

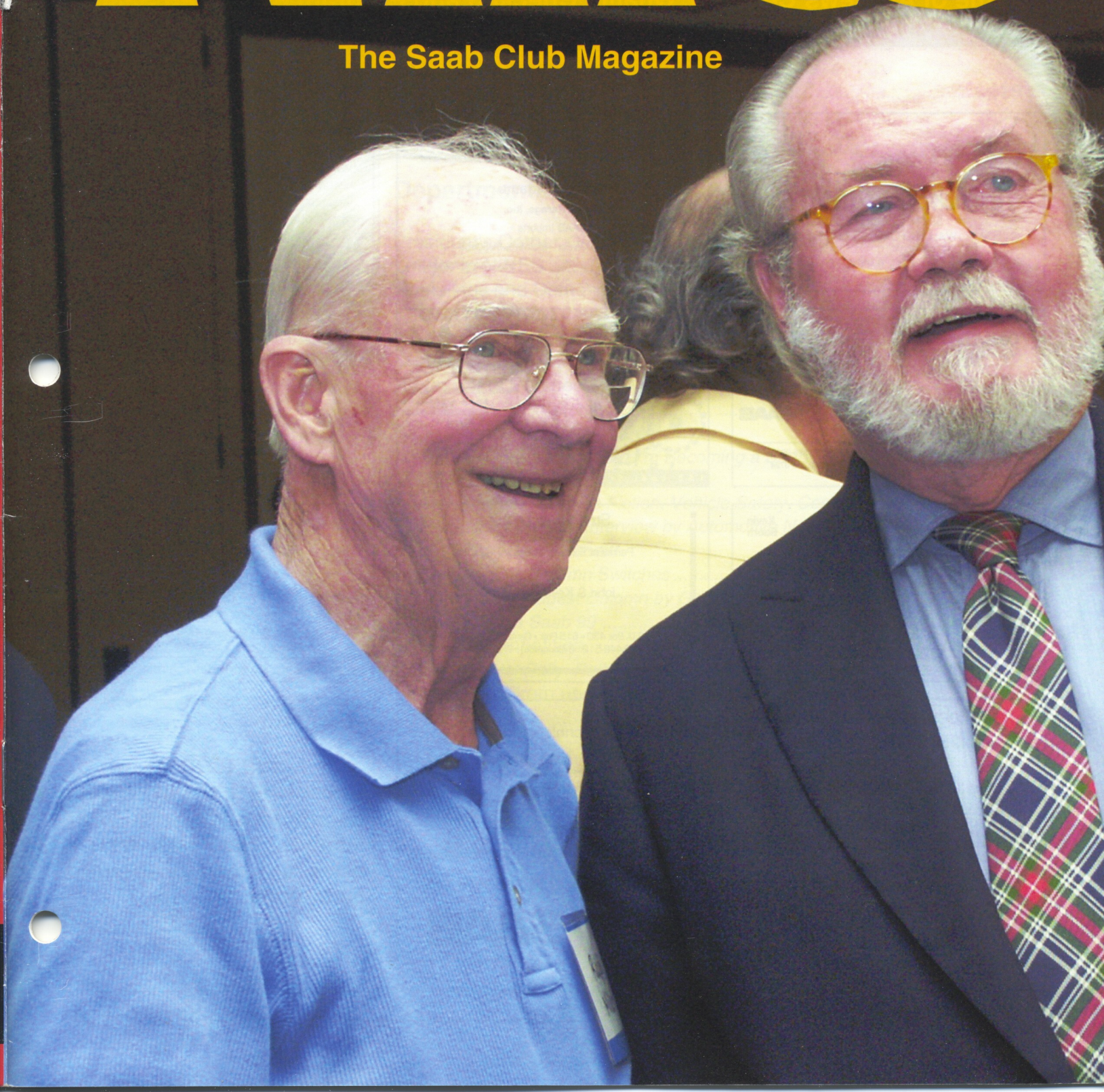
#261

January/February

2003

Nines

The Saab Club Magazine




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Front Cover: Ralph T. Millet, with David E. Davis Jr., at the 2002 Saab Owners' Convention

Photograph by Stephen Goldberger

Cover Wrap: Oil bottles at the North Canton, Ohio AutoZone.

