

#260

November/December

2002

Nines

The Saab Club Magazine



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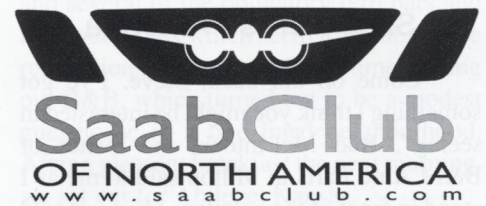
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Front Cover: Convertibles at the 2002 Saab Owners' Convention
Photograph by Stephen Goldberger

Cover Wrap: Collage of the Convention Panorama.



Fellow Saab Lovers,

By now winter is closing in upon us and many of us are wondering if we can survive another winter of too few Saab activities. It's been a busy and exciting fall with the rollout of the all-new 9-3 Sport Sedan, the 1st Annual Adirondack Saab Run, SAABtoberfest 2002, and Swedish Car Day 2002 just to name a few. Even with all these Saab activities, your SCNA Board has been hard at work setting up the infrastructure of our club. To begin with the Executive Board managed to draft club By-Laws that were posted on The Saab Network (TSN www.saabnet.com) for 6 weeks for member comments. On 17 September 2002 a final version of the By-Laws was adopted by the Executive Board and posted on TSN. We are official! The Executive Board also appointed 5 Standing Board Members to help with the workload: John Hochstetter, Membership; Larry West, Elections; Marc Fails, Convention; Jim Lehman, Marketing & Communications; Jerry Danner, Club Liaison.

The Road Ahead- The most important things your Board has been working on are next year's Saab Owners Convention (SOC 2003) and member benefits. The really big news is that the next SOC will be hosted by the Central Penn Saab Club, with the help of the Washington Area Saab Club (WASSAAB), New England Saab Association (NESA) and chaired by Marc Fails, President of the Central Penn Saab Club. The Convention will be held on Sept. 5,6,7, 2003 at the Hershey Lodge, (<http://www.hersheylobby.com>) in Hershey, PA. We are very sure this is going to be an event to remember! Look for Marc's column, featured in this issue. On the member benefit side, we have invited (via Saab Cars USA, Inc.) all 239 U.S. Saab dealers to be club sponsors by offering our membership a discount off their regular everyday prices. You should soon see a list of participating dealers appearing on our website and listed in NINES. New members will have a listing included in their membership kit.

The Road Way Ahead- The Board is looking at ways that the National organization can help our (32 ?) local clubs grow and for new clubs to get started. We are looking at developing a Section Rebate program, where a portion of new SCNA member dues is sent to the local active club of the SCNA member. That being said, I would like for every local club president, chairman or co-coordinator to contact me and let me know that they are still an active club and how they would like to see this program developed and what other ideas you have for SCNA to help you. Silence or a failure to respond to us means that you can't participate in our programs. If you are interested in starting a local club or chapter, please drop us a line. To date, the newest club to be formed is the New York Saab Owners Club (or is it the Empire State Saab Club?) formed by Stephen and Megan Pivonka and Richard Levy.

The Board would like to start working on a 3-year comprehensive plan for the club. I would also like to take this opportunity to announce that formal proposals for both the 2004 and 2005 conventions are encouraged to be presented to the Executive Committee and Board of Directors for consideration and approval. A formal proposal MUST include the City and State, and the host hotel and convention center to be considered. A formal proposal should include specifications on the facility, general pricing information for both lodging and food and beverage budget. Club particulars, including club and member biographies will also be helpful to determine suitability of the proposal. Feel welcome to contact us should you want to discuss creating a formal proposal or with other related questions. The sooner the board receives locations to review and approve, the sooner planning can begin. I would like to have the privilege to announce and introduce the next convention team at Hershey on September 7th 2003.

On a final note, Phil Lacefield Jr. resigned as the Executive Director of SCNA, effective 13 Sept. 2002. Phil will continue to be President of the Tristate Saab Club and be active in Saab events and activities. The Board would like to thank Phil for all his efforts in getting the National club rolling! Please direct any SCNA business towards the members of the Board. Our contact information has been listed on the "Club Contacts and Information" page.

Garry Grimes
President, SCNA

Saab Across America

"Come on out back, Steve. I've got something I think you might be interested in seeing", Bud McLintock, the owner of B&M Auto Parts in Milton said to me as I stood in front of the counter. I had just told him about the unfortunate encounter between my beloved 1985 SAAB 900S and a huge Ford pickup in the parking lot of a local bar. A slightly inebriated young man had backed his truck right into the front of my SAAB and here I was visiting my local junkyard to see what parts I could get to put my trusty SAAB back together. I figured a new hood, grill, and cross member would put me back in business.

Bud led me around the counter and out back into part of his enormous garage filled with dismantled parts from his yard. There in the dim light from a dirty window sat a Citron Beige 1995 SAAB 9000CS with a crunched left fender and drivers door. Other than that, it looked brand new. Spotless carpet, gleaming leather seats, glowing burl walnut dash, I was impressed. "I have a good feeling about this car, Steve," said Bud. "I've been around cars all my life and I think this one has been well cared for. I know that it's got a new exhaust system and the tires look new. We just got it in from New Hampshire, and I drove it yesterday. It's smooth and comfortable. We can put a new door, fender, and hood on it, paint it up, and it'll be good as new."

I was very interested. My 1985 900S was getting tired, and my wife Ann complained every summer about the fact that the AC no longer worked. "No longer worked" is an understatement. It was gone! I had ripped it out when it stopped working years ago to gain access to the alternator or heater control valve or something. I can no longer remember what. The odometer had quit at 164,000 miles several years ago, and by my rough calculations the car had about 350,000 miles on it by now. I had bought the 1985 900S at 116,00 miles in 1990 when it was 5 years old. This 1995 9000CS had 93,000 miles on the odometer and was also 5 years old. Maybe the gods in Trollhättan were telling me something when they sent that Ford pickup my way. Perhaps it was time to consider moving up.

I was somewhat apprehensive about "moving up" to a 9000. I knew the 900 well, and I knew the 900 was a fine car. I loved the

handling, the comfort, and the solid safety of the car. Would this 9000 be as reliable? As safe? Could I even work on it? I could tell it was a lot more complicated. But that rich, creamy, leather and that polished walnut burl; they called out to me.

Bud McLintock and I went back out front and talked business. He put together a package that I thought sounded fair. He agreed to have the car rebuilt to pass state inspection, repainted, and all damage from the accident repaired within a time frame I could live with and at a price I could afford. We shook hands.

Things never go exactly as planned, do they? The time stretched on; parts were not available; the body man had another project, etc., etc. More things needed to be done. We ended up with a 1993 door and a new fender. We had to repair the hood because a replacement couldn't be obtained in time. Then when it went in for an alignment, it turned out to need a new front strut. Finally the day arrived. What a beauty she turned out to be. I was really pleased. Even my wife Ann, who had been chafing at the long delay and the fact that she had not been consulted when I had made the deal with Bud, let a few faint words of praise pass her lips. "It sure is comfortable," she said.

Comfortable it was. And sexy. And fast. My 1985 900S was naturally aspirated. I had never experienced a Turbo, so even the LPT on this CS was quite a revelation to me. I felt we had made a good deal. We now owned a car that turned heads wherever we took her.

Why not go on a trip? Yea, a trip: a long trip. We planned and planned. Ann has family in Ohio; I have a son in Oakland and a daughter in Alaska. Why not do the whole country? I thought we could do it in a little under a year.

I work for a company that provides temporary medical staffing for hospitals all over the country so I signed a 13 week contract in Columbus, Ohio at Ohio State University Medical Center. This allowed us to visit Ann's daughters Semra, Samatha, and Sabrina. Sabrina lives in Erie, PA, but that was close enough so we could have several nice visits. We got to spend Thanksgiving and Christmas in Ohio. What fun!

On the way to Ohio we stopped in New Haven to visit my brother and his family and

then drove into NYC to visit Ground Zero. We stayed at a really nice B&B in Chelsea, on the East Side of Manhattan, went to dinner at Sardis, and saw a show. In the afternoon we tried to visit Ground Zero. It turned out I could not do it. It was just too emotional for me to be there. The winter before last we had spent 6 months working in NYC. I walked through those buildings twice a day on my way back and forth to work. I spent a few moments at the barricades but found I was too upset to spend any time there.

The first thing I did when we got to Columbus was to call Dan Orzano, the president of the local SAAB club. Dan gave me an enthusiastic welcome and immediately invited Ann and me to join the SAAB Clubs' Amish Country Drive that was coming up soon. I have to say that the friendly welcome we got from everyone in the SAAB Club made me proud to be a SAABer. The Amish Drive turned out to be a great success, with good weather and wonderful scenery. With our Vermont license plate, Ann and I earned the prize for driving the furthest to participate. A good time was had by all. I was pleased to meet Stephen Goldberger, publisher of the Nines Magazine and his lovely wife, Norma. I had corresponded with Stephen earlier and felt it was quite an honor to meet him in person.

It was a long drive back to Columbus from where the Amish Drive had ended, and just as I pulled into my son-in-law's driveway, the clutch pedal went right to the floor. What a disaster, and what luck to have happened just there. The next morning I ordered a new clutch master cylinder and read up on the bleeding procedure. It seemed to me that I could do it, so I bought some brake fluid, a bicycle inner tube, a hand pump and went to it. Two days later I gave up. I was completely stymied. No matter what I did or how I did it, I could not bleed that clutch. Fortunately that night was the monthly meeting of the SAAB club at the Buckeye Hall of Fame Café, where I met the SAAB service manager from the local SAAB dealer, Midwestern Auto Group. He assured me it was an easy job and that they would take good care of our prize CS. The next morning, I called a tow truck and had the car taken in to MAG. That afternoon they called me to come pick it up. It had needed a new hydraulic line to the slave cylinder. No wonder I had not been able to

bleed the clutch. A relief, but I was disappointed not to have been able to do the job myself. I did have a new master cylinder installed though.

While we were in Columbus, the 95,000 mile service came due. Ann's daughter, who drives an AUDI A4, recommended that I use MAG "No," I said, "I would rather take it to an independent." This decision turned out to be a mistake. One full day and almost \$500.00 later the car ran worse than before I took it in. I spent several days working in the driveway trying to sort things out. I found the wrong plugs poorly gapped so I replaced those. The independent had tried to clean the AIC valve with no improvement so I replaced that also. I discovered <the saabsite.com> on the web, where TW, the owner and mechanic, recommended that I replace the check valve in the fuel feed line to fix a slow starting problem. While I was at it I put in a new DI cassette too. I also replaced all the vacuum lines with new silicone hose from Hose Techniques in California. I used a bright yellow to match the radiator and oil fill caps; it looks real nice. At a return visit MAG found fault code "PO120," replaced the throttle position sensor, and finally the car was running really well.

One thing that the indie had noticed was that the tires (remember my nice new Hakkapeliitta NRW tires?) were badly cracked and split on the inner sidewalls. A visit to the local Nokian dealer confirmed this. Fortunately he was able to replace all four of them under warranty. I have since learned that this cracking can happen to tires that sit for a long time without flexing. I was very impressed with the way Nokian Tires and the local dealer, Grismer Tire, stood behind their product.

One other thing that I did while in Columbus was to replace the motor mounts. They were not completely shot, but there was a considerable amount of play in the shift lever and every mechanic with whom I spoke recommended that I replace them. I ordered the two lower engine mounts, and the tranny mount from <the saabsite.com> and an upper thrust mount in polyurethane from Abbott America. A long day on the floor of my son-in-law's garage saw the mounts in place, and a test drive showed a remarkable improvement. The car felt and drove like new. WOW! Well, maybe not exactly like new, but it sure felt nice.

All good things come to an end and so did my contract at Ohio State and our visit with our children in Columbus. We were sorry to leave our new friends at the Ohio SAAB Club too. With our smooth driving 9000 and our four new Nokian NRWs, we were set for our January drive across the country to California, where I had a contract at Alta Bates Medical Center in Berkeley.

We set out on the 10th of January. Our first stop was Louisville, KY, where we spent several days visiting an old friend from Maryland. Fred had bought a 53-ft Gulfstar sailboat when he lived in Annapolis and when he had to move back to Kentucky he had taken his boat with him. Fred now has the dubious distinction of owning the largest sailboat on the Ohio River. Louisville, KY, has a beautiful art museum, The Speed, where we spent an enjoyable morning. That afternoon we also visited the carefully restored historical homestead of the Speed family.

The Saab's 100,000-mile service came due while we were in Kentucky. I made an appointment at Nordic Motor Werks, a place that came well recommended by the SAABNET mechanics list. I can only add my own recommendation to those I got off the internet as I was treated to quick, competent, and friendly service. Our lady passed her checkup with flying colors.

Next stop was Ft. Knox, where Ann's oldest son, James, is the golf pro at Doe Valley Golf Club. They did not let us into the vault, (I don't think they let anyone in there), but we did get into the Army base to visit the Patton Tank Museum where I found a fascinating history of American ground warfare. We also got up close to some tanks being moved around the base. They are amazing and powerful machines when under way. The next morning we left for St. Louis.

An easy 5-hour drive later we were under the arch in St Louis. What an amazing architectural feat. There is an informative museum in the base of the Arch and a very 1960's style tram with small round cars, which climbs the interior of one side of the Arch, clicking and clacking, to a small observation area at the apex. The view of the city is impressive, but the Arch itself was what impressed me most about St Louis. They have a nicely restored waterfront section with a riverboat gambling casino tied up to the bank of the Mississippi,

and several of the obligatory fern bars and boutique shops which seem to inhabit these restorations. We spent a bit of time finding our B&B, which turned out to be a modest guesthouse in a tree lined neighborhood. After a pleasant breakfast the next morning, we set out for Abilene, Kansas.

Abilene is the birthplace of ex-President Eisenhower and has a nice museum and tourist information center honoring the WWII hero and leader of our nation during the postwar period. Our B&B was a large white columned mansion in the country outside of town. Each room was decorated with a different theme from local history.

We got our first wet snow while in Abilene and I found the Hakkapeliitta NRWs quite authoritative in slippery conditions. A 4X4 pickup went off the road just ahead of us on our way back to our B&B after dinner. This confidence in our tires was a nice discovery to make, as previously we had only been exposed to wet and dry conditions, no real snow or ice. I found the Hakkas to have plenty of stick under normal conditions but the aggressive directional tread had been a bit noisy on the highway.

