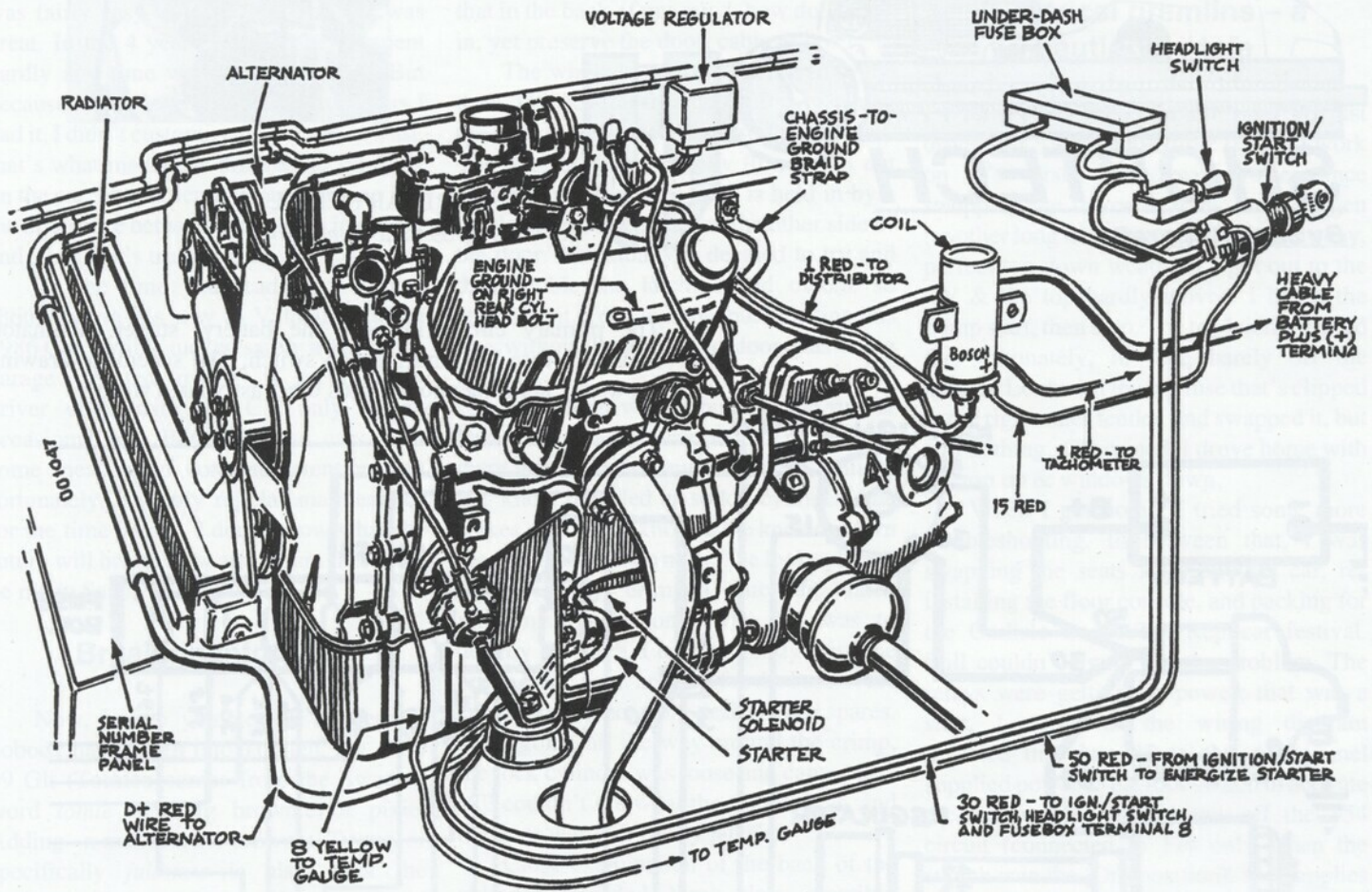
I hope this column is informative. If there are any subjects you would like me to look into and write about, please e-mail me at [classic.corner@saabclub.com](mailto:classic.corner@saabclub.com)