Photograph by Stephen Goldberger



Since our formal convention announcement, a great deal has been accomplished, with even more left to do. I want to thank everyone who has contacted me to date to volunteer to help. I hear from people every week, offering suggestions, and I would like to stress how important it is that this continues. If you have an idea, please share it, and we will see how it can be implemented. Special thanks to Tom Nelson, Larry West, Phil Lacefield Jr. and Dan Orzano who have all shared their experiences with me and are helping the cause. Your help is greatly appreciated. Several other key people are sending me whatever they uncover on the various chat boards, and we are filtering through these ideas on a daily basis.

I am pleased to announce that Christine Krueger from Atlanta, GA was the first person to register at The Hershey Lodge. Christine is a regular attendee at SAABtoberfest, and a four-time long-distance award winner at that event, so I wasn't too surprised. Thanks Christine.

On October 21, SCNA President Garry Grimes made a presentation to SAAB Cars USA of the 2003 Convention Planning Guide; my lengthy wish-list; and our progress to-date. While we are on the subject of SAAB Cars USA, I have been asked several times as to the impact GM's recent announcements and management changes at SAAB will have on SOC2003. I have received no indications from SAAB Cars USA that SOC2003 will be impacted, but in today's business climate, we also know that this could change overnight. I will close this subject by saying that I am not losing sleep over it, nor should you at this point.

I have heard from a few sponsors and potential sponsors, and am pleased to say that Kevin Brewer (Brewer's SAAB), Bill Jacobson (Sports Car Service and Hunt Valley SAAB) Kevin Booth (Lititz Auto Service) and Ken Lehman (Lehman Motors SAAB) were the first to have expressed early interest in supporting SOC2003. Kevin Booth and his team at Lititz Auto Service announce that in addition, their shop will be open on both September 4th and 5th for convention attendees only, should anyone need to use their facilities for repairs or even an oil change. They will also provide rollback service should anyone encounter problems on the road. Thanks to Kevin Brewer, Bill Jacobson, Ken Lehman and the Lititz Auto Service team: Kevin, Dale, Don and Zack for their early support. The sponsorship programs will be completed and posted on the convention website within the next few days. Information packets will be mailed out to potential sponsors in January. Inquiries regarding sponsorship may be directed to me at: neuswede@comcast.net.

With the help of Don Fatzinger, we have secured our headline speaker for SOC2003. Once we have received a formal biography and discussion topic, we will announce his name. Until then, here are a few clues. He has written on automotive and racing topics for years; has been involved in racing and rallying equally as long and is as witty and entertaining as he is skilled behind the wheel. And no, it is not Mario Andretti.

I have received a great deal of input on the awards, Concours, People's Choice, name tags, and on many other topics. I am receiving samples for the 2003 awards, which tentatively are going to be an etched acrylic in a yet-to-be-determined design. Once a design has been chosen, we will mock up an example and post it on the convention website, <http://www.saabconvention.org>, for everyone to view. Chris Moberg, who has been snowed in, continues to work on the convention website, with much more to come, including details of The Viking Challenge and rules, People's Choice categories, and the Autocross. I have received numerous inquiries regarding the Concours, and while I await the Concours Committee's list of classes, I want to point out a few things regarding the Concours.

I have read many accounts from people who voice varying levels of dissatisfaction on the Concours. First and foremost, Larry West and his committee members do a very fine job, but I believe we need to spell out once again what the event is, and what it isn't. It is a display for cars that most resemble their condition upon leaving "the factory". Embellishments, accessories, or other modifications, even those installed by a dealer, typically do not merit recognition or points on most Concours fields and often detract from the score. Owners of cars that are either highly modified, or restored to some standard other than the original factory design seem to generate the most questions and experience the most disappointment.