The next morning found the local roads still slippery, but the interstate was dry. We sped on towards Denver and the Rocky Mountains. The sun soon came out as we hummed along; mile after mile of prairie disappeared behind us and after what seemed like forever, the Rockies gradually emerged from the haze in the distance far ahead of us. There they stayed, hour after hour, never seeming to get any closer. But gradually they did and we began to realize the grandeur and majesty of these mountains. Dusk was falling as we pulled into Denver and found our downtown B&B, a fine old Victorian Mansion not far from the center of town. This one turned out to be one of the more comfortable and pleasant places we had stayed so far. Our gracious host welcomed us with complimentary wine and cheese. Classical music played discretely in the background. Our comfortable, antique furnished room even had high speed Internet access. Leaving our SAAB in secure off street parking, we settled in. What more could two road weary travelers desire after our long drive across the prairie?

Ann grew up in Denver, and she was able to show me around the city although

much had changed since she had been there. They have a large downtown pedestrian shopping mall with horse drawn buggies to ride up and down. We had an excellent dinner and returned to our B&B to relax. That evening as I drifted off to sleep I thought a bit about the contrast between our comfortable drive across the plains and the incredibly arduous journey the first settlers must have made.

The next morning we set out to find Ann's childhood home, which of course looked so much smaller than she had remembered. Curiosity satisfied, we were back on Interstate 70 heading west for our next stop, Grand Junction, CO., on the other side of the Rocky Mountains.

I was really psyched for this trip. Crossing the Rocky Mountains in January could turn out to be a really foolhardy thing to do. Our host at the Denver B&B asked if we were carrying tire chains and gave us a phone number to obtain the very latest highway weather report. I was indulging in a bit of macho fantasy, "Man against the elements" sort of thing. I shopped for a folding shovel to dig us out of a snow bank but was unable to find one small enough to fit in our car. The crossing turned out to be completely uneventful however, with our most exciting diversion being a stop at Starbucks in Vail for a quick caffeine fix for Ann.

That evening saw us in Grand Junction at a new B&B high atop a mesa overlooking the town. The sunset was absolutely glorious with the slanting light picking up colors on the sides of the cliffs that had been invisible during the day. We drove down into town where, after a visit to the local carwash to remove the salt crusted all over our SAAB, we ate a pleasant meal at a small microbrewery. I had my usual Fish and Chips, but Ann had her first Buffalo Burger. She raved about it and after tasting it myself (she let me have a SMALL bite), I had to agree. It was much more flavorful than regular hamburg, and very low in fat! The next morning our hosts assured us that the mild weather would allow us to take Route 6, the short cut through Price up to Salt Lake City. We saw few other travelers as Route 6 made its lonely way over the mountains. The road ran right next to railroad tracks that must service one of the most spectacular routes in the country. I suspect however, that there is no passenger service

on this RR. We would negotiate switchbacks and curves next to steep drop-offs, round a bend and there would be the tracks again, right along the road. The tracks followed us over the mountain pass and down the other side. I don't know how many engines are needed to pull a load up that route because we did not see any moving trains, but hundreds of loaded coal cars stood waiting on side tracks.

We came down off the mountains into the little town of Moark Junction where we stopped at a Texaco station completely surrounded by snow capped mountains. Steep, white-coated slopes faced us from every direction. We felt we were in a bowl lined with rugged peaks. It was truly spectacular. Pressing onward with a fresh tank of high test we joined Interstate 15 just south of Salt Lake City. What a shock to be back in traffic again after so many miles of deserted snow swept road.

Our stop in Salt Lake City was at the Saltair Bed and Breakfast, aptly named as it sat on a hill overlooking the city that sits beside the Great Salt Lake. After checking in, we walked down into the city which was buzzing with excitement, as the long awaited Olympic Games were to start the next week. We visited the Mormon Tabernacle and visitors' center where we were asked if we would like a guided tour. We agreed but the tour turned out to be a thinly disguised attempt at proselytizing. Our teenage guides explained that all young Mormons must give two missionary years to the Church and that this was their assignment. They were very earnest and very sincere but as neither Ann nor I had any interest in becoming Mormons it was an awkward two hours. We went to the top of the Joseph Smith Building to have dinner at the restaurant high above the city. The prices were as high as the building so we descended to earth to find more reasonable fare at a local eatery which claimed to be the oldest pub in the city.

After the usual hearty B&B breakfast we were on our way again. For the first time we were on Interstate 80, a more northerly route than we had taken up to now. Route 80 travels over the salt flats of Utah and Nevada west of Salt Lake City. It's easy to see why they chose this area for speed trials as the salt is totally flat and completely smooth for miles in every direction. Far away in the distance one can see mountains,

but nothing else. I resisted the temptation to drive out on the salt, as I did not know how easy it would be to get off and back on to the highway. I am sure it would have also worried Ann. Discretion got the upper hand. This day we passed what has to be one of the oddest sites of the trip. Standing alone, miles from any other sign of civilization is a large, quite alien looking painted globe atop a column with what appears to be husks fallen from the globe scattered about the base. Although there are no signs or explanations anywhere nearby, I am sure there must be a microwave tower or some other electronic device inside the sculpture.

For some reason, Nevada has a definite lack of Bed and Breakfasts. With dusk approaching we realized we had no place to stay the night. We had poured over our books and searched the Internet to no avail. Then as we entered the Sierra Nevada Mountains, a name I recognized appeared on a road sign: "Truckee." I immediately remembered the folksong Darcy Farrow: "Where the Truckee runs down to the Carson Valley Plain, There lived a maiden, Darcy Farrow was her name..."

That was enough for me, and we turned off to find the Truckee Hotel, an old turn of the century wooden three story hotel on the main street of Old Town Truckee. It was a bit primitive, with a bathroom down the hall and steam heat which came on at 9AM and 9PM with a clanking and hissing enough to raise the dead. Since we had a comfortable bed and warm blankets, and were not asleep at either of those times, the noise was merely entertaining. Truckee is a skiing town with hoards of young, bronzed athletic looking people in ski togs piling into the many bars which line the main street. The food was good though and the service was quick. After dinner we walked up and down the street gazing into the windows of the upscale shops. There was plenty of snow in Truckee, with a forecast of more on the way. I was glad to push on the next morning for our descent into California's Sacramento Valley.

What a difference a day makes! The snow gradually disappeared as we descended the mountains and drove out into the valley around Sacramento. Suddenly we were in farming country. Large green fields stretched out on either side of the highway. Things were growing everywhere we

looked. Trees were green, the grass was green, there were flowers everywhere, and PALM trees. We looked at each other and looked at the scenery. Were we in heaven? To our winter weary Vermont eyes, this was some kind of tropical paradise. It was warm! And Lush! We drove on, closer and closer to our destination and then there it was, San Francisco Bay. Just beyond, shining in the afternoon sun, was the Pacific Ocean. We had made it!

Interstate 80 led us right to the Alameda exit. Alameda is a small island just west of Oakland in San Francisco Bay separated from the mainland by a narrow channel. It is accessed by a tunnel and several bridges. It is well known for its many stately, well-restored Victorian homes. We had arranged for an apartment through a local real estate agency that we had found on the web, and we were a bit apprehensive as to what we would find on our arrival. Our apartment did not disappoint us; it was all we could have wanted. We were on the third floor of a turn of the century Moroccan stucco building painted a bold shade of

pink. The front yard was decorated with exotic looking plants. Palm trees loomed on either side. Surprisingly this building, which would have looked shockingly out of place in any other area I have ever lived, fit right in. Next door on the right was a gorgeous three-story painted lady of a Victorian mansion. On the left was a Spanish hacienda with red tile roof and arched doorways. We drove our SAAB into the first floor garage and unpacked in our California Dreamin' home.

How do we like our new SAAB? Well, I am quite satisfied. Nothing went wrong that couldn't be considered normal maintenance on a 95,000 mile car. The hydraulic line from the master to the slave cylinder would have stranded us if it had happened anywhere else but in my son-in-law's driveway. That could have been a disaster, but considering the mileage on the car was not that surprising. I did not have to buy the new DI cassette, but reading all the horror stories on the saabnet site I am glad that I carry a spare. All in all, I think she was remarkably reliable. The Hakkapeliitta

NRW tires were a real pleasure. I did not pick them, they were on the car when I bought it. They turned out to have lots and lots of stick when I needed it and Nokian has a wonderful dealer support system. The one disadvantage was that I found them to be a bit noisy, but I will buy them again when these wear out.

Did I purchase a stoplight dragster? Definitely not. The LPT power comes on too slowly for any horseplay like that. But give her some time to spool up and she shows her tail lights to almost anything on the road. The power is so smooth that occasionally I will look down while cruising at 65 MPH and notice that I am still in 3rd gear. She proved to be exactly what she was designed to be: a fast, comfortable, touring sedan with impeccable manners and sexy good looks. The 105,000 mile service came up while we were in California and I will write more about that in the next installment – "SAAB On To Alaska"

*Steve Smith
Colchester, VT*

Saab Across Alameda

We were visiting Joshua, our middle child and graduate student at University of California at Berkeley. At the same time, we stopped to see my former college roommate whom Norma and I hadn't seen in over 25 years. Brian lives in Alameda, California. Following an afternoon of introductions (we'd not met Kathy, Brian's wife, nor Theresa, their younger child, and none of them had met Joshua) and reminiscing, we headed off to a restaurant.

"Look, a car from Vermont!" Brian exclaimed. Brian is from Vermont. I looked, and coming the other way was a silver 9000 CS. "I know that car, I know him!" I shouted. "Turn around and catch

him!" Everyone thought I was nuts.

Months before, we had met Ann and Steve Smith at the Amish Country Drive in Holmes County, Ohio. Upon seeing the car, I remembered that they were headed toward the Bay Area after leaving Ohio. Exactly how many Vermont registered silver 9000 CS Saabs could there be in the Bay Area? Although I missed sight of the driver and passenger, I was certain that it could be none other than Ann and Steve.

What followed could have been scripted in a "Keystone Cops" episode. We crossed back and forth through downtown Alameda with no luck. Just as we were about to give up, the 9000 crossed in front of us and we again gave chase. At one point, we got behind Steve at a red light. I got out and

tapped on his back window, but the light changed and our quarry just drove away. Finally we were able pull beside them. Brian sounded the horn, I rolled down the window to make eye contact, and we pulled into the closest parking lot and made acquaintance.

It was Steve's last day in the Bay Area; they were leaving for Alaska the next morning. Steve was searching for an Indian Restaurant which, according to Brian, does not exist, so it was no surprise that our paths crossed the second (third, and fourth) time. We then adjourned to a restaurant which Brian recommended and spent a wonderful evening talking about Saabs, Vermont, and family.

*Stephen Goldberger
North Canton, OH*



Left: Steve and Ann Smith, and the Editor (L-R). Above: Brian Schumacher, Steve and Ann Smith, Kathy Schumacher, Norma and Joshua Goldberger (L-R).

My Saab

A New and Uplifting Use for Cargo Tracks

For many years Martha Carrellas has been living with MS. Martha likes driving herself and doing things independently, but as her walking ability has deteriorated over time, an electric scooter became a necessary addition to preserve her independence and mobility. She obtained a scooter just before the Hudson Valley Saab Owners' Convention in New York (2000) and enjoyed the freedom of being able to move under her own power at the event.

Scoters are heavy and Martha is a petite person. Even though the scooter could conveniently come apart for loading into a car, the individual pieces were still too heavy for her and she could only use the scooter when Steve was around to load it. We needed to get a lift so Martha could load and unload the scooter on her own. We saw a lift that looked like a mini-crane load a scooter into a minivan, but after driving Saabs since 1984, the last thing we wanted was a minivan.

With the introduction of the Saab 9⁵

Wagon and its large rear opening, we had a vision: find or build a lift that would mount to the Wagon's Cargo Tracks. The 9⁵ Wagon also has the extra benefit of a 30-amp power connector right in the back. Since the scooter lift would not be used all the time, it didn't make sense to install it permanently. In addition, we didn't want the back floor to be cut up as part of such an installation. We could anticipate many occasions when the lift-base assembly would take up needed cargo space.

After verifying that the Ranger Safari scooter we were interested in buying would fit in the back of the 9⁵ Wagon, we needed to find a lift that would do the job. Our scooter supplier, Ben Mornan of Able Care Supply in Passaic Park, NJ, recommended Bruno Independent Living Aids of Oconomowoc, WI. They have an industry-wide reputation for fitting lifts to vehicles. Steve contacted Andrew Bayer, Bruno's product manager for lifts, who was interested in the unique capabilities the 9⁵ Wagon had to offer.



Electric scooter and lifting winch secured in the back of Carrellas' 9⁵ SportWagon

We had the scooter; now it was time to get the Wagon. We bought our 2001 9⁵ Wagon with a great end of year deal in November 2001 and asked Bruno to recommend a current lift to put in the car. They recommended the ASL-350 Offset Space-Saver lift with a standard sub-base as being compatible with station wagon applications. The offset feature allowed the scooter to be brought in closer to the center of the Wagon's opening. This is also a

900 - 9000 - 9³ - 9⁵



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“take-apart” lift: it has to be assembled and disassembled after each use for the “back door” to close. We finally bought the recommended Bruno lift through Ben at Able Care and picked it up on July 2, 2002.

After Martha first appeared with her scooter at the Hudson Valley convention, folks from Saab Cars USA in attendance learned about our vision for a scooter lift in the 9⁵ Wagon and were very intrigued with the creative and practical application we had proposed. John Moss, Chief Instructor at Saab’s Connecticut Service School, immediately offered us his help to make our vision a reality. Since that time we kept John abreast of our progress and he always reiterated his eager willingness to help when needed. With about 30 days before the 2002 owner’s convention, that time had come.

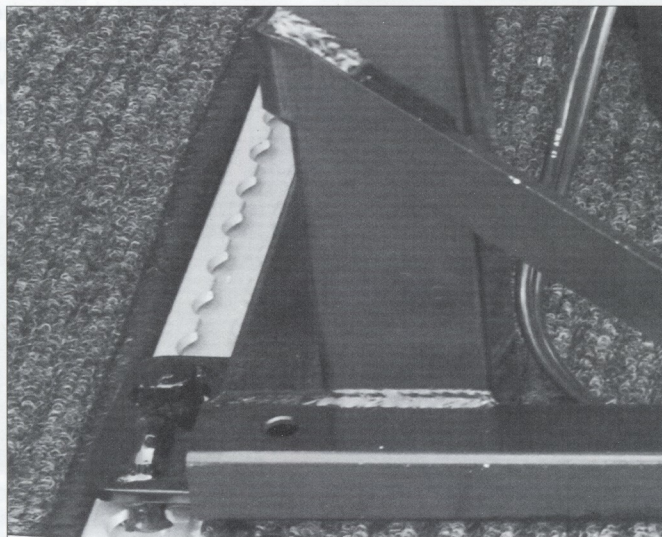
In mid-July, we packed the lift and scooter into the back of 9⁵ Wagon and met John at Saab’s training center in Wallingford, Connecticut. The first step was to assemble the lift on the shop floor to develop ideas for mounting to the Cargo Tracks. We decided to mount the base temporarily to the left-side Cargo Track by placing one leg of the L-shaped base directly over the track and securing it with two large C-clamps. By removing the plastic floor-storage compartment, the track was fully accessible for clamping.