**THE PRIMARY CIRCUIT**  
1968-69 Saab Sonett V4

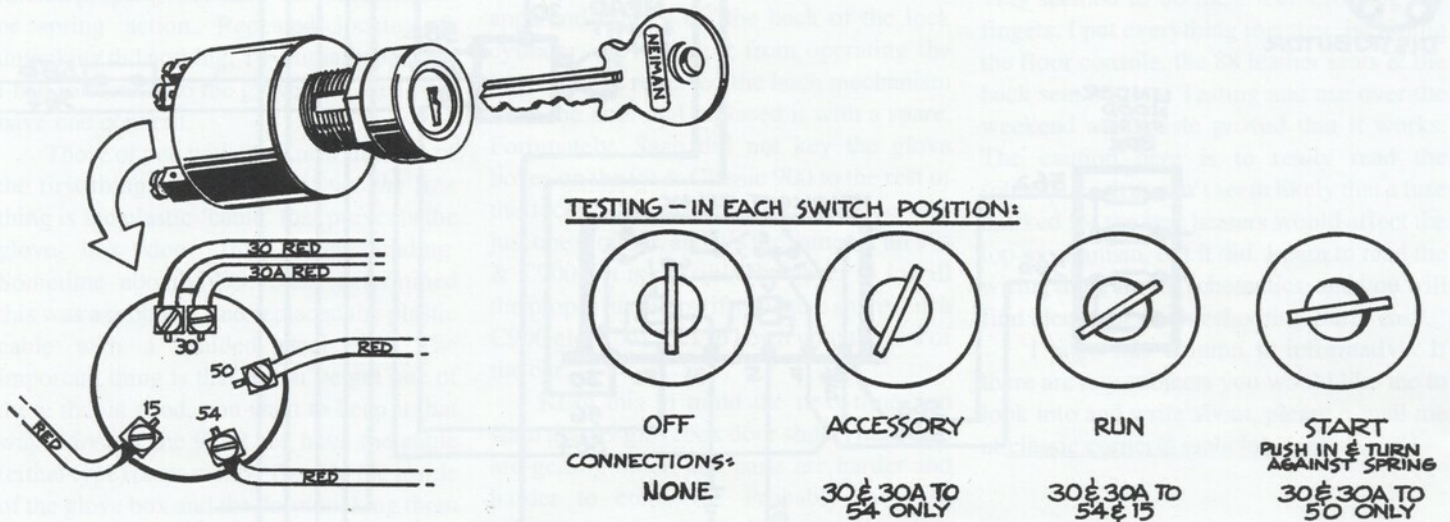
The primary circuit includes the battery, starter, alternator, regulator, fuse box and ignition switch. The schematic drawing shows the items mentioned, plus other associated wiring.





It is also helpful to study the physical wiring layout for the engine bay and some under-dash panel items. This drawing shows the physical layout as seen from the left front fender area. Included are drawings showing the connections to the ignition/start switch and to the headlight switch.

Finally, there is a strip drawing showing the internal connections made in the ignition/start switch in each of the switch positions. This is included should you need to test the switch operation with an ohmmeter.





The headlight switch for the Sonett V4 cars is designed to carry a lot of current (i.e., the full current necessary to operate the headlights). It also has a built-in panel lamp rheostat. The rheostat should measure (with headlight switch OFF) between zero and 22 ohms (with the ohmmeter connected between terminal 58 and 58b) as the knob on the switch is rotated.

When the switch is pulled to the first (park) position, you will read a short between terminals 30 and 58. You will read the same resistance between terminals 58 and 58b as in the previous test. When the switch is pulled to the second (headlights ON) position, you will read a short between terminals 30 and 50, as well as between 30 and 58, and the resistance reading you measured before, between terminals 58 and 58b.

The early Sonetts were awash in RED wires. It is a very good idea to mark the wires before you remove them from a switch, relay, etc, particularly if the number sleeve is missing from the wire.

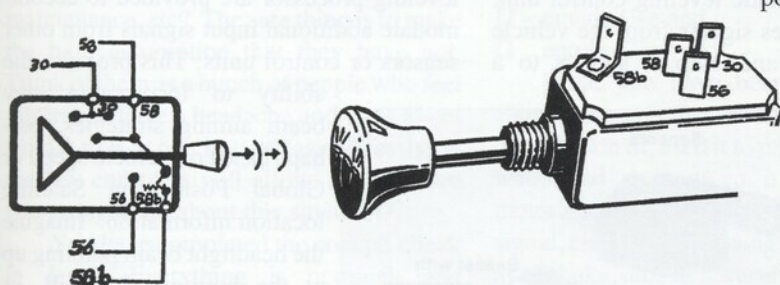
NOTE: Some V4 Sonetts are wired as the schematic shows—with the heavy wire splitting INSIDE THE WIRING SHEATH, and feeding the headlight relay at terminal 30 of that relay. B+ voltage on these cars is applied through fuse 7 via wire 30 to the headlamp switch. Your car could be wired either way.

When the ignition/start switch is turned "ON", voltage is present at terminal 15 (+) on the ignition coil, courtesy of red wire 15 from the ignition/start switch.

When the ignition/start switch is turned to "START", current flows through red wire 50 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.