While I feel the committee has done a good job of accommodating the number of cars that have entered, the time has come for another event to supplement an already overworked team of judges. With the addition of the People's Choice event, and the addition of 63+ awards, including a category for "Under Construction" for cars not quite finished, I think we will offer something for everyone. This is particularly true with the proliferation of many note-worthy, and highly modified Saabs now attending events on a regular basis. The Viking Challenge will offer it's own set of awards for competition cars as well. This diversity is very exciting, and should capture the interest of all in attendance. On the topic of shows, one thing I have noticed missing from many cars is the presence of a "Show Card" on the dash. A Show Card is your method of communicating with onlookers and judges alike. It not only spells out the obvious features of the car, but also the not-so-obvious ones. I have used them for years on all of my cars (yes, even before Saabs) and they always seem to catch the eye of an on-looker. We will be posting an example of a "show card", which is used in many car show venues to describe



pertinent details of the car. These are important because people will refer to them as they look at your car, and will take note of the little touches you've made mention of on the card. At SOC2003, we will also be providing dash cards, which will have space to describe some of the features of your car, but probably won't be as detailed as you could make on your own.

One of the groups I wanted to recognize in 2003 is under 21 participants. At the time I identified this as a priority, I could not have imagined how truly meaningful it would become. Kyle and Timothy Crisman, brothers, were killed recently when their SPG crashed. Kyle and Timothy were active participants in The Saab Network bulletin boards and chat sessions, and had attended many local Club events in the New England region. Their deaths had a direct impact in the Central Penn Saab Club because several of our younger members knew them quite well. I am deeply touched by the responses I have read, and by Scott Paterson's willingness to publicly offer our heartfelt sentiments for the loss. Scott Paterson of The Saab Network has offered to co-sponsor a memorial award, and with that, I would propose the following: "The Kyle and Timothy Crisman Memorial Award": dedicated to a deserving Under 21 participant at SOC2003. Any participant who is 21 or under and has a SAAB registered and present at the event, will be eligible. This award will be selected under the People's Choice balloting on the People's Choice Show Field. I would appreciate hearing from others who may have other suggestions, or offer support of this proposal.

Other topics that have surfaced in the past few weeks include the information, or lack of, on the name badges. Of particular note, many wives have voiced their discontent of not having any car information included on their badges, although their husbands did. I have also seen other suggestions about including an "electronic alias" as well. All of these are reasonable, and most importantly, "do-able". On the registration form, there will be an additional line to add whatever name, or club info you'd like.

Registration forms, menus and many other items are completed, or nearing completion shortly, and will be posted on the convention website soon. I have had a flurry of suggestions concerning Technical sessions, and potential speakers, and I am working on each of these, but will take some time to evaluate and work into the schedule. Once we have more detail, it will be passed on in a subsequent update.