We reassembled the lift in the Wagon and hooked up power via a portable battery. We were ready for the first lift attempt. The lift motor only drew 10-12 amps when

raising the scooter, but the end of the lift arm hit the top of the Wagon’s opening and prevented the scooter from being placed completely inside. The lift height needed to be shortened to allow it to extend into the Wagon. We had proven the feasibility and had a design and a plan for a finished product. We would leave John with the lift. He would fabricate and test the design and then deliver it to us at the convention in Cincinnati, less than two weeks away.

Mounting the lift base to the Cargo Tracks was fairly straightforward. The standard Cargo Track bolts that come with the Wagon and are normally used to create cargo tie-down points were used to physically connect the base to the tracks. Two bolts were used along the leg of the L-shaped base that parallels the left track. To provide a third mounting point, the other leg of the base was extended to the right track with another tube and secured to the track with a third bolt.

Each Cargo Track bolt was welded to a plate and each plate was welded to the bottom surface of the legs of the base. The design raises the base just enough to allow the standard Saab cargo mat to remain in place. The cargo mat raises the floor height slightly above the track. This configuration allows the mat to provide insulation from any potential rattling of the lift base when the car is moving. We can thank John for



Close up view of the lift base with the attached Cargo Track Bolts: rigidly mounted, and instantly removeable.

thinking about the noise-vibration issue. With the base in place, the lift was shortened by cutting 3.75 inches off the vertical tube, allowing the lift arm to extend into the Wagon.

The electrical connection to the battery for the lift’s winch motor was made using the 9⁵’s pre-wired trailer connector located on the back-right side of the spare-tire compartment. The lift manufacturer’s instructions normally call for a separate wire and fuse with a 30-amp capacity to be run from the back of the car to the battery. Pin 9 of the trailer connector provides a direct connection to the battery through the main fuse panel. This circuit is fused at 30 amps, and it is typically used in Europe to power accessories in the trailer.

The power cable from the winch is a take-apart design, using a quick-connect/disconnect connector to a pigtail cable that connects to the car’s power system. In our design, this pigtail cable would be connected to another pigtail that connected to the trailer connector. The pigtail with the connector to the winch cable would be routed through a small hole drilled through the plastic floor-storage compartment on the left side of the Wagon to provide convenient access to power through the floor.

We met John on Friday morning, August 2, in the Kings Island Resort parking lot to install the lift. John came well prepared to neatly install the electrical pigtail cables and in just a few minutes the electrical connections were completed and the lift base was snapped into the Cargo Tracks. We slid the other lift pieces into place and were ready to lift Martha’s scooter! It worked just as we had hoped and our vision was realized.

To lift the scooter, the seat must first be removed so the scooter’s docking device can be accessed. The scooter is then placed parallel to the rear bumper with the exact placement determined by where the docking claw at the end of the winch belt engages the T-bar of the scooter’s docking device. After making this connection, the belt is drawn tight and lifted with the scooter remaining parallel to the bumper. The operator has one hand on the “up” control and the other

My Saab

hand on the scooter to maintain its position. Once the bottom of the scooter clears the Wagon's floor, the operator twists the scooter so the front wheel is aimed towards the inside of the Wagon. The operator then pushes the lift arm towards the inside of the Wagon while positioning the scooter properly inside the Wagon. The scooter can then be lowered the short distance to the floor. At this point, the far end of the lift arm containing the winch is inside the Wagon.

Removing the scooter from the Wagon is simply a reverse operation of the loading procedure and slightly easier since the "landing" on the ground doesn't require as much attention to placement as loading. You just have to clear the bumper.

We demonstrated the lift throughout the weekend to anyone who wanted to see it. This included the folks from Saab who had known about this project for some time. It was a particularly reflective moment for Dan Chasins and Olle Granlund, who were both involved with the development of the 9⁵. They revealed that they waged quite a battle to include the Cargo Tracks in the Wagon's design. Little did they know how useful they would be beyond securing cargo. Cargo Tracks now appear to be slated for future designs like the Saab 9^X.

While the original vision was realized, there is still opportunity for improvement. To make the ASL-350 lift truly easy to use, it needs to stay assembled in the car after the



Martha and Steve Carrellas, the scooter, and the SportWagon.



From the top: positioning the scooter behind the vehicle, removing the seat and attaching the lifting strap, raising the scooter to the cargo area.



After the scooter is raised to the correct height, it can be positioned in the Wagon



Finally in position, the scooter is lowered onto the cargo mat. The crane will be modified to retract and allow the hatch to be closed while still in place.



scooter is loaded or unloaded instead of having to disassemble it to close the rear hatch. Unless Bruno designs a lift to overcome this critical constraint, the next step for us is to modify the vertical tube with a swivel so that it can swing into the car after the lifting operation is completed. John, Martha and Steve discussed that idea in Wallingford and it was suggested as the "Phase 2" project by many people who saw the lift demonstrated in Cincinnati.

The scooter lift project for the 9⁵ Wagon started as an effort to satisfy the personal mobility needs of a long-time Saab owner with a disability with the hope that the resulting product could eventually be available to others with a similar need. Everyone who heard about the project or had some involvement agreed it was a great idea. Turning this idea into reality was the challenge that lived up to the saying "if it's worth doing, you have to do it yourself." Fortunately, we had help and those special people who provided that help have our unending thanks. A special thanks to Andrew Bayer at Bruno and Ben Mornan at Able Care for getting us the lift for this project. And a very special thanks to Saab's John Moss for his unending willingness to apply his creativity and skills towards a worthy project. As you can see from the outcome, the resulting "product" looks like the newest accessory to take advantage of the designed-in utility and usefulness of the Saab 9⁵ Wagon.

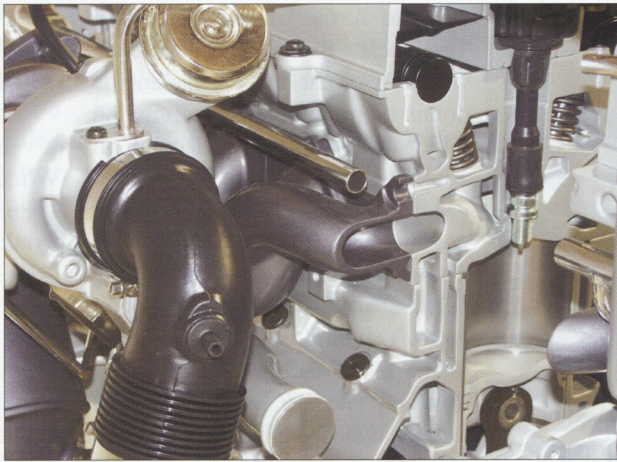
Martha and Stephen Carrellas
Berkeley Hts, NJ
Photographs by Stephen Goldberg

New 9³ Sports Sedan Engine

enipr by Stephen Goldberger

At the 2003 9³ press launch Saab included several “cut-away” displays of the new car, including the power train on its cradle (NINES #259). Working engineers Mats Reijark, Martin Widmark and Mikael Westerberg manned the power train display, answering questions and providing insight into the design and engineering of the system.

In NINES #252 we reviewed the GM “Global 4” engine, with the conclusion that the design appeared to be one of high quality, with many of the design details showing a close relationship to the current Saab engine. In the 9³, the Global 4 is uniquely presented with a 2.0 liter (120 cubic inch) displacement, turbocharging, a forged steel crankshaft (versus cast iron in other applications), die cast cylinder head



Cut away showing the Saab head, pistons, turbo.

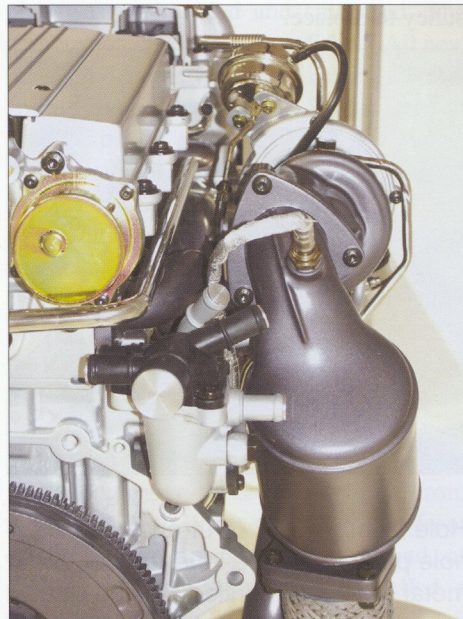
dimensions and more complex shapes than lost foam sand casting. The water pump is designed to be a “life of the engine” part. As discussed in NINES # 258, the low friction in the new engine helps it produce more power than the engine it replaces with lower boost pressures. Even higher powered variants have been promised, with higher boost pressures and greater displacement coming to mind as possible methods for achieving greater power, and this engine looks like it will handle either.

An oil life calculation is performed in the car computer based on the operational history of the car. The computer monitors cold starts, the warm-up cycles, engine load, and the hours of operation, and sets a dashboard warning light when an oil change



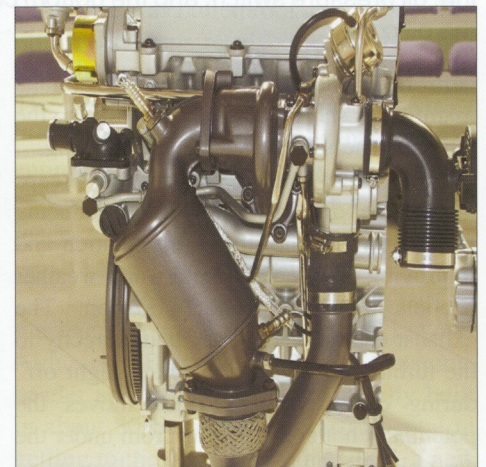
Drive by wire throttle body, engine management computer.

(versus “lost foam” sand casting), unique pistons and rods, and a purely electronic “drive by wire” throttle with no throttle cable and no “backup” mechanical linkage. The block is cast and machined at GM’s engine factory in Kaiserslautern, Germany, then sent to the Saab engine factory at Södertälje for assembly. According to Widmark, the strength and rigidity to accommodate turbocharging is built into every “Global 4” block, to the benefit of other GM companies which use that engine. Die casting the head allows a higher strength alloy to be used to withstand the greater pressure and thermal loads from turbocharging, and provides more accurate



Close coupled exhaust catalyst, cam driven vacuum pump, thermostat housing.

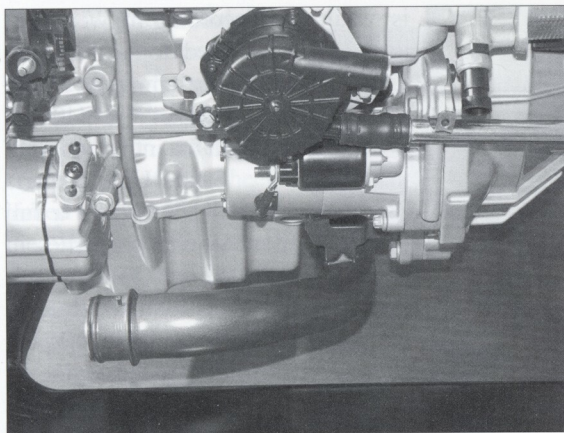
is required. According to Widmark, the calculation used to evaluate oil change intervals presumes the use of Original Saab motor oil, 0W40 full synthetic oil. With the introduction of the 2003 9³, Saab USA’s parts distribution channel will have a full synthetic oil of similar properties in addition to the current 5W30 semi-synthetic blend. Widmark recommends using full synthetic oil and changing it according to the engine oil monitor as an economical and safe maintenance practice, rather than adhering to an arbitrary mileage formula. For those who prefer a more conservative maintenance program, the oil



Rear view showing the turbocharger and the close coupled catalyst.

life monitor can display the percentage of oil life remaining. One might choose to change oil at 75% or 80%, or even 50% of its indicated life. Independent of how fully one chooses to trust the life monitor, the oil monitor is much more sophisticated than a calendar and odometer. It is a tremendous benefit for planning vehicle maintenance.

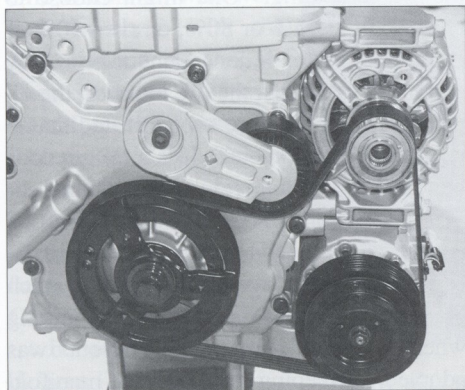
The arrangement of the transverse engine, with the exhaust side to the rear of the car, simplifies the layout and service so much that one wonders what folks were thinking when the more traditional layout was adopted. Keeping the exhaust manifold away from the firewall simplifies noise control, but transverse V6 FWD applications have been in common use for more than a generation. The “tunnel” under the engine through which the exhaust was previously routed provides a short, straight path from the compressor to the intercooler. The intake



Compressed air from the turbocharger passes neatly under the engine to the intercooler. Electric auxiliary air pump runs during startup. Barely visible in the top right corner are the oil filter housing, oil pressure switch, and the bottom corner of the oil cooler.

path from the intercooler to the intake manifold is short and tidy, compared to the older engine's "up over the top" routing.

An oil-to-water heat exchanger keeps the engine oil warm in winter, reducing sludge-forming moisture accumulation and improving oil circulation. In warm weather it cools the oil, reducing oxidation. The exhaust catalytic converter bolts directly to the turbine outlet, for a quicker "light off" during cold starts. It also moves the potentially hot converter out from under the car, so it is less likely to cause problems when parking on dry grass, or cause a vehicle fire in the event that an engine malfunction causes overheating. An electric motor driven auxiliary air pump runs briefly during cold

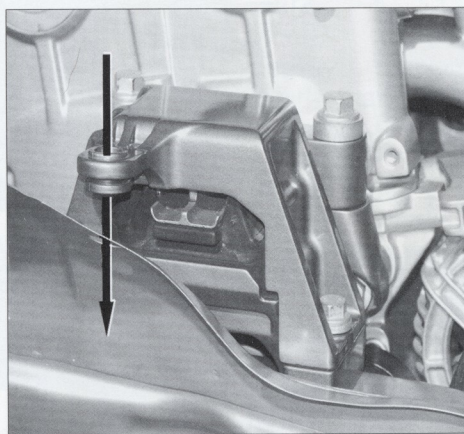


Only the alternator and the air conditioning compressor are run by the accessory belt. The water pump, power steering pump, auxiliary air pump, and brake vacuum pump are driven mechanically by the timing chains or by electric motors.

starts to further reduce emissions. The heat exchanger positioned vertically on the front of the engine drains more completely during and oil change than the horizontal oil cooler on the 9⁵.