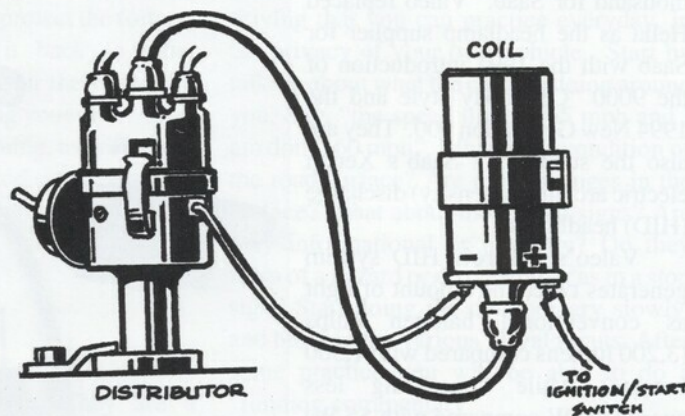
The voltage present at terminal 15 of the coil causes an electrical field to build in the coil, because, so long as the ignition points are CLOSED, current flows through the coil, through the ignition points, to ground.

As soon as the ignition points OPEN, the electrical field in the coil collapses, giving a voltage spike (on the order of



Battery plus (+) voltage is felt at the large starter terminal on the starter solenoid. Heavy red wires connect (separately) to the alternator (via the sleeved harness that runs in front of the radiator) and to the ignition start switch (via the sleeved harness that runs along the ledge on the left vertical engine bay frame panel).

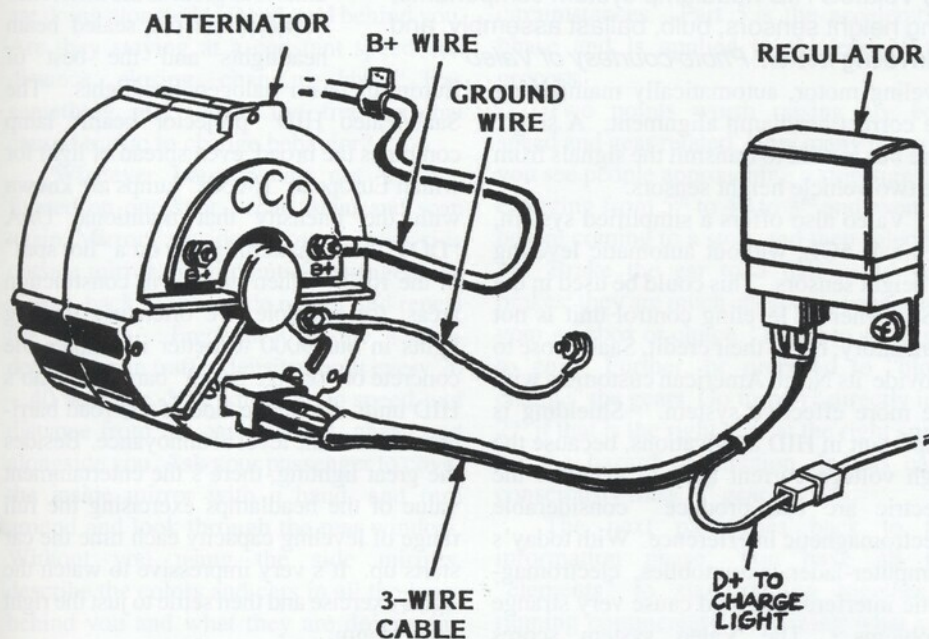
A heavy red wire connects the ignition/start switch terminal 30 to terminal 30 on the headlight switch, and from the headlight switch to terminal 8 of the under-dash fuse box.



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 terminal of the distributor cap. It is instantly transferred (by the distributor rotor) to one of the spark plugs where it ignites the fuel in that cylinder.

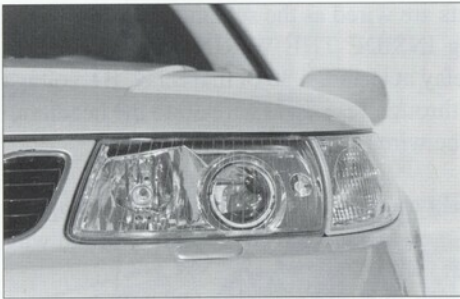
This process repeats and the other plugs fire (in firing order) and the engine starts. The ignition/start switch is returned to the "RUN" position. The starter solenoid relaxes and the engine is running.

If you have a problem in this primary circuit on your Sonett V4, refer to the trouble shooting procedures for the primary circuit of the Saab 95/96 V4. The procedures for testing these circuits are the same for the Sonett V4.