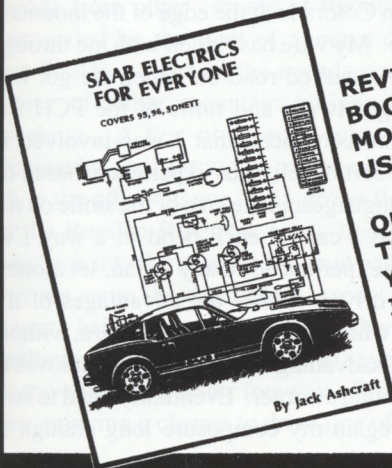
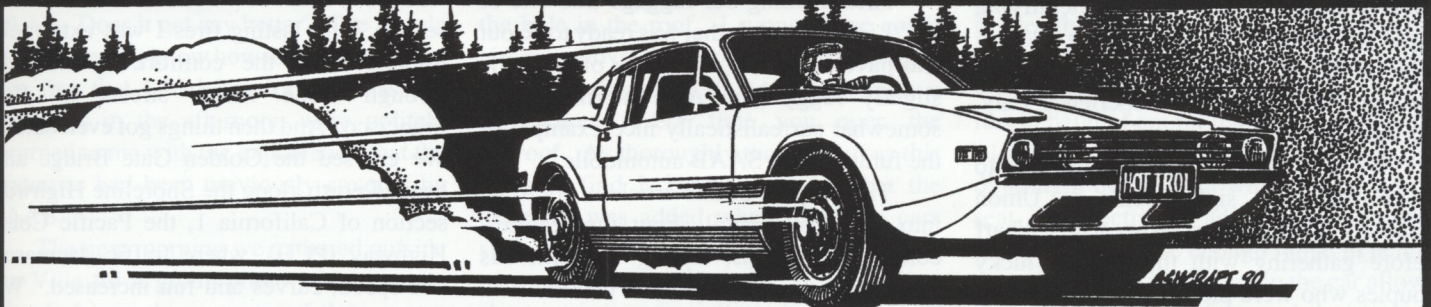
Please continue to offer your suggestions and assistance. They are greatly appreciated.
Until next time.....

Marc Fails, Chairman
2003 SAAB Owners' Convention

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The Drive of a Lifetime Sweepstakes Winner Report

While attending the SAAB owners Convention in Cincinnati in August, my wife Valerie and I were very fortunate winners when Erik Carlson pulled our registration number from the tumbler of numbers of all of the convention attendees. It turns out that we had easy odds compared to the 6 other couples that won the trip to San Francisco by entering on the SAAB web site. There were over 68,000 entries in the sweepstakes to be the first of the general public to drive the all new 9³. We were honored to be the guests of SAAB Cars USA, Inc. for 4 days and 3 nights in San Francisco and Sonoma County, California, and we were treated like royalty from some oil rich country. I know that most readers of NINES really don't care to hear as much about the trip as they do the new car, but I must do justice to the excellence of both.

As an enthusiast of the marque for over 35 years, and owner over those years of too many SAABs to count (currently 4), I must admit that this trip was a high point in my SAAB experiences. The accommodations, dining, entertainment and hospitality provided to us by SAAB Cars, USA were all very first rate. We stayed the first and third night of the trip in downtown San Francisco at the Clift hotel, an establishment so exclusive as to not even have an identifying sign on the exterior of the building. People who stay at the Clift apparently know of it through referral or past experience only, rather than through advertising.

We arrived early on September 21st to allow for some sight seeing in Union Square, Chinatown and Fisherman's Wharf before gathering with the 6 other lucky couples who were picked by random from the web entries. We learned through our conversations with our hosts that 2 other winning couples actually declined the trip due to previous commitments, or perhaps they expected some sort of a scam. Fortunately, the rest of us enjoyed the appropriately named "Drive of a Lifetime."

We enjoyed cocktails and dinner at the Farallon restaurant that evening and were presented with some background on the new 9³ and some of the marketing that would accompany its introduction starting in late October. Our group followed 2 previous introductions of the new car to

automotive journalists from all around the U.S. who were given more factual data but less time behind the wheel than we were afforded over the next 2 days. We think the time behind the wheel was better.

The 14 guests and 6 hosts gathered the next morning for breakfast. With the fleet of new pre-production test cars assembled just outside our window parked 2 abreast on the narrow street, I could hardly finish my \$18 continental breakfast trying to decide which color would be my preference to drive. The test cars were all "Linear" models which means the base vehicle with the 2.0t engine of 175 horsepower. The more upscale "Arc" and high performance "Vector" models will come along in about another 6 months as production allows and with the 2.0T engine of 210 horsepower. As I understand it, the Vector will be the equivalent of the "Aero" model in Europe and we did have a chance to examine, but not drive, an "Aero." I would have given just about anything to drive the "Aero," even just a little, but it was, unfortunately, the only example in the country and nobody but nobody had the clout it would have taken to pry the electronic key for this Laser Red jewel from wherever it was hidden. I'll just have to expect that the "Vector" will perform as the wicked little machine it appears to be. I'm sure it will.