Many of the engine accessories are not driven by the serpentine belt. The water pump is spun by the balance shaft chain. The power steering pump is attached to the intake cam, and the exhaust cam drives a vacuum pump. With a turbocharged engine, the intake manifold is not a reliable source of vacuum. The remaining belt driven accessories, the alternator and compressor, are bolted directly to the engine. Widmark, pointing to the custom alternator housing, said that

"the big dragons" would not produce such a part for Saab's measly volume, but with the Global 4 potentially requiring millions of units per year, Bosch and Sanden were only too happy to design custom housings for direct-to-block mounting. The direct mounting reduces assembly costs, simplifies service, and removes a potential source for noise and vibration. We asked if the reduced load from fewer accessories running on the belt might translate into longer life. The engineers said belt life is designed for the same 60,000 miles (100,000 km) life as before, but the shorter, narrow belt should cost less to replace, and there is only one idler pulley to replace.



Hole to nowhere? Cut away shows a hole punched in the inner fender sheet metal and one drilled in the motor mount. An alignment dowel passes through both during the assembly process.

Returning to Rally: Saab Team Looks Back on Preparing a Car for Competition After Two Years Away

It only took one look. When Mike White of Dublin, NH, discovered rally in 1986, he was hooked. After all, who wouldn't love a sport where the goal is to drive cars really fast through the woods and try not to hit trees or rocks? And if you do, glory waits for you back at the service area: the more damaged the car that drives in, the more applause you get. It's all up to the crew to put the car back together again in time to get back out there. It's great.

Mike got to work. He decided on a 1980 Saab 99 as his rally car. After building the car in late 1997 and early 1998 using parts of Ted Mendham's old 99 rally car and a rust-free southern shell, he competed in several events and developed a team of like-minded car-loving, speed-craving fanatics to help him. RallyHo Motorsports was born.

At Maine Summer 2000, RallyHo had one of their best drives ever. As Mike's family grew, he knew he was going to have to take some time away, and he was determined to leave his mark. He did. The 3rd in class finish was a team best. But the car took a beating to get there.

Two years later, RallyHo was ready to return to the logging roads of Maine. The team had secured a primary sponsor in pre-owned Saab specialists Saabs.com of Amherst, N.H. Saabs.com was eager to help out a fellow Saab enthusiast and promote their sales and service of classic 900 and current Saabs, and jumped on board. Now all that remained was preparing the car.

The car didn't look bad, fix a few dents, put in the new engine, and tackle a few odds and ends and the car would be ready to go. The estimates turned out to be just a little optimistic. Upon further inspection, Mike and crew chief Brett Rudolf, moonlighting from his usual racing role as a tire changer on a NASCAR Modified Tour team, quickly realized the rough logging roads and Mike's inspired drive at Maine 2000 had taken its toll on the car. The punishing rocks and pounding bumps had loosened every bolt, shaken every wire and bent parts previously thought unbendable.

Mike and Brett first turned their attention to the brakes. Late in the 2000 rally, one of the brake circuits failed. The team "repaired" it using a hammer and

pliers by crushing the line so it wouldn't leak any more fluid. When the rear brakes and suspension were inspected for this year's event, Mike discovered it wasn't a seal or line failure, but actually two failed calipers. Rocks somehow got inside the rear calipers and chewed them down until fluid leaked out the sides.

Rear brakes are a must. Mike called Rick Shreiber, owner of Import Parts Specialists in Boise, Idaho. After some discussion, they decided the best route would be to upgrade all four corners of the car with new calipers and lines. Vented rotors, hubs and calipers from a 1986 900 Turbo were chosen for the front, increasing the brakes' ability to get rid of heat as well as dropping a few pounds per side. New stock hardware was fitted to the rebuilt rear axle. Late 99s have the same setup as 900s. Stainless steel lines and a fresh transfusion of high-temp brake fluid finished the job.

Suspension and SkidPlate

The suspension received upgrades from stock 99 specification as well. With the advice of several Saab experts and through his personal experience, Mike runs specially valved Bilstein shock absorbers and 900 SPG springs to keep the car from bouncing all over. The upper and lower front suspension arms were plated and gusseted by John Vanlandingham of JVAB Imports in Seattle, Wash.; the arms really are bulletproof.

While the 99 is already a robust structure, the extreme pounding of a rally wears on the chassis, especially the suspension and engine mounting points. In anticipation of the abuse the car was to receive, Mike and Brett welded many tabs and gussets into the chassis. Saab repair pieces were welded into the rear upper shock towers, and the rear control arms were gusseted. Metal gussets also were added throughout the front end. The lower engine bay crossmember was beefed up, and additional steel was added to strengthen the front end and engine bay.

Maine's infamous orange-painted "rockadillos", as well as some over-exuberant practicing on Mike's quarter-mile-long driveway, had left the 3/8-inch aluminum skidpan bent and cracked in several places. Although Brett designed several new skidpan concepts, the team decided to repair and strengthen the existing skidpan and its mounting hardware rather

than start from scratch. A bit of judicious hammering, and some well-placed TIG-welded gussets readied the car for rough landings on its nose.

Engine and Drivetrain

For the 1999 and 2000 seasons, Mike ran the car with a very reliable but bone stock engine. At the same time, the team slowly acquired the pieces needed to build a more robust drivetrain. While too much power is generally just enough, Mike decided to be a bit more realistic and build an engine that is more powerful but would also have the flexibility to last several seasons.

Starting with a 1980 99 B-block, the core was checked for straightness and bore alignment then thoroughly cleaned. All casting ridges in the oil and coolant openings were smoothed, the block was decked and bored to fit 90mm flattop pistons. The crank and rods were also checked and balanced. To finish out the lower end, a Motor Sports Service (MSS) lightened flywheel and a 900 Turbo clutch were fitted.

The cylinder head also received the VIP treatment. The core was disassembled and checked for cracks. With the open rule structure of Group 2, almost any engine modification except adding a turbo was fair game. Each intake and exhaust port was matched to its corresponding gasket and blended all the way back to the valve. The head was compression checked. The spark plug was unshrouded and smoothed. The combustion chamber was polished. All new valves and guides were installed and a multi-angle valve job performed. With a goal of flexible power throughout the rev range, MSS double valve springs and mid-range camshaft were selected in along with an adjustable cam gear. Of course, even the best engine plans sometimes don't work out quite as expected. (*See next issue for details-Ed.*)

To ensure that the motor won't move in the engine bay during a rally's high-flying antics, front and side motor mounts were machined out of a high-strength, low-cost poly material: hockey pucks. This provided just enough give to keep the engine from rattling itself to death. To help the front driver power out of corners instead of pushing through them, Mike installed a clutch-type limited slip differential. Saab sold this unit through their Sport & Rally catalog back in the '70s and '80s. After

much negotiation with a Saabophile who wasn't using his, RallyHo was able to obtain it.

Once in Mike's hands, the differential was sent out to JVAB Imports where the unit was modified to allow a second clutch pack per side, giving the team more holding power and a longer life. The differential was bolted into a stock four-speed transmission with a 1-1 ratio at the chain drive. Future plans include a more aggressive ring and pinion gearset to drop the gear ratio even lower and create even better acceleration.

Wiring

Brett spent a good deal of preparation time focusing on the wiring system, eliminating unused circuits and ensuring that those crucial to the car (e.g., fuel/spark/lights) were as bulletproof as possible. The primary systems received a new fuse box and higher rated relays with fresh wiring. The team plans to continue rewiring different systems between events until the entire wiring harness is new, and all fuses and relays are in the cockpit within easy reach.

Exhaust

The exhaust system was one part of the car that needed a complete rework. Although Brett's infamous "custom" header and straight pipe (frantically built in about 30 minutes) was instrumental in getting to the finish of Maine 2000, a new system was needed. Long-time provider of exhaust components, YBA Muffler in West Swanzey, N.H. designed a new exhaust system that will stand up to the challenge of Maine's tough roads. The new exhaust is tucked close to the body with special hangars that allow a little bit of give to keep from rattling the crew too much. With twin bullet-type mufflers, the system has a very nice sound: quiet and civilized at idle, but audible from a half-mile away when at full song – perfect for rally!

Cabin

Because the car was getting so much attention, it seemed only fair that the driver and co-driver get a little consideration. To make their ride more comfortable, Corbeau Forza seats were installed with Sabelt five-point cam-lock competition seatbelts. The team's old seats and belts are still logging stage miles as part of James Fox's and Ethan Maass' Saabworks team.

Saabs in Competition

A 1984 Saab 99?

One of the obstacles the team had to overcome is the car's age. New SCCA rules prevent cars that are more than 20 years old from competing in a ProRally. (Older cars are still welcome at ClubRally events, and certain pre-1972 cars may enter as Historic vehicles in Pro events.) Remembering that Saab built the 99 until 1984 for the European market, then continued with the 90 for another two years, the team researched trim and equipment needed to update the car to 1984 European-specification Saab 99. Fortunately, Saab is not a company that needlessly makes changes to its product line, and the task of making the car look "visibly similar" to a 1984 model was astonishingly simple.

Ready to Rally

It took the team four months, two engines and weeks of running on very little sleep, but the RallyHo Motorsports team was ready for the Maine Forest Rally. With just hours to spare, the car was loaded on the trailer, and the team headed for Maine. Of course, as with anything rally, the adventure was just beginning. Find out how RallyHo did in Part 2 of "Returning to Rally" in the next issue of NINES.

*Andrew Steere
Dublin, NH*

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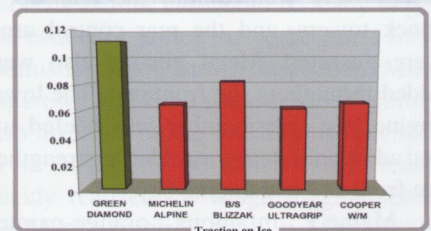


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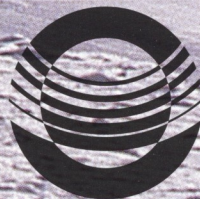
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Fine Details

I was listening to "Click and Clack" on NPR this weekend when a fellow called in having just used a Brillo pad on his brand new Chevy truck! I always get a kick out of stuff like this, but then I realize that I've probably done similarly stupid things in other areas when I didn't know any better, either! Folks have been asking me a lot of detailing questions recently, both at the convention and in the course of our business. I thought I'd devote this month's Column to some detailing tips for those of you whose cars still have some paint on them! Moreover, much of this applies to those of you with those cars which sport a larger number than the vintage models, so listen up!

There are a lot of misconceptions about the use and effectiveness of certain types of waxes and compounds, and what they can do for you. Dirt can be trapped on a car's surface in two very different ways: in the paint, and on the paint. Compounds and cleaner waxes remove oxidation, but they also remove paint. Much of the time, paint removal is not what is called for, and when you have a nice original or decent respray on your car, you do not want to disturb this any more than necessary. If the "foreign substance" detracting from the appearance of your car is not actually imbedded or discoloring the paint you have two options. If it's road tar, tree sap, bugs or similar, there are non damaging solvents made especially for automotive finishes, and available from automotive paint and detailing supply houses. If you've got a rough surface to the car after having thoroughly washed it, even if you have waxed the car, the paint or clearcoat surface is dirty. No amount of dish detergent, cleaner wax or compound will solve this problem!

The solution is what is known as a "clay bar". A clay bar is not potter's clay or dirt from your backyard; rather it is a special compound which with a lubricant will remove just about anything from overspray on a cured paint finish (a common post-body-shop experience if your car stayed within the range of the paint booth while drying) to dirt trapped beneath layers of old wax or on a neglected finish. I strongly recommend the 3M "Perfect-It" bar over the Meguiars or similar products. Though it might be harder to find, it will last through about six or seven cars before it starts to fall apart. As your lubricant, just use a non-ammonia foaming glass cleaner. Spray on a 2 square foot section, and use the clay bar by simply rubbing back and forth with enough pressure to get some friction. You will hear the contaminants come off! The result should be a very smooth, wax free finish to which you can now apply a long lasting coat of wax. I like to use a mild cleaner wax such as Meguiars because it usually does not take any paint off. Take your time and do this right. And no, those spray on waxes contain a lot of silicone and not much else to protect your car's finish!

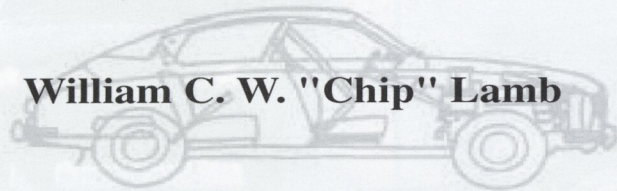
If in the course of waxing you are tired of doing this by hand, be forewarned. An orbital buffer is the only way you want to approach your car. The "vibrator" sort will damage an older paint job and not provide you with the results you desire. Remember to keep moving with any orbital buffer, electric or pneumatic; if you don't have it moving across enough surface area of paint vis your buffing speed, you will burn the paint right off the car. Watch out for door edges and jambs and do not apply too much pressure. If you are new to a buffer, limit the speed by putting a small block of rubber or wood between the trigger and the body of the buffer so to temporarily keep you out of the high range of speed until you become proficient. I also recommend to the novice that you start on an electric buffer and graduate to a pneumatic. You can produce some stunning results with a pneumatic but you can also do a great deal of damage as well! Watch that you don't get too much wax on rubber and vinyl trim items, as you may damage them permanently.

Finally, here is the short course in "shiny spray". Most rubber care products contain a large amount of silicone. The cheapest brands are more silicone than anything else, as that produces a lot of shine but is detrimental to older materials. I use a Meguiars product here because it has moisturizing ingredients in it as well. None of these products are cleaners; make sure to use a good non-ammonia foaming glass cleaner to get any embedded dirt out first (such as the clay bar lubricant mentioned above).

Detailing any car, especially an older one which has probably experienced a fair amount of neglect over the years in one area or another, is a challenging and time consuming task, but the end result is usually very rewarding. It not only improves the appearance of the car but also ensures that you protect your investment. In the next issue I'll touch on some interior detailing and renovation tips sure to help you spruce up your ride.

The inset photo of Chip Lamb is a clip from a photo taken by Martin Hilvers at the 1999 SOC. The full photograph is pic #5 at <http://members.tripod.com/mhilvers/keystone/key.htm>

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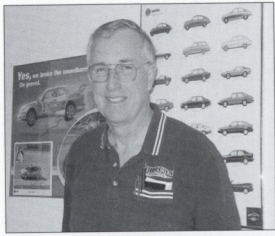
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HOW MUCH DO WE SAVE?