# Saab's High Intensity Headlights

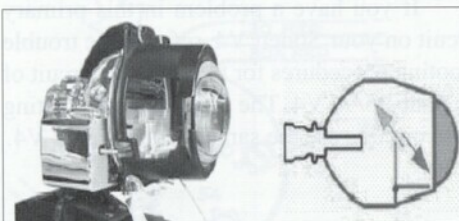
by Stephen Goldberger



2002 Saab 9<sup>5</sup> with optional Xenon electric arc discharge headlights  
*Photo courtesy of Saab Automobile AB*

Valeo, Latin for "feel good", is a broadly based French supplier of automotive equipment. The acquisition of SEV Marchal in 1970 and Cibie in 1978 put Valeo firmly in the headlight business, and now Valeo produces 35 million headlights per year, including a couple or three hundred thousand for Saab. Valeo replaced Hella as the headlamp supplier for Saab with the 1992 introduction of the 9000 "CS" body style and the 1994 New Generation 900. They are also the supplier of Saab's Xenon electric arc (high intensity) discharge (HID) headlights.

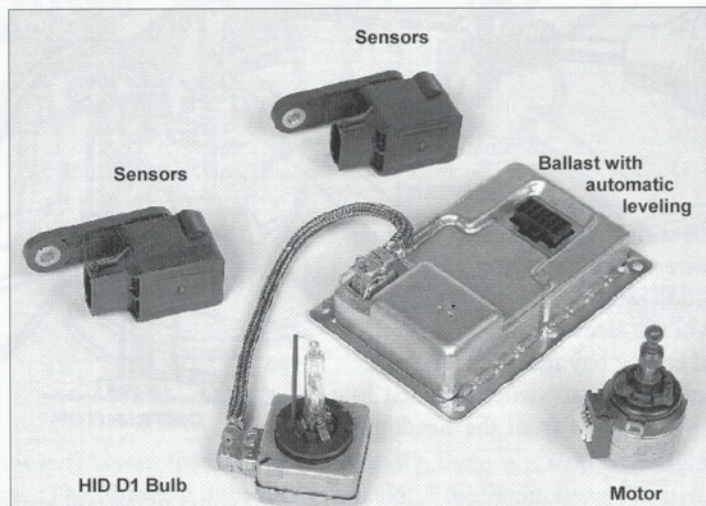
Valeo's Velarc® HID system generates twice the amount of light as conventional halogen bulbs (3,200 lumens compared with 1,500 lumens) while consuming less energy (35W compared with 55 W) and providing a longer service life (2,500 hours vs. 500 hours). Valeo states, "the high luminous flux provided by the Velarc® HID system significantly improves long distance visibility and helps the driver to avoid obstacles. The increased beam width and homogeneity also provide better illumination of the side of the road, further contributing safe driving. The system's high optical performance enhances driver comfort and lessens fatigue."



Velarc® 5G Elliptical (projector beam) headlamp assembly. The shutter blade flips down for high-beam operation. *Graphic courtesy of Valeo*

This HID technology provides both high and low beam functions from a single reflector and light source. Valeo offers two types of bi-function lighting systems: an elliptic module featuring a projection lens optical system, which Saab uses, and a complex shape reflector.

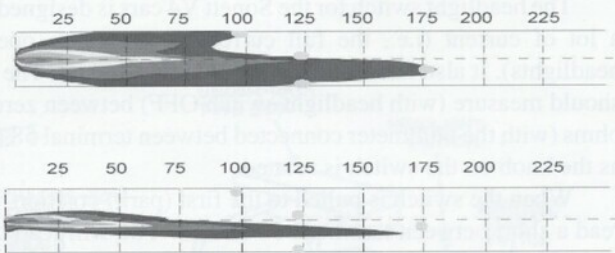
Velarc® 5G and 5GL are Valeo's newest generation HID systems, and are sold as a complete system. The ballast assembly, which generates the 1 kV (1000 volts) voltage to the HID lamp, contains an integrated automatic leveling control unit. This unit receives signals from the vehicle height sensors and outputs signals to a



Valeo's Velarc® HID headlamp system components, including height sensors, bulb, ballast assembly, and leveling motor. *Photo courtesy of Valeo*

leveling motor, automatically maintaining the correct headlamp alignment. A single wire bus is used to transmit the signals from the two vehicle height sensors.

Valeo also offers a simplified system, Velarc® 5GL, without automatic leveling or height sensors. This could be used in the USA, where a leveling control unit is not mandatory, but to their credit, Saab chose to provide its North American customers with the more effective system. Shielding is important in HID applications, because the high voltage current used to generate the electric arc can produce considerable electromagnetic interference. With today's computer-laden automobiles, electromagnetic interference could cause very strange problems. The Valeo system scores



Graphic comparing the light intensity and distribution of the Velarc® HID headlight (above) and a reference halogen headlight (below). *Graphic courtesy of Valeo.*

particularly well in minimizing such interference, according to the company's data.

Two additional input terminals to the leveling processor are provided to accommodate additional input signals from other sensors or control units. This provides the ability to incorporate new beam aiming strategies, perhaps based on vehicle speed or Global Positioning Satellite location information. Imagine the headlight beam pointing up at the bottom of a hill, or steeply down at the crest of a hill, based on a built-in map and GPS data.