After loading our luggage into one of the "Linear" models that was ready to go out and have some fun, we drove off into the slightly foggy Bay Area morning in a somewhat surrealistically nice example of the future of the SAAB automobile.

The purpose of this article is not to go into too much detail about the features, colors, trim levels, styling or numerous engineering accomplishments that this new car embodies because of limited space and because you'll find that info elsewhere. What I can tell you now, however, after having driven the cars over about 200 miles is how the car feels to drive and the personality it exudes. The first impression one receives upon turning the key is that the engine doesn't seem to be running even though it sounded like the starter motor did its job. After checking the tachometer you realize that this new 4 cylinder with its dual counter rotating balance shafts is so smooth and silent that it will definitely rate with the best 6 or 8 cylinder engines but without the

weight, space and fuel required by an engine that is only larger but not faster. This new engine is very flexible with responsive power and torque from under 2,000 rpm right up to the redline at 6,400 rpm which, by the way, will take this car to 95 mph in third gear on the automatic, with more to follow in fourth and fifth. Yes, Valerie, the transmission has 5 speeds whether the car has 2 pedals or 3. No longer will we be able to refer to them as having either the automatic or 5 speed. It will now have to be automatic or manual and even the automatic can now be shifted manually with the Sentronic feature and the manual in the "Arc" and "Vector" will have no less than 6 different ratios. With the flexibility of this engine, the close ratios of the 6 speed will only mean more exercise for the driver's left leg, but somebody felt it would help sell cars. The automatic is a major improvement now that the driver is allowed the control of it with the Sentronic feature. It works very well and will even allow a driver, in slippery conditions, to start in second or even third gear. The flexible engine just pulls away smoothly even in third.

Along with the great drive train the next impression one gets from behind the wheel is that the suspension system has been blessed by some sort of miraculous engineering intervention. Even in the "Linear" with 15 inch wheels and all season, long lasting tires I was extremely impressed by the comfort of the ride through some rough streets of San Francisco. And then things got even better! We crossed the Golden Gate Bridge and headed north along the Shoreline Highway section of California 1, the Pacific Coast Highway (PCH), where traffic decreased and speed, curves and fun increased. We live in Colorado at the edge of the mountain range. My wife has ridden with me through many a curved road but when we got into the tight twists and turns of the PCH she became convinced that I was involved in some sort of religious experience, based on my language and the size of the smile on my face as I carved each bend in a way I've never experienced in any sedan, let alone a front driver. It has the advantages of the front wheel drive traction, et cetera, without any disadvantages. This car flat out loves to go around a corner. Eventually I had to stop and regain my composure long enough to

allow for a few of the more conservative (flat land) drivers to catch up so I could get my hands on a car with the 16 inch performance wheels and stickier tires. The pre-production cars that we had available did not come with the stiffer sport suspension system that is available on production cars, but even with just the lower profile tires, I was able to cause my wife to nearly go for the hand brake while repeating some of the same religious verbiage that I had used earlier. She had somehow turned it around into a different sort of text however, and was using it to refer to where I was going straight to, even though there was nothing at all straight about the road we were on. You get the picture. I did not care where I was going to end up with this much fun in the meantime. This car makes a person smile big. Eventually I had to let her drive in order to let her understand that all was safe and secure in this car at a pace that was expeditious even for her school teacher type conservative manner. I actually caught a smile on her face a couple times when she didn't expect me to notice.

We traveled through Marin County into Sonoma County where we were to spend the night in the beautiful Sonoma Coast Villa near Bodega Bay. It was the "Drive of a Lifetime," and my wife and I were even better after we enjoyed a massage in a spa just up the road, compliments of SAAB. Does it get any better? The people at SAAB really know how to do things right. The tips that I had left for our massage therapists in the afternoon were politely returned to me with the explanation that the gratuities had been previously covered by SAAB.