As Americans, I think most of us ascribe to the principle: *"If it isn't broken don't fix it!"* I'd like to challenge that concept with a personal example. Linda and I drive an '87-9000T that has been a test bed for many performance parts from several different manufacturers. Our 9000 has had a hard life. It has over 203,000 miles and until recently was functioning just fine.

Because the 9000 is our #1 family car we drive it everywhere. This past August we drove it to Cincinnati for the 2002 Saab Owners' Convention, and at that time it was running "full turbo boost." I did pay the consequences of that feature but it was sure fun while it lasted (another story!). This car gets all the maintenance it needs when it needs it. Fluids are checked often, but other than that we are pretty much all-American. **WE DRIVE IT!**

Was it in good shape on Labor Day Weekend? Initially, I would have said, "Sure, of course! I'd drive it anywhere," and that's what we attempted to do. We loaded our two recumbent bikes on the Thule roof rack and headed via a circuitous route to Cannon Falls, MN. We intended to ride the bike trail located there.

We drove through Minneapolis during mid-afternoon on Friday (remember, this is Labor Day Weekend) and joined the torrent of cars heading south on I-35. Linda was driving the 9000 when first the cruise quit, then the A/C quit, and then the car started jerking and died. Thankfully, Linda was able to get it restarted again and kept pace with the holiday traffic. I was driving a 9-3 about a quarter of a mile ahead of her and talked her through the problems on our cell phone. Before we could reach an exit we encountered a construction zone and bumper-to-bumper traffic for over ten miles.

We took the next exit and as Linda headed up the ramp (gravel construction area) the 9000 died. The battery was DEAD and I mean stone-dead with no chance of

restarting the car. Since I live in Minnesota, where getting stranded in the winter means freezing to death, I had jumper cables in the hatch. We jump started the 9000 but it died immediately. We jump started it again and left the cables on a few minutes. That enabled me to get enough juice in the battery to drive the car to McDonald's about a half mile from the exit.

I inspected the car and found nothing obviously wrong. I called our shop and discussed the situation with our service department and decided, much to my chagrin, that a tow was necessary. We were over 100 miles from home with reservations for the weekend at two different B&Bs and I had an upset wife. We packed everything from the 9000 into the 9-3 and off we went again for a successful weekend in the wrong car.

When the 9000 arrived back at the shop the problem was soon found. It was a failed battery. Can you believe that? It had an internal short that literally killed it. I looked at the installation date on the battery. (A month and year is punched into a tag attached to the battery top for warranty purposes). Someone, probably thinking

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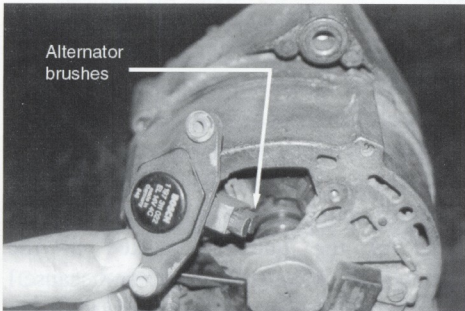
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that they were being helpful, didn't punch out the dates on the battery when they installed it. I don't know how old the battery was for sure, but in looking back through our records, we decided that it was over five years old.

What does AAA say about electrical difficulties? In NINES Issue #244, I quoted



Classic 900 and early 9000 alternator/regulators can be checked by removing the two screws and inspecting the length of the brushes. These brushes are too short and this regulator should be replaced.

AAA of Texas. They said that 75% of all service calls involved towing, battery problems, difficulty starting and flat tires. Our 9000's dead battery proved the statistics of the AAA emergency list. Hm. By not replacing the battery before it failed (maybe \$70), I spent \$250 for towing, plus the cost of a new battery and lots of frustration on a holiday weekend.

How many other items are there that you should think about replacing before they totally fail? Many items are checked on a major-mile inspection and if you adhere to the recommended schedule your Saab should be in good shape. However, there are some components that come to mind that are generally checked on a major-mile inspection but life span cannot be determined. Please note that I'm not advocating changing everything in sight and especially not at low miles but, for instance, our 9000 is over 15 years old and has lots of miles so consider the following:

- Voltage regulator on the Classic 900's and early 9000's. With the removal of two screws the regulator will come out of the alternator and you can inspect the length of the brushes. Maybe for less than \$50 you would replace the regulator at some pre-determined mileage point. It doesn't

matter whether you replace it at 100,000 miles or some other point, you just ought to check it to be sure it doesn't fail.

- Battery cables. You can visually inspect them for corrosion but they should be tested for voltage drop if they look suspicious.

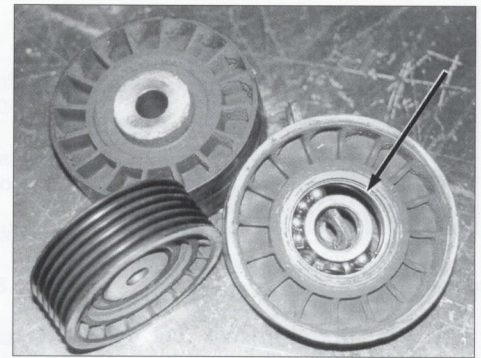
- Would installing all new radiator and heater hoses be extravagant? Not if you don't like to be stranded. We see older Saabs come into our shop all the time with a bad hose. What do you suppose gets replaced? One hose! Not the several that are still on the car? Why would one hose be bad and all the rest last forever?

- Heater core, etc. On 9000's here, if we need to replace a heater core or a heater motor, we always recommend replacing the other. They fail often and aren't much fun to change. If you're paying the labor you should only have to pay once. It isn't convenient to be without a heater during a Minnesota winter.

- On new generation 900's the serpentine belt pulleys are almost



On any day I can walk out into our service bays and find an example like this. The battery pictured is two years old (and tested okay). You can see the date punched October 2000. The battery post and cable are a disaster and show severe corrosion. The cable is corroded under the insulation and into the lead lug. A voltage drop test proved how bad it really was. High resistance in this example can create a myriad of problems. Computer driven cars require good clean power and ground paths to operate the computers and all the peripheral equipment. Just because a car starts doesn't mean its electrical system is okay.



All of the Saab pulleys in this selection are subject to failure. You can see the lack of ball-bearings in the right example. Typical failure would be for the bearing to seize. As you can see there is not a way to lubricate or really inspect the bearings beyond turning and feeling for a rough bearing.

guaranteed to fail at an inopportune time. The pulleys are plastic (see picture) with steel center bearings. Typical failure is bearing seizure and a broken pulley being the result. When you lose the serpentine belt on the NG900's you have just lost your power steering, alternator and water pump. The car isn't going to go anywhere! We check the pulleys at every major-mile service (remove belt and turn the pulleys to check the bearings) and recommend replacement of the pulleys every time a belt is needed. The new 2003 9³ has a mechanically driven power steering and water pump, so you can drive the car even after a belt failure.

It's something to think about. We all want our Saabs to be dependable and to last forever without spending any money. If you stop and think about it, how much money are you risking? In about three years, I think our 9000 will have the battery replaced whether it needs it or not. When we replaced the heater motor we also replaced the heater core.

I would suggest that you consult with your car-care professional about some of the "at risk" items on your Saab. Every area of the country dictates different maintenance needs. Don't ignore those needs! I do not (repeat) DO NOT suggest subjecting your wife to trials and tribulations with failed Saabs.



Off With the Old, On With the New

By now you probably know I love Saabs. I won't admit it in public. I try not to talk about them with my girlfriends, but on a recent vacation in Colorado with my husband and son it happened! I missed my 9³ terribly! I didn't think that would ever happen. So I've adjusted to the shock and have endured endless ribbing and "I told you so!" from my addict husband, but I've noticed something interesting: it's not such a woman's world to be a Saab Fanatic. I've entered the realm of guyville and believe you me, it's a hard place to be when you just don't get the terminology or the fixation on some things. Case in point; I attended a recent "New Owner's Orientation" at a nearby Saab dealership and it was a chilly reception.

I arrived at the orientation with my new little all-inclusive key fob and the puffed head of a new owner. This beaut of a car was now mine and damn did I love the turbo in my new "Mommy car." I'd had a Minivan (barf!), and a Nissan (okay), but this thing to quote Julia Roberts in *Pretty Woman*, "...it corners like it's on rails!" All the gadgets, the spoiling at the dealership, the assurance of no worries for the warranty period, let alone the leather, the OnStar, the controls on the steering wheel and the auto climate control. This is a car I feel like a celebrity in. The minivan moms have nothing on my new baby!

I strutted in with husband and son in tow only to figure out quickly it was ASSUMED that I was just the little wifey coming to find out about my husband's new toy while I chased my toddler. HELLO!!!! Why was that assumed? I should have known something was up when I discovered I was the only woman there. My husband didn't see the blank stares at me when I peered in to admire the next conquest a 9⁵, and the coy looks when I chased my uninterested toddler around the garage while really wanting to hear the dealer's spiel.

The only truth was that yes I had been chasing my toddler, but my husband and I shared that responsibility and he took over as I sat with extreme interest at what was being said. I didn't say much during the Q & A as I

wanted to hear what the other men had to ask. Needless to say, I became bored as uninteresting questions were asked and answered repeatedly. I should add that my husband did offer me his vast Saab knowledge without having to go to the dealership, but I politely turned him down. I am still in the midst of a "home crash course" that will never end. Sorry honey, in case you didn't know, you lose me unless I hear "it could cause an explosion", but that's an entirely separate article!

The icy reception of the gents in the room intensified when we were told to gather around the 9³ and 9⁵ that we had just signed our lives away to, and the speaker would answer questions and acknowledge the high points of our new super performance vehicles. The "man pack" all surrounded the open doors to observe and grunt with one another. Being 5'2" amidst much taller men I could not see over the top, or get in close to view what was being discussed. Disheartened and moderately offended, I tried to move in but to no avail. I was now the "odd man out". Of course another male ventured over to join in the discussion and mysteriously the closed half moon circle opened just enough to allow him entrance. Did I just time warp back to high school or what? Is this the popular crowd?

I stood for at least 10 minutes until my husband, who was off marveling at stuffing our giggling toddler into the trunk of a 9⁵, came to the 9³ and asked me why I wasn't joining in the discussion. Dumbfounded, I pointed out the bizarre behavior. Still drooling over the 9⁵ he thought I was being overly sensitive and I realized he must align with his own kind. Okay, I can concede, it's an easy assumption that I have no interest in the tread on the tires. I don't, that's hubby's department, but if we are going to invest in a car and commit to good sized payments for three years, I want to know everything there is to know about this car, including the secret mumbo-jumbo grunt and snort language that obviously goes with taking pride in the fine workings of a Saab.

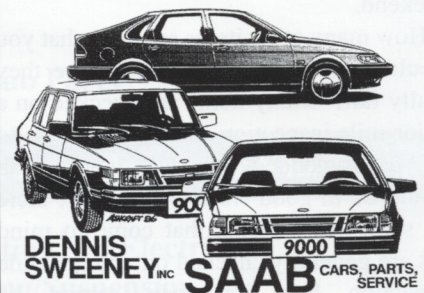
Guess what guys: I'm not the only one that feels this way! There is a large world out there of women who are verrrrrry interested in their cars. I'm interested in Saabs for a different reason than you think, but I want to hear about it all. I didn't take shop or mechanics in high school, but when I was single I did know how to change my own oil if need be. Sure, I had mishaps along the way

including asking for blinker fluid at a Lube & Oil place after being convinced by some "male friends" that I needed such a thing, but that's one for the most embarrassing moments book not a NINES article.

Stop laughing now and I'll conclude my story. What I'm telling you is that you shouldn't assume you know whom the proud owner of that beauty Saab is in the future. I know my husband always thinks that if there is a female behind the wheel of his dream Saab 9⁵ Aero that she isn't the primary owner, and obviously has no idea of the magic she holds in her hands. Truth is she may be just as obsessed as he is! Okay that's a stretch, but the times are changing, and I knew the answers to all but three of the questions asked at the orientation. Mostly I knew them because I listen to my husband (don't tell him that), but more so because I love my Saab more than any car I've ever owned and I'm now a part of this mostly male cult. Remember, maybe someday there will be a woman who answers your questions and laughs at you like the Lube guys laughed at me. I wouldn't ask her to check your blinker fluid though. It's not a pretty sight to see a professional drop an air jack on his foot and snort like a pig.

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Place the word "subscribe" in
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http://www.saabclub.com

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

2002 Saab Owners' Convention

Saab Owners' Convention 2002 Photo Contest Winners

Displayed here are the winning photographs, with our congratulations to the photographers. Don't forget to turn the page for Don Fatzinger's prize winning black-and-white abstract print.

Tom Grieg, "Last Stop Stockholm, Now Arriving New York" 1st Place, Abstract



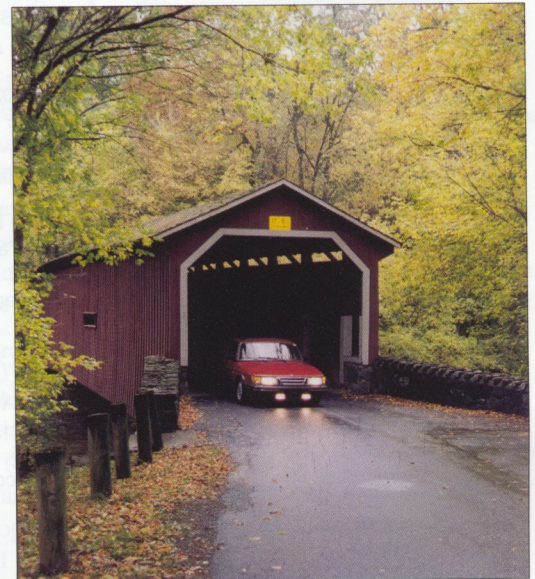
Sarah Robinson, "Original Owners" (also titled "1 Year Old") 2nd Place Snapshot



Riley Lorenz "Saab Daag" 1st Place, Snapshot



Tim Winker, "The Moors - Rally of the Tests 2001" 1st Competition



Marc Fails, "Early Morning Drive, Lancaster County, PA." 2nd Place, Portrait



Larry West, "55 in Upplala", 1st Place, Portrait



Bill Trench, "Planted" 3rd Place, Portrait



Chuck Christ, "Vintage Race 93" 3rd Place, Competition



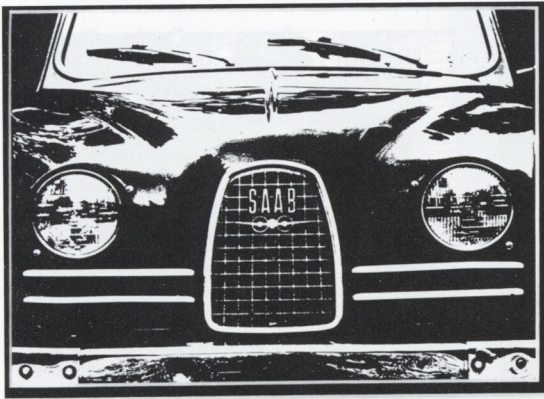
Dan Orzano, "Whale Tail" 3rd Place, Abstract



Tom Donney, "Next Gen 96" (Martha Babcock at the Dealer Showing of the "New" V4 96) Collage. 3rd Place Snapshot



Paul Perry, "Good Ol' Days" 2nd Place, Competition



Don Fazinger, "My Bullnose '63" 2nd Place Abstract.