How does the Velarc® system perform in "real world darkness?" Having sampled a 9<sup>5</sup> with HID headlamps, we believe the performance difference between Saab's very good halogen headlights and the HID units is as great as the difference between the old sealed beam headlights and the best of

European beam halogen headlights. The Saab/Valeo HID "projector beam" lamp combines the broad, even spread of light for which European "E-code" lamps are known with the intensity that traditional USA "DOT" beam patterns place on a "hot spot" in the road. When driving in construction areas, for example, we often use the fog lights in our 9000 to better illuminate the concrete or "orange barrel" barriers. Saab's HID units illuminate side-of-the-road barriers almost to the level of annoyance. Besides the great lighting, there's the entertainment value of the headlamps exercising the full range of leveling capacity each time the car starts up. It's very impressive to watch the lights exercise and then settle to just the right vertical aim.

## On the road – Part 1

*We're off to see the relatives. Good stuff and even better, it is a simply beautiful day. You have done the vital fluids check and ensured that the cold tire pressures are correct. You also had a good night's sleep, and breakfast with the family was a little hectic, but pleasant. Given these circumstances, the theory is you are now approaching your vehicle in the very best mental and physical manner. That must make you feel good – and it should.*

Just one thing, what about those other drivers out there in that dangerous environment? Have they the same "advantages" as you in terms of rest, car maintenance, etc? The safe thing is to make the base assumption that they have not. Think of them as a bunch of people who feel miserable, have a headache and want to get from A to B as quickly, and as recklessly, as the law enforcers will allow. So what are you going to do about this situation?

You have completed the cockpit check in detail. Everything is nominal, and everyone is strapped in and all the doors are secure. Mirror and shoulder checks complete and you are now ready and safe to move off. Let's talk about the "safe zone". I describe this as the walled fortress around my vehicle and more importantly around you and your family. You will do everything you can to prevent any intrusion into your safe zone.

The first action is a deliberate and planned scan of your surroundings. You want to know the threat locations, what cars are doing alongside, ahead, and behind you. Are they staying at a constant speed and distance, closing, changing lanes? Has something just joined the freeway that caused traffic to change behavior?

Whatever you do, do not become fixated on one spot - scan, scan and scan again. Mirrors : inside mirror, driver's side outside mirror, instruments, passenger side mirror, back to the inside mirror and repeat the process. Frequency of the scan – depending on traffic density about every 20 – 40 seconds. You know your speed and distance from the cars in front, ahead and alongside you. Ask your passenger to cover the inside mirror with a hand, and turn around and look through the rear window. Without you using the side mirrors, describe the colors and cars in all the lanes behind you and what they are doing. Are

they a threat, is one gaining on you, did one seem to be gaining three cars back so you can expect a lane change?

The British Police have a manual entitled "Roadcraft" which is the bible for Class A and Armed Response drivers. This is the foundation of the examinations by both the Institute of Advanced Drivers as well as the Royal Society for the Prevention of Accidents Advanced driving courses. They teach the process in a very structured, yet flexible way known as "The System". It consists of five parts.

Part 1. The System's foundation is the information phase, code name "TUG," where:

T equals Take  
U equals Use and  
G equals Give

What you have been reading about above is exactly that. You have been taking information in; used it to protect the fortress walls and then given it back to other motorists. This would be in the form of a signal, example - sounding your horn, never as a rebuke, only as a warning, use of hazard warning lights, even a hand signal, etc. The mirror, signal and maneuver that we were all taught support this.

Part 2. Position  
Part 3. Speed  
Part 4. Gear and  
Part 5. Acceleration

Parts 2, 3 and 4 overlap. They are a continuum. The purpose is to ensure that you are in the right position, at the right speed, and in the right gear under all circumstances. Part 5 is the acceleration phase and is applied at the end of the process.

Two points worth raising are both speed and gear related. How many times do you see people approaching a stop sign and changing from 5<sup>th</sup> to 4<sup>th</sup> to 3<sup>rd</sup> and even 2<sup>nd</sup> before coming to a stop, and then selecting 1<sup>st</sup>? Brake the car to a halt using your brakes; they are much cheaper to repair than your gearbox or clutch. "Brake to slow, gas to go." Further, be prepared to "block change" the gears. Go from 4<sup>th</sup> directly into 2<sup>nd</sup> if that is the right gear at the right speed for the hazard or junction. In this case, consciously miss 3<sup>rd</sup> gear.

The next part goes back to the information phase. You have all the "elements" to start putting together a running commentary describing what you

are seeing, and what you are going to be doing about it. With a commentary, three things will happen. First, your vision will increase significantly. With that increase in vision, you will recognize hazards more quickly, and if you do your ability to prioritize those hazards also increases dramatically. Now you are really showing just how protective you can be on maintaining that safe zone.