The next morning we gathered outside the Villa for a group photo with our new friends from other corners of the country surrounded by the fleet of about a dozen new SAABs. Next on the agenda was our choice of either mountain biking or sea kayaking. A few of us rode bikes on a spectacular trail through a redwood forest while the others in our lucky group floated on the Russian River for a few hours and then back into the new 9³s for a run back the way we came the day before, except for a detour half way down the Shoreline Highway onto the 101 in order to save time by traveling on a faster freeway. We were now enjoying a chance to drive one of only

two manual transmission cars that had been brought to the Villa for those of us who prefer to drive using all four limbs. I thought I was having a pretty darn good time in the automatic versions, but now I could hardly control myself. The new manual transmission shifts better than any front wheel drive vehicle I've experienced, and I've driven just about everything there is. Not only do the shifter and clutch work well but the drive train slack that is so common with manual cars, especially front drivers, when you are on and off the gas through the corners, is just totally nonexistent. I have no idea how the engineers eliminated the slack but it is smoother than a centerfold's thigh. Even the automatic was more noticeable when you jump back onto the throttle after the apex of a gorgeous curve of the PCH.

At freeway speeds on the 101 the new 9³ is silent except for the great new sound system. Even in basic form it is quite impressive, especially since other noises such as squeaks, rattles and wind noise do not interfere. The only source of unwanted noise comes when the sunroof is opened to the rear. The pop up wind deflector should be renamed a pop up noise maker. Reach up and pull it down on the springs with a finger and suddenly things are peaceful again. The aerodynamics of the car are so good that all this thing does is mess up the air flow over the hole in the roof. I suppose one could either remove the springs so that it stays down or bring along duct tape and apply a nice chunk every time you open the sunroof. As thoroughly thought out as this car is I find it hard to believe that the deflector was added when the older cars such as my 9000s were great without it.

Any car will have a few minor shortcomings, especially in its early stages of production. How else could they improve on them in the future? Well, here are just a few other very minor details that could be done differently. The levers for the turn signals and wipers have a cheap feel to the molded plastic edges compared to previous SAABs and other fine European cars. This is a very minor detail, but you are reminded of it at every turn. Another slight oversight is the fact that the seat heater controls have no rheostat. The heat is either off or on. Cold or blistering hot. All or nothing. After having invented and

perfected heated seats for every other car maker to copy why take a step backward? I even consulted the "draft copy," black and white, prototype owner's manual on this one to make sure I wasn't operating the push on, push off switch improperly. I wasn't.

I mentioned earlier how smooth this engine is and I'm told that the higher horsepower 2.0T seems even smoother. It is also extremely quiet. That's not all bad. My wife for example doesn't want to hear some nasty engine. But this is not just any old nasty engine and it deserves a voice. Just a bit of audible character from the tailpipe would be fine with me. Remember the exhaust note of early SAAB Turbos? It was beautiful and it gave the car just a bit more of a pleasing personality. A great sports sedan should involve all of the senses and should sound like something other than a Buick. This car is so thoroughly muffled that even an experienced manual transmission enthusiast will have some trouble matching the clutch friction point to the proper engine speed without staring at the tach instead of the road. I expect that a sport exhaust system will be available soon as an expensive accessory that few will want to step up and pay for.

Lastly, I must mention that one of the things that has always attracted myself, and many other drivers that I know, to SAABs has been the comfort of the seats. The seats, in even the base 9³, are very good except for the fact that you are now sitting on the floor. Well, not quite, but they are very low. At 6 feet in height I am far more comfortable on a long drive when my knees are bent instead of straight out in front while I sit low in a seat. The electrically adjustable seats of the new 9³ do not have enough range in height even though the headroom in the car allows for more than my 6 feet, and the steering wheel will tilt and telescope plenty enough to fit any size driver. Maybe it's just me, but my 9000 and 900 sure are comfortable. The 9⁵ is lower than the 9000 but not as noticeably and this 9³ is also lower than its predecessor. Is this an influence from GM? I don't want a Buick. Once again this is a fairly minor problem that I will probably be able to correct by removing the driver seat and installing spacers and longer bolts, like I once did with a '69 Sonett.