AUTOCROSS RESULTS

		SCORE	PLACE
		(IN CLASS/ OVERALL)	
Sonett			
#62	John Plankey Sr.	28.949	1/1
#62	John Plankey Jr.	30.926	2/8
#47	Ron Maier	32.284	3/14
900 CLASSIC			
#13	Phillip Green	30.606	1/5
#8	Chris Celestino	31.424	2/11
#007	Peter Gilbert	32.055	3/12
900NG			
#10	Eric Piliarczyk	29.644	1/2
9000			
#102	David Newkirk	30.326	1/4
#250	Jim Beetham	30.976	2/9
g³			
#93	Tom Greig	29.836	1/3
#07	Danny Hall	30.729	2/6
#93	Dave Shearer	30.801	3/7
#16	Fred Stafford	30.978	4/10
#16	Charlene Stafford	32.145	5/13

Putnam Park Raceway was a blast while it lasted with just enough elevation changes to keep things interesting. My instructor was Terry, owner of four Porsche race cars. This week he brought his 944 Turbo. These guys are in a totally different league with enclosed trailers for their cars. There were some motor homes there you could live in. Terry's a real nice guy and never let on that he might have been bored as he exhorted me to carry more speed into turn 1 at the end of the straight. I got faster but never anything like (James) Fox and (John) Wirt.

Turns 3,4,5 were a hoot, spots where you learn to balance your car and steer it in a controlled slide through the turns, something I don't get to do on the street. Turn 7 is a right hand hairpin and was, for me, the most challenging turn on the course. I only felt like I hit it right a couple of times. Once I followed Jason Morris into 7 and there he was up on three wheels cornering like a dog at a fire hydrant. There was a nice fellow (forget his name) from Ann Arbor who spun there in his red Turbo and possibly a Viggen went off there also. Turn 8 (dead bear? big bear?) was another hoot, a lefthander and one of those rising turns where you max out the throttle and gravity gives you a little more grip as the asphalt rises and the car slides to the outside edge of the pavement. Turns 9 and 10 were fast sweepers and were the only turns with guardrails where you had the potential to hurt your car if you got in too hot or got out of shape. I knew of no casualties.

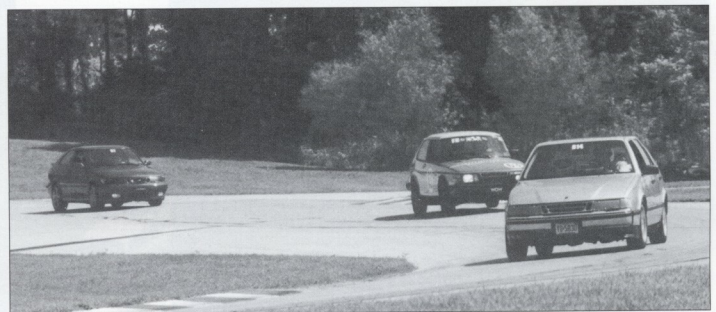
I eventually accepted Terry's repeated offer to ride along for some hot laps in the 944. Holy Herring that car was fast, really putting our street Saabs into perspective. We ran a few warmup laps, then some hot laps, then he throttled back, waiting for Steve, another 944 guy, so he could play a bit. I was grateful for the 5 point harness. As Steve caught up to us Terry pointed him by. He drew even, and suddenly we were racing: fender to fender, side by side, at speeds I had not yet

experienced on the track. Steve took the lead into turn 1. Terry tried to follow but lost it, and we went roundy round and backwards off into the grass. Woo hoo!

That's worth a black flag on practice days. We had to pit while the flag marshal (the lady with the umbrella hat) looked the car over and waved us back out on the course where we lay in wait for Steve again. What followed was another all too brief stint at flat out racing, another too hot entry into turn 1, and another 360 off into the grass. Terry said, "you got the 7 ticket ride!" Did I ever. Another black flag and another trip into pit lane where the flag marshal dryly observed "now Terry, your form was much better that time!" "Instructor Time" on the course meant that the "Students" were parked and cooling off (or riding shotgun). Students were permitted to pass only on the straight sections, and then only when "pointed by." -Ed.

It was oh so hot: I'll bet 100+ out on the track. The SPG was running too warm in the morning and at one point looking down I noticed the temperature needle was almost pegged in the red. Oops. 3rd gear was the fastest for me around the course but that was running 5000-5800 RPM mostly. The poor brand new aluminum radiator just couldn't keep up. I was forced to run the remainder of the session in 4th. It was not as fast but the temp gauge slowly came down to just below the red zone.

Back in the pits the coolant expansion tank looked fine and coolant was not boiling over. In the afternoon the car ran cooler and I was able to run 3rd gear most of the time, except on the main straight, without the engine getting too hot. Wednesday night I gassed up and upon opening the hood was greeted with a chocolate fudge foamy kind of goo in the expansion tank. That means the head gasket blew.



Richard Levy (9000) and Jason Morris (C900) pursued by a 9³ Viggen through turn 3.

The engine oil was still clean. At the hotel I walked around the parking lot, zombie like, not panicked but not knowing what to do either. Just then Gary Moore, Ohio SAABer and track participant, handed me the business card for Road Tested Saabs, an independent repair shop in Indianapolis. Steve Bush, proprietor, answered the phone around 6:30 PM and I told him my story about the track and the upcoming convention at Kings Island and could he please help me out. Steve was also going to the convention on Friday but he agreed to repair the car on Thursday! James Fox, A Real Nice Guy, generously gave up much of his Thursday track time to trailer the SPG over to Indianapolis. Thanks James!

Steve and crew worked on the SPG from 9:30AM to 11:30 that night before pronouncing me good to go. The icing on the cake was Steve's willingness to deliver the car to me at Kings Island on Friday while his wife followed in their 9⁵ wagon. Road Tested Saabs, indeed! See a picture of Steve delivering the SPG at: <http://www.Saabturbo.com/thor/soc02/people.html>. If you ever need a Saab mechanic in the Indianapolis area, Steve sure did right by me.

Between Gary Moore (who also offered to tow me) and James Fox and Steve Bush, I was saved more than 600 miles from home by the generous Saab fraternity. There were other mechanical casualties though. The nice fellow in the red classic 900 Turbo blew his head gasket on Thursday after the engine boiled over on the course. The coolant spilled onto his front tire causing him to spin at turn seven. Gary Moore's Edwardian Gray (and somewhat breathed on, I think) SPG developed expensive sounding internal engine noises on Thursday. Rich Levy, Kevin Quigley, and I all now have warped brake rotors. My SPG started making base boost halfway through Wednesday and is still mostly that way now. It makes a half-hearted attempt to boost higher, then immediately tapers back to base. After running Hammare, the '84 8VT with around 260k



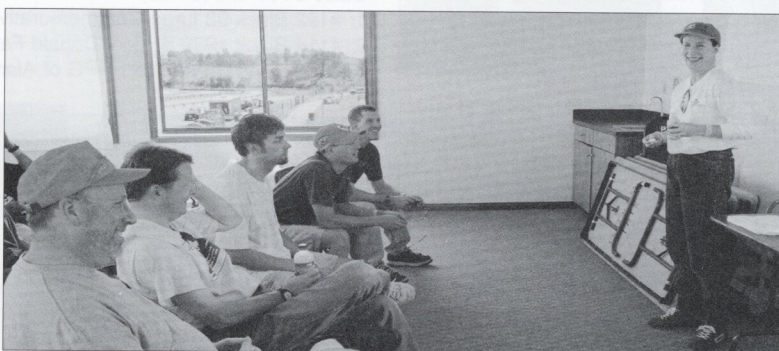
James Fox's rally car at Putnam Park.



Charles Christ making the most of his 93B vintage race car.

miles (at the time) around Lime Rock in 90+ degree heat with no ill effects noted I must admit to some surprise at the apparent fragility of the 16V C900 Turbos, not to mention everyone's brakes. The SPG was a finely tuned, perfectly running Turbo before the event, with a relatively recent (50k miles) head gasket. Now I have a car that feels like some TLC is needed. Was it the heat? Or are they just not up to the abuse?

Jason Morris drives an '86 base 900 hatch with MSS exhaust. It's loud and probably a little more powerful than stock. Jason hustled that car around the course at speeds that it had no right to be going. He had to be way down on power compared to



Classroom training. L-R: Rich Levy, Thor Carlson, John Wirt, <unknown>, Jason Morris, Instructor "Beverly".

me and yet he carried so much more speed into the turns that he lapped just as fast. Amazing. James Fox (8 valve 900 Turbo rally car) and John Wirt (intercooled, Turboed "B" engined 99 with slicks) were both so fast. When I saw them coming I just pointed them by. Charles Christ's 93 sounds so sweet, especially flat out on the straight. Lester Ewing's Quantum got out for a few laps and I have the video to prove it. One of these days I'll get it captured, edited and uploaded.

One of our instructors was a Porsche racer named Beverly who, it turns out, was a 1988 SCCA National Autocross Champion in a 900S. The instructors were great, the track was great, the track time was more than adequate. I can't imagine it getting any better than this.

*Thor Carlson
Newton, NJ*

These are some of my thoughts about track days. I could never have imagined how much fun I would have and how much I would learn at track days. Yes, it was I who had an agricultural experience in turns 7 and 8. I need new tires now, but I don't need new brakes or rotors.

The instructors rocked. Jason Morris drove the living daylights out of his car and his 40 dollar tires. He made my Viggen look SLOW through the turns. I wish John Wirt didn't opt for A group on day 2. It was fun to watch him catching me, and then driving away.

I only got turn 7 right 2 times! I am still finding rubber in crevices that I didn't know existed on the Viggen. I can drink 15 bottles of water in a day. My head is huge and with a helmet it's even more huge. I am now hooked. I don't need more horsepower, I need to learn how to drive. I met the NICEST people.

*John Sizer
Denver, PA*

*Photographs by
Stephen Goldberger*

Saab Owners' Convention 2002 Concours Winners

Class 93 & 96 to 1964

- 1: # 346 Red 1964 GT 850 of Robert Abels
- 2: # 160B white 1964 GT 850 of Gary Stottler
- 3: # 178 white 1963 95 of Bruce Turk



Class 95 & 96 1965-1968

- 1: #385 red 67 96 of Joseph Caparosa
- 2: #841 Green 66 Monte Carlo of Chip Lamb
- 3: #39A Green 67 96 of Jerry Danner

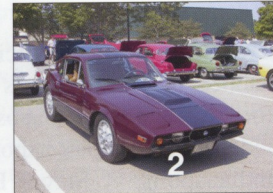


Class Sonett II

- 1: #403 Red of Ronald Maier <no photo>

Class Sonett III:

- 1: #222 Yellow 74 of Ed Lorenz
- 2: #129 Maroon/Blue 72 of Jim Richards



Class 99

- 1: #160A Black 99 turbo of Gary Stottler
- 2: #136 Silver 99 turbo Sport of Keith Landau
- 3: #32 Blue 73 99 of Douglas Majka



Class C900 Early (to 86)

- 1: #130 Rose Quartz 86 900S of Tad Gilliam
- 2: #246 Slate Blue 85 900 S of George Basehore
- 3: #258 Green 83 900 turbo of Garry Grimes



Class 95 & 96 1969-

- 1: #400 Silver 1975 96 of Chris Hart
- 2: #184 Caroline Blue 1973 96 V-4 of Paul Anson
- 3: #344 White 1970 96 of Robert Heimer



Class C900 late (87-93)

- 1: #192 Black 93 turbo Commemorative Edition of William Wageley
- 2: #114 Black 1989 SPG of Donald Fatzinger <no photo>
- 3: #175 Beryl Green 1991 SPG of Alan Snelson



Class Sonett V4, TIE

- #155 White 68 of Ralph Backoven, # 235 Blue/White 68 of Ingemar Ekstrom



Class 900 1994- 1998

- 1: # 31 Black 1997 Talladega of Bruce Harbison
- 2: #394 Black 1997 SE of Carl Levine <no photo>



Class 9³ Convertible

- 1: #106 Cosmic Blue 1999 of John Betsill
- 2: #300 Midnight Blue 1999 SE of Gretchen Kari
- 3: #223 Blue 2001 SE of Ross Nelson <no photo>



Class 9000 5-door (orig) & CD
<<no entries>>

Class 9000 CS, CSE & CDE

- 1: # 250 White 97 CSE of Jim Beetham
- 2: # 5 Citrin Beige 95 CS Ultra of Rich Levy
- 3: # 334B Blue 97 Aero of Richard Mabel



Class 9⁵

- 1: # 139 Steel Grey 2001 of Lou Aloisio
- 2: # 183 Cosmic Blue 2002 Aero Wagon of Stephen Goldberger
- 3: # 157 Black 2002 Aero of Joseph Long



Class S C900 Convertible

- 1: #101 Black 1988 Springtime in Sweden of Robert Karl Kingery
- 2: #124 Metallic Black 1993 Comemmorative of Kenneth Steele
- 3: #146A Metallic Black 1994 Comemmorative of Randall Thatcher



Class Modified

- 1: # 1 Lightning Blue 1988 900 SPG of Jeff Proposki
- 2: #276 Imola Red 1995 Sensonic of James Uhl
- 3: #378 White Convertible of Renwick Jones



Class Unlimited

- 1: # 97 Red Quantum Racer of Lester Ewing.
- 2: #115 1970 Blue Rally 96 of Mikael Hemmingsen
- 3: #25 Orange Solo Car of Chuck Christ



Class T NG 900 Convertible

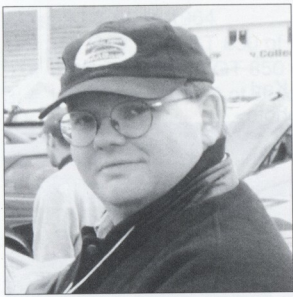
- 1: #291 Ruby Red 95 of Troy Geiger



Class 9³ Sedan

- 1: #68 Lightning Blue 1999 Vigen of Dennis Hall

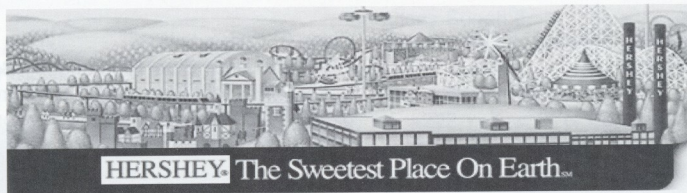




Chairman's Update

As the president of the Central Penn SAAB Club, it is my distinct privilege to convey our membership's appreciation at having been selected as the Host Club for the 2003 Saab Owners' Convention (SOC 03), to be held at The Hershey Lodge and Convention Center located in Hershey, Pennsylvania September 5th through 7th, 2003. We chose the dates following Labor Day weekend for various and significant reasons. After the Cincinnati convention a poll was conducted on The Saab Network with the assistance of Scott Paterson. We carefully considered input from both the polls and SOC '03 attendees' comments and suggestions. The SCNA Executive Committee reviewed our formal proposal to host the convention, which was ultimately accepted.