To reiterate, a commentary is probably one of the most significant single skills you can develop to become a safer and better driver. You will also become much smoother because your anticipation is at a significantly higher level. A smooth driver is a safer driver.

For the benefit of new readers, allow me to give an overview on the question of the commentary. This is probably the greatest single tool to safe, controlled driving that you can practice everyday, in the privacy of your own vehicle. Start by talking about what the cars are doing around you. Say, "the speed limit is 65 mph and I am doing 60 mph". What is the condition of the road surface? Are there changes in the surface? What about those road signs? Are they informational or advisory? Do they warn of a hazard or do they order as in a stop sign? Start doing the commentary slowly, and build in the various visual inputs. After some practice you will be able to do a "running commentary".

The primary benefit is significantly improved awareness. Your ability to recognize and then prioritize hazards will increase, and you are now in that wonderful situation of being able to "plan" the drive. Things will happen less "suddenly", you will have created a "safe zone" around your vehicle. You will become a much smoother driver.

I am sure some of you are wondering when you will have time to drive while you are doing all these extra "activities". You will find that you actually have fewer things to do in total, and certainly less panic actions, because you have a planned drive. If something happens "suddenly," please take a moment to relive the few minutes that lead to the "suddenly" and ask "What could I have done better or differently and how would this have affected the outcome?"

Safe controlled driving to you all. Talk yourself into talking, and you will be safer.

# Saab Swap

## Saabs For Sale

**1997 900 Cayenne Red Manual** - Mileage: 51,800 - Price: \$14,950 Mint Condition, Metallic Red w/ black Top, warm Taupe Leather interior, heated seats, A/C, 6 pack Cd player, Alloy Wheels, good rubber, Professionally Maintained & Certified. **TSN** Rhonda Desrochers, Old Orchard Beach ME [Rhonda.F.Desrochers@aexp.com](mailto:Rhonda.F.Desrochers@aexp.com) (207) 934-4909

**1996 900 SE Convertible**, Black Auto 74,000 miles, \$11,900 with V6, 6 CD changer and all other standard SE features. Nice car which is in good condition. Dave Bender, Bettendorf IA [dbender@pss-inc.net](mailto:dbender@pss-inc.net) (309) 269-5012

**1992 Saab 900S Convertible** Metallic Green - Trans: Manual - Mileage: 52,000 - Price: \$8900 b/o second owner, excellent condition with wood grain interior beige leather perfect condition. Garaged and maintained by dealer. Excellent body with a few minor parking dings. Service records.. **TSN** Susan Meier, Ho-Ho-Kus NJ [sjm10146@aol.com](mailto:sjm10146@aol.com) (201) 612-1940

**1990 900 SPG Turbo** Talladega Red, Manual, 118,900 miles, \$8500 obo. Modified APC box, Saber Exhaust, K&N air filter, Jacob's Ignition wires, PIAA driving lights. Interior is charcoal grey Since 2/99, transmission, water pump, clutch, alternator, brakes, tires (Dunlop SP5000), cv joints, ball joints, engine mounts, etc. Work done by dealer or certified Saab mechanic. Needs steering rack soon, minor engine oil leak. Andre Nychka, Riverdale NY [andrenya@cs.com](mailto:andrenya@cs.com) (718) 548-2665

**1990 900 SPG Turbo** Red - 130K - \$7,500 Very good condition. 2nd owner. Maintained by Saab. No rust, no body work done or needed. 4 new snow tires and 4 new all weather tires. Oil changed every 3K - all 30K majors done. Records available. **TSN** Contact: Richard Connolly, Denville NJ [senpaic@msn.com](mailto:senpaic@msn.com) (973) 476-2722

**1987 900 Turbo** Convertible 120,000 miles Beautiful car inside and out. Recently-new clutch assembly, pulley system and belts, front tires, battery, front end alignment and wheels balanced. JVC CD, Polk speakers. The air conditioner is very cold and heater very hot. The leather seats are in terrific condition. and runs perfect. **TSN** Tarra Bercegeay, Los Angeles CA [tarra@tbproductions.com](mailto:tarra@tbproductions.com) <http://www.tbproductions.com/saaaab/index.htm> (818) 640-8411

**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](mailto:nines@neo.rr.com) 330-497-0346

**1974 Saab Sonett III** 80,000 miles \$3000 Lime Green, southern car, garaged every Daily driver during the non-salty months, regular services. All OEM engine, drive train, exhaust and wheels (5 good blue badges!), freewheel disabled. Koni front shocks. Fresh engine mounts, replaced cv joints last fall. Call or email with questions. Tom Campbell, Hanover NH [dtc@dartmouth.edu](mailto:dtc@dartmouth.edu) Phone: (603) 252-9922

**1973 99**. Body sound, interior bad. Was running well when last driven some years ago. \$200 or best offer. W. Larson, Raleigh, NC. [JoanHLarson@aol.com](mailto:JoanHLarson@aol.com). (919) 847-4292.