Back in San Francisco for the third and final evening of this extravagant experience,



9³ Sport Sedan overlooking the Pacific Ocean.

our group was treated to champagne and a rich 4 course dinner at the Redwood Park restaurant where we were introduced to chef George and a different wine complimenting each course. After indulging in George's Signature Tuna Foie Gras and Grand Mariner Soufflé our return to



9³ Sport Sedan in resort driveway.

ordinary meals just moved down another notch on the tolerance scale.

To summarize, I should answer the question of whether or not I would want to own a 9³ Sport Sedan. The answer is, Yes, I would! And I will someday. Perhaps as soon as my wife calms down (actually she has) and I quit smiling about the trip up and down the PCH (no I haven't yet), and the rest of the great experience it has been to enjoy the new 9³ on "The Drive of a Lifetime." It is one helluva great car to drive and it does many things very well. I would own it over any of its European competition not to mention anything domestic or Asian. The new 9³ does have a very, very sweet personality as you all, hopefully, will get to see for yourself when you get the chance to dance with one. Ask your dealer in New England, for example, if you can take it to show your spouse and then make sure the spouse is waiting somewhere along the Shoreline Highway in California.

Taks a mikket SAAB Cars USA!
(Thanks a million)

*Jim Beetham
Golden, CO*

Jim Beetham is an active member of the Rocky Mountain Saab Club. His story, "Drive of a Lifetime" has previously been published in the Rocky Mountain Saab Club's newsletter. Photographs by the author.

Tip for 900 Owners

Here's a tip that might save the subscribers to Nines about \$565 + tax:

The Memsahib's 1996 900S refused to start, despite the starter being able to spin the engine like a lathe. Investigation showed there was no spark to the plugs or the injectors, indicating the engine control module was not performing. The applicable fuses for the engine management system (Motonic 4.1, 2.3L, no turbo...see owners manual and card in fuse block cover) were OK. Also, the CHECK ENGINE light did not illuminate when the ignition was switched to ON, indicating that the engine control module was lacking power from at least one of its two sources. Checking the circuits (pin 21 in the black connector [H33-4] on the firewall behind the glove box) showed there was no input to the engine control module from the anti-theft module (under the left seat and carpet) with ignition on. That was solved by adding a jumper wire from pin 10 to pin 22 on the

connector for the anti-theft module. The cost savings - of a new anti-theft module from Saab - is as noted above.

The engine starts and all anti-theft functions seem to work. I have not been able to conduct a complete flight test as the Memsahib tore out of here a while back with the tires smoking. Will advise of any untoward developments due to this modification.

Update: Herself just returned and reports no problems. More later, as things develop.

*John Betsill
Acworth, GA*

Family Portrait

As a long-time subscriber to Nines, I have always enjoyed viewing photos of multiple Saab family collections. As such, this past weekend I washed my babies and lined them up for a "family portrait". I submit this photo. They are, from left to right, 1997 9000 Aero, 1989 900 SPG, 1992 900 Turbo Convertible, and my favorite, a 1991 SE 900 Turbo Convertible in Monte Carlo yellow. I truly enjoy Nines, and read it cover to cover when it arrives. Nice job!