Hershey, PA, the home of The Hershey Chocolate Company, founded by Milton Hershey, and the Reese's Candy Company is known as "The Sweetest Place on EarthTM". Besides chocolate, Hershey is also home to The Antique Automotive Collectors Association and museum. The Central Penn SAAB Club traces its lineage to the formation of the Harrisburg, Pennsylvania SAAB Club, dating back to 1959. Members and such notables as Bob Sinclair, retired President and CEO of Saab Cars USA, Inc. have participated in various racing events at Hershey. These include the Hershey Hillclimb, which made its return after nearly a 30 year dormancy, with significant help from Mr. Scott Newcam, CEO and Chairman of the Board, Hershey Entertainment Resorts and Entertainment Company (HERCO). Mr. Newcam has also been instrumental in attracting the



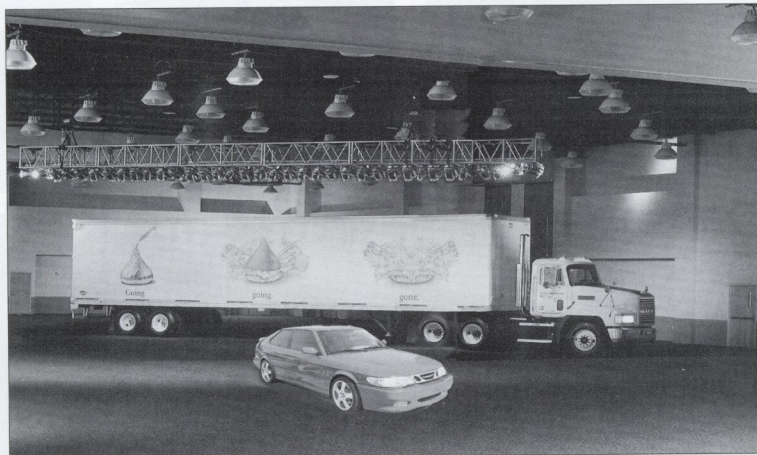
Porsche Club of America to Hershey for their annual owners' event in 2003. The appreciation and interest in automobiles is prevalent in the community. Each year tens of thousands of antique automotive enthusiasts and collectors invade the area for what is now known as simply "Hershey", the annual Antique Automotive Collectors Association annual swap meet and car show, and the largest such event in the world. Our membership is looking forward to sharing this appreciation for automotive heritage with you, when you visit Hershey.

Having hosted several significant Saab events in the past few years, we are confident that SOC 03 will truly be the one not to miss. We are working from a long list of suggestions and recommendations from many sources. Over the next few months leading up to the event we will be communicating with Saab owners concerning the schedule of events and activities, which promise to have something to satisfy everyone. We will be making some changes to the registration process, and instituting some changes to hopefully make the event more affordable in many different ways. The site will feature an exclusive "Saab Only" parking area where we will hold a People's Choice Show and Shine. We will also be recognizing younger Saab owners and their significant

contributions to the ownership of Saabs by having a "Tuners" show area for modified or "tuned" Saabs. Concour judging will be conducted by Larry West and his experienced staff. Each car will be designated into a specific area, much like we started at Carlisle last year. If you're driving a convertible plan on parking in our area designated as "Drop Top Drive"; Viggen owners will find ample parking in the area designated as "Viggen Valley Road", and so on. Special thanks go to Jason Morris at Infinite Grafix, who will be providing these signs for us as he did last year at Carlisle.

We are also planning many pre-convention activities. Hershey is the golf capital of Pennsylvania, hosting several professional tournaments each year. For the Saaber who also swings a golf club, Jon Desenberg will be organizing a golf outing on September 4th, prior to the convention. On Thursday evening we will hold a Vendors' and Sponsors' Reception, to recognize the tremendous support SCNA and our local clubs receive from Saab Cars USA, Inc., the many dealers, independents and manufacturers throughout the year. Attendance by our members is strongly encouraged. And what about the surprises? Well, that's why they are surprises. Let's just say that many details are in process, and once we have closure on all the important details, more information will follow.

We have an experienced group of volunteers, many with SOC planning experience among our ranks, as well as many new faces. Would you like to help with SOC'03? Volunteers and sponsors are encouraged to contact me, either by phone at 717-215-4216 or neuswede@comcast.net for email and I will be happy to answer any questions you may have. Continue to watch Nines and The Saab Network for more information. Our website, located at www.saabconvention.org will be up within the next few weeks, and regularly updated with the latest information. Everything, and I mean everything including the dinner menus, will be posted once finalized, for your review.



A banquet hall big enough to hold everyone: including dessert!

Sales

Sales during the period weakened, with total sales of 6132 cars, down by 16% over the relatively strong 7297 cars sold in this period in 2001. 9⁵ sales of 3898 was a good showing, while 9³ sales faded as inventory dwindled and press reports on the 2003 9³ Sports Sedan began to whet buyers' appetite for the new model. Even 9⁵ models were in short supply, with Saab reporting that August's sales represented 53% of the total USA inventory of Saab cars.

	AUG '02	SEPT '02	period
coupe 93	3	1	4
viggen coupe	9	5	14
sedan 93	12	7	19
sedan 93 se	610	391	1001
viggen sedan	15	8	23
convertible 93	1	0	1
convertible 93 se	758	369	1127
viggen convertible	38	7	45
total 93	1446	788	2234
sedan 95 (linear)	1107	451	1558
sedan 95 (arc)	312	149	461
Aero 95	660	361	1021
wagon 95 (linear)	360	93	453
wagon 95 (arc)	111	80	191
Aero Wagon	76	138	214
total 95	2626	1272	3898
IDS	12	2	14
total (2002)	4072	2060	6132
last year (2001)	4222	3075	7297
percent increase	-3.55	-33.01	-15.97
total year to date	30446		
previous year	27415		

Interview with Dan Chasins

Following is our fourth Convention interview with Dan Chasins.

It's good to see you again, so soon after the 9³ Sports Sedan launch in Sweden. I know that the US Dealers followed the press the next week. Since their job is to sell the new car, we're curious to know what they thought of it.

Thank you. About 300 representatives from the USA dealer body were able to attend. The program we did for the dealers was very similar to the press launch. To accommodate the larger size of the group we had a shorter test drive loop. We also had some meetings dealing with our marketing and production plans that weren't appropriate for the journalists. In a word, they loved the car.

During the launch meetings, there was a "gasp" from the journalists when the pricing was announced. How did the dealers react?

The dealers are very pleased with our pricing structure. They feel that our very competitive price will get people into the showroom, and that the quality of the car will help seal the sales. The dealers left as enthusiastic as I have ever seen them.

I wonder about the pricing on the 2003 9³. Is this an "introduction" price that will disappear in 6 months? With the dollar dropping relative to European currencies, can the current pricing structure hold?

Starting with the currency: the Krona is now about 9.4 to the US Dollar, while last year at this time it was around 10. At current levels, the contribution from the US per car sold is relatively high, compared to those sold in Sweden or the rest of Europe. Obviously our contribution was higher last year, when the dollar was higher, but so long as the exchange rates stay pretty much where they are now, currency exchange will not bring pressure on pricing.

When setting a price, we look at costs and our predicted sales volume, and in the car business the cost per car drops as the volume increases. We're predicting a doubling of 9³ sales as compared to the last few years, and we are confident that the new 9³ will achieve our goals. The car is attractive, with good "curb appeal", and the driving experience backs up the car's sporty appearance.

The revenue from any product, taken over its entire life cycle, has to be sufficient to provide a return on investment if the manufacturer is going to remain in business. Because of the competitive nature of our business, we've been very conservative in planning future price increases. The current trend in the industry is to combine an aggressively priced basic model with models featuring enhanced content where the cost of enhancements is less than the increased market price.

What can we expect in terms of supply of the new models? Is there much carry over of the 2002 9³?

We've had a very strong sell down of the 2002 9³ models. There are very few of them left, and by the time the 2003 models arrive, there will be practically none. When you were on the factory tour, the 9³ line was still in pilot production, building cars for our training schools, for example. As of now, (two weeks later - Ed.) they are building customers' cars. The first USA cars should be arriving at the dealers in mid September, along with the press cars for our East Coast and West Coast Press Events. The official launch date for the 2003 9³ is October 11.

With platforms and engine components being shared across General Motors, how does Saab maintain its distinctiveness?

There is Corporate oversight of the divisions' offerings in terms of price points, content, and volume. Beyond that, each of the different brands have their own design goals, their own "DNA" so to speak. For Saab, it's the "right" driving experience, which is reflected in our choice of suspension geometry; spring, shock, and bushing properties; and all turbocharged engines. Opel might put more priority on ride comfort, interior space, and price. Saab's emphasis on crash safety leads to a greater use of high strength steel than Opel's or Chevrolet's pricing structure would support.

The platform and the Global 4 engine were designed so they could be adapted for high volume, low cost vehicles as well as a higher cost, lower volume car such as Saab. The new 9³ is more "Saab" than the last because of Saab's early input into the design of the platform.

What can Saab Cars do to help SCNA communicate to the dealers that we are now a National Club, and to help encourage them to honor the discount program?

We have and continue to be supporters of the National Club. We didn't and we won't drive the process, but we recognize the benefits for all concerned to have a healthy Owners Club. Absent a National Organization, we still would support activities such as the annual Owners' Convention, just as we have for years.


To help the Club communicate with the dealer body, we can put the message on IRIS (Intranet Retail Information System, a web based program linking all Saab dealers), and we can put the information on IMAP (Integrated Marketing Action Plan, the marketing "Bible," revised quarterly in the U. S.). We will lend our name to direct mail from the Club to the dealers and encourage them in our regular meetings.

Effective October 1, 2002 Dan Chasins became Executive Director, Future Product Planning reporting to Peter Augustsson. We are grateful for the warm personal relationship we have shared with him over the past few years. We wish Dan the best of success in his new position and we look forward to meeting Debra Kelly-Ennis, his successor at Saab Cars. -Ed.

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Hot and Cold-start kits for Bosch CIS and LH fuel injection systems

In an ideal world, fuel injection systems would be able to magically adjust to every possible condition or situation. In the 21st century systems like Saab's Trionic are approaching that ideal. Theoretically, you could drive a Saab 95 from northernmost Sweden, south through Europe, across the Middle East, and into the Sahara, and the motor wouldn't miss a beat.

Back in the early days of fuel injection, this was not always the case. Computer control was nonexistent or minimal, and when present, the available memory was tight. The systems were not able to cope with the wide variety of environments, seasons and weather that made up Saab's markets.

This column will attempt to show what Fuel Injection kits were available for the Bosch CIS (K-Jetronic) and LH-Jetronic systems for USA-market cars. I would cover the Bosch D-Jetronic system on the Saab 99 up through 1974, but the service bulletins that I have available don't go back that far.

First, a short description of each system. Note: These descriptions are meant to be simplistic, and not detailed. Each system could well warrant it's own article!

Bosch CIS (K-Jetronic)

CIS is a mechanical fuel injection system used on Saab 8-valve motors from 1975 through 1988. A fuel pump mounted in the fuel tank pressurizes the system. As air flows into the motor, a disc, mounted on a lever, rises in proportion to the airflow. At the other end of the lever is the fuel regulation system. The higher the plate goes, the more fuel is injected. The injectors are spring-loaded, and open when the fuel pressure is sufficiently

high. Cold start fuel is provided by a solenoid injector mounted in the throttle body. Regulation of the fuel pressure is accomplished by a temperature-sensitive regulator mounted near the thermostat.

CIS is an abbreviation for 'Continuous Injection System'. The 'Continuous' comes from the fact that fuel is injected continually, not in pulses. Later cars have Lambda control of the fuel mixture, regulated by a signal from an oxygen sensor mounted in the exhaust system, and a catalytic converter. This system is essentially an 'add-on' to the CIS system. By 'bleeding off' some of the control pressure, the system can adjust the mixture in response to the signal from an oxygen sensor mounted in the exhaust.

Bosch LH-Jetronic

LH-Jetronic (LH) is a true electronic fuel injection system. The ECU (Electronic Control Unit) takes signals from a hot-wire air mass meter, the ignition system, an oxygen sensor, throttle position sensor and engine temperature sensor, applies them to a 'map' stored in EPROM memory, and that determines how much fuel should be injected. This is done by varying the time the injectors are open. All injectors are pulsed open at the same time. This is called 'bank-firing'.

LH is a German abbreviation for 'Luftmassenmesser Hitzdraght', or hot-wire air mass meter (AMM). The AMM allows a much more precise metering of the air entering the motor than the disc and lever of the CIS system. Air flowing over a heated, fine, platinum wire cools the wire. A bridge circuit (Wheatstone bridge) main-

tains the temperature of the wire. The amount of current it takes to maintain that temperature is processed by the ECU as an indication of the mass of the intake air. A temperature sensor corrects the output for ambient air temperature.

There were three versions of the LH system fitted to the Classic 900, LH 2.2, 2.4 & 2.4.2. Identification of which version is on your car is pretty easy. All you need to do is look at the AMM and the connection to the idle control valve (also called AIC valve) mounted above the thermostat. Alternately, you can go by model year and motor variant (non-turbo or turbo):

The former is somewhat more reliable, as it accounts for owner's upgrades.

The 'kits'

What follows is a brief description of each kit, the service bulletin or recall that details the application, and how you can tell if it has been done to your car. Please consult the full service bulletin for the details, and before considering if it is appropriate to your car. Some are appropriate to a very limited number of vehicles within a model year.