**1970 99**. Interior good, engine damaged due to timing chain. Body sound, some rust on bottom of doors. \$200 or best offer. W. Larson, Raleigh, NC. [JoanHLarson@aol.com](mailto:JoanHLarson@aol.com). (919) 847-4292.

**1969 96 V4** White 35,464 \$5500 This is almost a show car. No rust, 35,000 miles good tires, rebuilt trans. new carburetor, excelent interior. Fast and fun to drive. Reason for selling: 3 teenage kids have realized it is a cool car and all want to drive it. **TSN** Contact: Thomas A. Kiley, Rockport ME [kileyhills@hotmail.com](mailto:kileyhills@hotmail.com) (207) 596-6766

## Parts & Miscellaneous For Sale

**Rust Free Arizona Saab Parts** Clean rust free Arizona Saab parts used, 99, 900,9000 interior, body, mechanicals, glass, window motors, and wheels. Some rebuilt parts available, some new parts as well. Shipped right to your door. Joe Ritz, Tempe AZ [joeritzwinn@cs.com](mailto:joeritzwinn@cs.com) (480) 966-6061

**9000 Upper Motor Mount Stiffening Plates.** "TIGHTY WHITEY" 9000 upper motor mount stiffening plates. Tested not to break or fall out. No added vibration. Just a tighter feeling car. No need to replace old worn out motor mount. They also protect your new motor mount from tearing again. **TSN** Joe Berginc, Greensburg PA [jcb157@hotmail.com](mailto:jcb157@hotmail.com)

**1967 96 Parts.** Exhaust system, seats, front drive assemblies, carburetors. Complete engine for 96. \$300 or best offer. W. Larson, Raleigh, NC. [JoanHLarson@aol.com](mailto:JoanHLarson@aol.com). (919) 847-4292.

**European E-code Headlamps**, OEM, not knockoff junk. 9-3/NG900: \$344/pr All-clear front turn signals, 9-3/NG900: \$100/pr. Other models available, full Cibie-Hella-Bosch stockist. Daniel Stern Lighting, Houston, TX [dastern@vrx.net](mailto:dastern@vrx.net) (416) 766-2327 Fax: (416) 767-0122

**Engines for sale** at garage sale prices. Same location for over thirteen years; many good used engines, too many. B-engines, H-engines and some 16 Valve w/head for only \$100 each. call for availability. Many other used parts - 40 parts cars in our back lot. Call! Independent Auto Craft, Crystal Lake IL [iacinc@mc.net](mailto:iacinc@mc.net) (815) 455-4030

**V4 Engine Rebuilding.** My 35 years experience with V4's means Your engine will be done right, not half-assed. Street Stock or High Performance. Call for prices and details. Jack Ashcraft, 2030 Grey Eagle Drive, Medford, OR 97501 [jackashcraft@prodigy.net](mailto:jackashcraft@prodigy.net). (541) 779-0731.

**1984 - 1993 Saab parts.** Almost everything, SRS, ABS, Heads, Transmissions, Suspensions, Lower A-Arms, All high quality. Can provide installation with warranty. Also provide mobile Saab Service in Los Angeles. Loaner cars, open 7 days a week, labor warranty, factory trained! Customer oriented - we come to you! Call for details. Walter Wong - Saab Mobile Service, Los Angeles CA

**Super Aero Rims** (16X6.5") with new Nokian NRV 205-55-16 tires mounted and balanced, with set of 4 caps. Wheels and tires were used for approximately 4 months TOTAL for a NINES evaluation report. \$1200 including shipping to the continental U.S. Nokian NRVs are excellent performers - firm but supple ride, with excellent handling. The tread rubber is designed for Nordic climates. While these are NOT all season tires by any means, the tread rubber remains flexible in sub-freezing temperatures, so you will at least make it home safely. The tires feature an asymmetric directional design for optimal performance and a great "Saabish" look. Stephen Goldberger, North Canton OH, [nines@neo.rr.com](mailto:nines@neo.rr.com) (330) 497-0346

**Many new & used 900 & 900T parts** for sale incl. 1988 Turbo engine, starter, turbo, Air Mass Meters, computer, etc. Call or email for list & prices. Tim Uselton, Glendale Heights IL [fourhappycampers@earthlink.net](mailto:fourhappycampers@earthlink.net) (630) 510-7970

## Wanted

**Wanted: 89 900T Hood** Edwardian (dark) Grey hood for a 1989 900 Turbo. Any color will do but prefer dark grey. Joseph Fenwick, Columbia MD [jfenw54639@aol.com](mailto:jfenw54639@aol.com) (410) 740-2180

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

The information and photos contained in the New 9<sup>3</sup> articles in this issue are entirely based on information from Saab. I haven't seen one in real life yet, let alone driven one. Saab has graciously offered me the opportunity for an early test drive in mid July, the results of which will be in the next issue. I will also be able to ask questions, so if you have any you'd like asked, please email me at [nines@neo.rr.com](mailto:nines@neo.rr.com).



One question that Saab has already answered is, "Why not a hatchback?" The following, excerpted from the Saab press release, shows Saab's reasoning:

*Over the last 10 years, ... global sales of ... smaller, "D" segment premium cars have grown by almost 50 per cent, to 1.4 million units last year. In contrast, sales of larger, mid-size cars, such as the Saab 9<sup>5</sup>, have remained largely static, declining marginally to 0.8 million units last year. Almost alone among the world's premium manufacturers, Saab has continued with its traditional, hatchback formula. However, the 9<sup>3</sup> premium segment is dominated by sales of sedans, which account for almost 60 per cent of the total, the remaining 40 per cent being wagons, convertibles and coupes. Now with a new 9<sup>3</sup> sedan model available, instead of a hatchback, Saab is positioned for the first time to compete on a like-for-like basis in this large and growing marketplace. Research also shows that if versatility is an important requirement, customers now prefer a wagon, or estate car, rather than a hatchback.*

The sales success of the 9<sup>5</sup>, compared to the 9000 hatchback it replaced, could hardly interfere with the logic. The 9<sup>5</sup> SportWagon alone is selling in numbers comparable to the 9000's total sales throughout much of its history, and the sedan sells more than twice that number.

How much of the relative success of the 9<sup>5</sup> compared to the 9000 stems from its quality and refinement, areas in which it outshines the 9000, versus its "conforming to the normal" combination of sedan and wagon for wider appeal? Will Saab's

existing customer base of 900/9<sup>3</sup> and 9000 owners remain loyal to the brand after its unique hatchback design is abandoned? Is there more to gain by appealing to a wider range of buyers who may be

quite satisfied with their current brand than there is to lose by giving current owners one more reason not to look exclusively at Saab? Will the coming "crossover" and 5-door variants be hewn to the lines shown in the 9<sup>3X</sup>, and if so, will that make current hatchback owners "fall in love all over again?" These are questions that come to my mind. They are questions that Saab has no doubt asked themselves, and ones that time will answer. My personal opinion as the owner of a 9000 hatchback? I love its style, carrying capability, and performance. Although I wouldn't shed a tear if the Saab Fairy were to wave her wand and transform it into a 9<sup>5</sup> SportWagon, I would be unhappy with the constraints a sedan would impose.

Not to be unduly demanding of said Saab Fairy, but this could be an opportune time to purchase that 9<sup>5</sup>. Consider that the US Dollar has been declining against European currencies in recent months, is at a 16 month low against the Euro, and is still declining. Consider as well that the production and importation of 9<sup>5</sup>s have probably been increased for this summer. Saab's workers need to build something while the New 9<sup>3</sup> line is under construction,

and the dealers need something to sell. That may turn around in the fall, when the emphasis is on production of the new model. The enhanced value in the pricing of the revamped 2002 9<sup>5</sup> could well be taken back when the 2003 model year prices are announced, given the currency trends and the presence of a more competitive 9<sup>3</sup> line. The 9<sup>5</sup>'s nearest competitors are facing the same currency pressures, so their pricing will not, I predict, be a factor in the 9<sup>5</sup> holding it's current price level. No, I have not been privy to any inside information, hints, rumors or speculations, and I could be completely wrong. I'm just "looking out."

Speaking of "looking out", some subscribers have advised me of problems they've had when filing claims with Farmers' Insurance family of companies. Farmers' is one of the larger insurers in the US and has had a long-standing good reputation. Investigation has shown that the subscribers' concerns are true. For whatever reason, the company is now being very obstinate when claims are filed. If you are a Farmers' policyholder, you would be well advised to seek an alternative insurer. We are.

On the membership front, regional clubs have been very active this spring, to the point of filling the magazine! The strong turnout at the Carlisle Import/Kit Replicar show and the Mississippi Headwaters Tour showed that Saab owners are both enthusiastic and hardy. The activities build on themselves. At Carlisle, many of the attendees were making plans to attend the Vintage Gran Prix in Pittsburgh, an event which has previously not been widely attended by Saab owners outside the immediate area. Local and regional events are incredibly rewarding to the attendees. We urge all our readers to attend the ones you can, along with the annual Saab Owners' Convention. We urge the regional clubs to keep NINES informed on upcoming activities. We also look forward to the widespread acceptance and adoption of SCNA bylaws, at which time the regional clubs will become "chapters" of SCNA.

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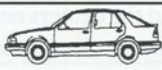
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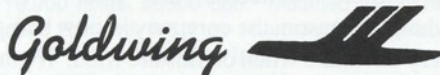
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