SI 7/77-282

'Improving driveability after cold start'
All 1975 99s with CIS

Description: An 'acceleration enrichment kit' p/n 83 28 569 consisting of a vacuum impulse switch and appropriate wiring. The impulse switch senses an opening throttle, and provides a short burst of extra fuel via the cold-start injector. Also, warm-up regulator with code 521 or lower should be

"LH" Revision	2.2	2.4	2.4.2
AMM material	Metal	Plastic	Plastic
AIC connector	3 pin	2 pin	3 pin

Model Year	Non-Turbo	Turbo (Including SPG)
1985	N/A	2.2
1986-1987	2.2	2.2
1988	2.4	2.2
1989-1990	2.4	2.4
1991-1993 & 1994 CV	2.4.2 (B212 2.1 Liter motor)	2.4

replaced with the 1976-spec regulator of code 522 or later. On California cars (only) the thermo-time switch must be replaced with the 1976 version.

Identification: If your 1975 99 does not have the impulse contact mounted alongside the ignition coil (vacuum hose at the top, two wires out the bottom), you may need this kit. 1976 & later 99s and all 900s do not take this kit, as its function is standard.

SI 06/79-375

'Shut-Off valve kit – Improving warm start characteristics'

CIS-equipped 99s 1975-1977

Description: Kit 93 04 460. A solenoid valve is inserted in the return line from the warm-up regulator. This prevents rest pressure loss that results in a hard-to-start condition.

Identification: a solenoid valve mounted to the lifting eye bracket.

Summary: Use the kit in extreme circumstances only. Modern fuels and filters usually eliminate the need for this kit.

SI 07/80-431

'Hot Start Kit for fuel-injected (CIS) engines'

1975-1980 with hard starting when hot.

Description: Kit p/n 78 73 458. Normally, when starting the motor 'hot', the cold-start injector is not used. This kit will pulse the cold-start injector if the motor will not start after approximately 1.4 seconds. A 0.1 second pulse is followed by a 0.3 second rest until the motor starts.

Identification: A relay is clipped to the inner fender near the fuse box. A small cable with green and yellow wires is spliced into the wiring to the thermo-time switch.

Summary: The function of this kit is built-in to 1981 and later CIS-equipped Saab 900s. The relay is mounted in the CIS relay box in the left front fender.

SI 12/81-536

'Service Campaign no. 502. Replacement of Acceleration Enrichment Time Relay'

All 1981 900s up to VIN B1023405

Description: The internal circuitry of one of the CIS relays was changed. This ensures relay operation and warm start function over longer cooldown periods.

Identification: The large relay (covering relay places 'B' and 'C') is replaced with

part # 85 71 606. The new relay will have a yellow dot on the top of the relay.

Summary: Because this is a service campaign, it will be on record with Saab Cars USA as to whether the previous owner had it completed or not. Being that this campaign is over 20 years old, it is unlikely, in this writer's opinion, that Saab will honor the campaign.

SI 06/84-692

'Service kit to improve driveability with cold engine – certain M82 and all M83 naturally-aspirated 900 (900, 900S)'

Applies to M82 normally-aspirated cars with Lambda controller p/n 93 45 216 (Bosch # 0280-800 054) and all M83

Description: Kit p/n 85 46 921. An additional temperature switch is mounted in the thermostat housing. It is wired to relay E in the relay box. The kit delays the mixture regulation by the Lambda system until the motor has stabilized on its own.

Identification: Additional temperature switch in the thermostat housing, close to the control pressure regulator.

Summary: If you don't have an 82 or 83 non-turbo with the aforementioned Lambda controller, you can't use this kit.

SI 09/85-784

'Improving cold engine driveaway warm weather'

M84-85 900 models with 8 valve engines

Description: Service Kit p/n 88 18 015. Kit consists of an additional thermo-switch and wiring. Also requires rearrangement of two existing temperature switches.

Identification: Thermo-Time switch moved to the thermostat housing. Additional thermo-switch mounted in the housing, near the warm-up regulator.

Summary: Useful if you are experiencing problems with starting and moving the car 'cold' at 'warm' ambient temperatures in the 60s & low-mid 70s. Easy to install. Before installing, make sure the injection system is otherwise operating properly.

SI10/89-1179

'Service Kit for cold weather starting problems'

1985-88 900 models with LH 2.2 Fuel System

Description: Service Kit 88 18 338. This kit consists of components to add a CIS-style 'cold start injector' to the throttle body,

move one AIC hose connection (in some cases), and provide the electrical system to actuate the cold start injector. A thermal switch closes its contacts below 20°F and opens the cold start injector.

Identification: LH 2.2 system with CIS-style 'cold start injector' in the throttle body; fuel line from cold start injector to fuel rail; and a thermal switch mounted in the block drain hole on the exhaust side.

Summary: For cold start problems in temperatures below 20°F (-7°C). Limited availability of this kit. The District Service Manager must approve.

SI 12/90-0073

'Service kit for cold weather starting problems in extreme cold weather'

1988-91 900 models with LH 2.4

1991-900 models with LH 2.4.2

Description: Service kit p/n 88 19 070. This kit adds a CIS-style 'cold start injector' to the throttle body. In temperatures below 5° F (-15° C), the LH controller opens the valve, allowing more fuel into the inlet airstream.

Identification: Cold start injector mounted in throttle body; fuel line from cold start injector to fuel rail. Jumper installed in wiring near LH ECU.

Summary: If your car sees these extreme temperatures, this kit may be warranted. Other procedures must be undertaken to ensure applicability.

SI 11/92-0270

'Driveability improvement: CIS with heated oxygen sensor'

1988 900 model (B201 engine) only

Description: Not a kit, but a service procedure for 1988 '900' cars. The procedure makes maximum use of the adjustment specifications, and then, if the problem persists, installing new components. At first, proper tune-up specs must be met. If they cannot be achieved, or driveability problems persist, the components are replaced as follows:

1. Auxiliary Air Valve p/n 91 14 869 (only approved for the 1988 B201 engine)
2. Remove the spring from the vacuum impulse contact
3. Fit new Viton injectors p/n 78 56 354
4. Install new warm-up regulator p/n 75 15 554

Identification: No obvious signs. Set correct tune-up specs, and test driveability.

Summary: Proper tune-up is essential before installing these parts or any of the kits listed here.

In all of the service bulletins, Saab emphasizes that the rest of the system must be brought up to good working order before installing any of these kits. This includes checking the condition of the spark plugs, checking for proper fuel pressures, making sure that the filters have been changed, and the timing has been set properly.

For the best value in service manuals, I recommend the Bentley books. There are two, one covering the 8-valve from 1981 to 1988, and the second covering the 16 valve from 1985 through 1993. These are available from bookstores, including Amazon.com & Barnes & Noble online.

Some of the cold start kits also tell the technician that in extreme cold weather, a 'lighter' grade of oil should be used, i.e. 5W30. (Usually Saab recommends that 5W or 0W oil, when used, must be synthetic or semi-synthetic formula. NINES is preparing a story explaining why! -Ed.) If you seem to be having a consistent temperature-related problem with your car, check the list and see if there is something that may help you out. There is really no reason that a fuel injected 99 or 900 should not be reliable through all temperatures.

Next time, a guest columnist! Gary Stottler will offer advice on purchasing a 99

Happy Saabing!

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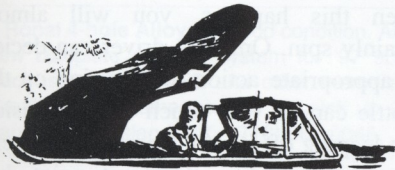
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Learning to love Cornering

Articles to date have included "Driving or car control", "Safe and fit to drive?" "Are you seated comfortably" and a two part piece "On the Road". Now it's time to discuss the techniques of cornering, and how you will learn to love them.

Many years ago, a certain race driver went off at a notorious bend at the Silverstone track. The commentator then asked "what happened" expecting the usual laundry list of excuses – the brakes failed, a tire blew, someone did something, etc. Instead, the driver said, "Well, half way around the corner, I ran out of talent," which left everyone speechless and rolling around with laughter.

Although funny, the one thing we must not do when cornering or driving is to "run out of talent". Through experience most of you know how to corner. Some may do it faster than others, perhaps because of a different line. Remember the old corner adage, fast in, slow out, or slow in, fast out.

How might we define the process to ensure a speed through the corner that is appropriate, and above all, the safest way to take that corner? It is the "Limit point of a corner". It certainly is not the fastest way around the corner, but unquestionably, it is the safest.

The limit point is the furthest point along a road to which you have a clear view of the road surface. The limit point is based on the assumption that just around the corner, beyond your line of sight there is a hazard. You must be able to stop on your own side of the road, within the distance that you can see.

Park at the side of a road so that you can look at the bend or corner. Where the two sides of the road come together at one point: that is the limit point. It is the limit of how far, given your position on the road and the degree of bend, you can see. You might like to see further, but the trees, the hedge, cliffs etc. won't let that happen. Knowing the location of the limit point, you need to match your speed and be able to stop at that point. This is known as "matching the limit point".

As you round the corner, the limit point will either open, i.e., move farther away, or

close. If it opens, you can maintain a balanced throttle until the point "runs", at which stage you can apply more power. If it closes down, you will need to consider lifting off the throttle and maybe applying the brakes. The more severe the corner, once the limit point opens, the faster the limit point will run. In fact, in some cases you can not accelerate fast enough to catch the limit point.

We are approaching the bend. We assess the bend, taking into account road signs which may indicate a left, right or double bend. Check the mirror, your position, speed which may involve braking, pick up the limit point, match the speed to the point, round the bend, and then accelerating as the limit point starts to run. The further away the limit point is, the faster you can safely drive, because you have more stopping space.

To ensure correct positioning and knowing exactly where your right hand road wheel is placed, practice running on the right hand white line: not alongside it, but on it. Positioning is the key to the whole concept of the limit point. On a left-hand bend, keep over to the right; on a right hand bend, keep over to the left.

As part of positioning, especially in mountainous roads that twist and turn, use your side windows to aid bend assessment. It is incredible how this improves vision and positioning. For example, approaching an uphill left hand bend, position your car to the right, running on the white line. Approaching the turn, look through the driver's side window to assess the degree of turn. Look for the yellow dividing line and look as far ahead as you can. On the apex of the bend, switch your eyes to look back through the windshield. With practice, you will find your line improves, and you end up about 20 feet from the apex, running parallel to the yellow lines. No one has ever said or written legislation to the effect that you can only look through the front windshield. It all belongs to you, so use it.

Feed the limit point into the running commentary using such words as limit point, then running or opening [of the limit point], feeding on power, my speed is now... sign indicating falling rocks, preparing to take avoiding action as necessary, road is clear behind me,

opposing blue car being followed by a red car. Red car looks as if they could be looking to pass, etc.

If we go back to information as the foundation, with position, speed, gear and then acceleration, the limit point concept uses all these attributes to the full. When adjusting your speed get all your braking done at one time. Really work on not having to get to secondary braking. After braking, consider changing gear. Skip a gear if necessary, such as 4th to 2nd, to ensure that your engine speed matches the road speed. If must do secondary braking, your limit point identification and bend assessment were off. When the limit point runs, feed on the power in a progressive way.

Imagine a piece of string connecting your foot to the steering wheel. When you turn the wheel, your foot is pulled away from the throttle. As you straighten, you can feed on the power. Try to keep the car in balance all the time.

Let me mention front wheel drive cars. There have been many accidents where the car entered the corner too quickly, and the driver promptly lifted off the throttle. In this case, you may experience front wheel drive lift off oversteer, which is a difficult, if not an impossible situation to recover from. When this happens, you will almost certainly spin. Only the driver can decide the appropriate action, but staying on the throttle can be very much better decision than leaping off it. All drivers can benefit from understanding the limit point, but maybe the front wheel drive drivers have even more to gain.

This is the last in this series of articles that deal with defensive driving techniques. Dealing with the limit point concept has probably been the most challenging. It is much easier to be in a car with someone, and then demonstrate it. If any reader would like help on this subject, please let me know. I would be delighted to assist.

Thank you for allowing me to contribute to your magazine. I have enjoyed it, and trust that you have found the series informative. Safe controlled driving to you all, and talk yourself into talking.

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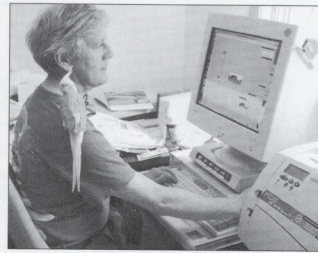
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With 6 full pages, you'd think we'd be able to have covered the Owners' Convention. Hardly. Next issue we'll clean up with awards that didn't fit: the Walter Kern Award, the Larry "Stroker" Williams award, and one special award presented at the banquet. A fully restored (and almost finished) SPG was raffled to one lucky winner, and I hope to have the whole story in the winner's own words. Seminars, Market Place, and good old fashioned "hanging out" are also part of the convention experience.

There's more to club gatherings than the Owners' Convention, and there have been a lot of them through the summer and autumn. The Bay Area Saab Club has sent reports of their meetings. A new "Empire State" club was inaugurated with a tour of the Adirondacks, SAABtoberfest, Swedish Car Day at the Museum of Transportation, and the annual Tech Session at Saab's Connecticut Training Facility sponsored by the New Jersey Saab Owners Club are all on tap for next issue.

The track experience for those who attended was a fantastic experience. Unfortunately there were entirely too few who chose to invest a couple of days, a couple of hundred dollars, and perhaps a set of brake parts to achieve a life time of improved driving skill. We've commented on this before in these pages. A track-based driving school gives you the opportunity to safely learn your car's true capability, and the professional

Bondholders, Mortgagees, security holders: None.

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instruction gives you the opportunity to learn to exploit that capability. As an owner I attended the track sessions at the 1997 and the 1998 Conventions, which I am certain made me a safer and better driver. As NINES Editor I covered and reported the sessions at the 2000 and 2002 conventions, and I know how much the other students learned.

The bad news is that there will not be another track event associated with a Saab Owners' Convention. The Convention Committees have simply lost too much money on the last two events. The good news is that the officers of the SCNA believe, as I do, that performance driver training is important, and they will be exploring ways to include driving schools as part of SCNA programming. In the mean time, Saab Cars USA will be offering an "Aero Flight Academy" to buyers of 2003 Aero Sedans and SportWagons, patterned after the successful Vigen Flight Academy.

We're happy to welcome a new columnist, Traci Payne, who will be sharing her experiences as a recent convert to Saab enthusiasm. We expect Jack Ashcraft and Phil Lacefield Jr. to be back in future issues as well.

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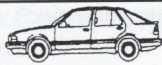
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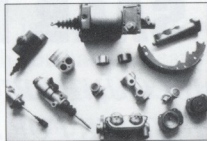
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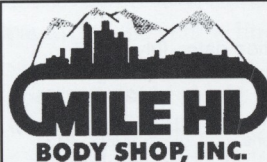
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