*Todd Forte
Chester, NJ*



The Forte Family Portrait

Ralph T. Millet, 1917-2002

Ralph T. Millet, 85, of Old Saybrook, CT, died Friday, Dec. 20, 2002, at Middlesex Hospital in Middletown, CT. Millet was the man who brought the Swedish Saab cars into the United States, and was president of the Saab importing company, and who became a highly respected spokesman for the imported car business in the United States, as President and Chairman of the Automobile Importers of America, a group representing most of the companies importing automobiles to the United States,

When the Saab automobile was first introduced into this country in 1956, it was quite a different automobile from those generally sold here. The car's origin and the management of its importing company were also somewhat different than what is common in the US auto business. The first Saab cars were powered by an unorthodox two-cycle engine that required the addition of oil to the gasoline every time the fuel tank was filled, and in difference to most other cars of the time, the engine propelled the front wheels instead of the rear wheels. As to its origin, it was manufactured by a

company called Svenska Aeroplan Aktiebolaget (abbreviated Saab), that had previously been solely engaged in the manufacture of military aircraft.

Heading the US operation was not exactly your usual "car guy" but an aircraft expert. Ralph Turner Millet had no previous experience in the automotive field, but would eventually become the representative for almost all of this country's automobile importers, and steer his adopted company and its unorthodox product through more than 15 years of business ups and downs. Ralph T. Millet, as a matter of fact, saw the little Saab car become something of a cult car and become one of the leaders in the field of automotive safety before he relinquished his position as head of the importing company. He then became a consultant to the company, and its spokesman in safety and environmental matters.

As Mr. Millet recalled it, the actual origin of the entry of the Saab into the US auto market came at a dinner in Minneapolis, Minnesota. The head of Saab, after a meeting with aircraft component suppliers,

turned to Mr. Millet, at the time a purchasing agent for Saab, and said that since Americans were buying Volkswagens, maybe they would also buy Saabs. Mr. Millet said that he seriously doubted the viability of selling a car with a two-cycle engine in the US, but the next day, back in New York, the Saab president persisted.

"He told me to reserve some space at the next New York Auto Show. He would send some cars over, and we would see what reaction they got. Then we would decide about selling the cars."

A few months later four Saab 93 sedans and a prototype sports car arrived in New York, just in time for the 1956 New York International Auto Show. At the show itself, the reaction of both public and press was quite positive, and several auto dealers expressed their interest in representing the new Swedish make. One even bought a car for resale. Ralph T. Millet was about to change careers, from a specialist in procurement for the aircraft industry, to the job as head of the country's newest imported car company.

That dinner meeting in Minneapolis was not really Ralph T. Millet's first encounter with the Saab cars. Born in Boston on August 21, 1917, Mr. Millet was educated at the Boston Latin School. He received a degree in Aeronautical Engineering from the Massachusetts Institute of Technology in 1940, just in time to join the US Army Air Corps, where he reached the rank of lieutenant colonel. After the war he started a firm handling procurement for different corporations, one of them being Saab. During his first visit to Sweden, in 1946, he heard of the company's plans for a small car, and one of his earlier assignments for Saab involved the purchase of body presses for the new car. In 1948, he recalled, an early prototype car was sent to the US, and Mr. Millet had some discussions with the Willys Overland company about building the car. One early problem for Saab was the shortage of suitable steel for the car bodies. It wasn't until 1950 that the first Saab car was built and sold, and not much was thought of exporting it until production reached adequate levels.

After the 1956 New York Auto Show, Saab Motors Inc. was ready for business. The first shipment of cars for sale to dealers arrived just before Christmas 1956 at the port of Hingham, Mass., where Saab had

Letters (continued from page 8)

Long Time Reader

I have been a member since 1974. I have owned and driven the same Saab and no others since 1973. My 96 V4 is about to turn 300,000 miles. It still has the original paint and is mechanically perfect. Am I the "oldest" member in consecutive years of membership?

*Thomas B. Mudd
Saginaw, MI*

Our next issue will commemorate the 30th anniversary issue of "Up Front", the newsletter that grew into NINES Magazine. We encourage long time readers like Mr. Mudd to contribute their memories of the early days. -Ed.

Tire Rotation Experience

Since tire rotation is recommended to improve the life of the tires, I went to a local "brake and muffler" franchisee with a coupon for a free tire rotation. I read a book while the tires were rotated. After I returned home, husband checked the depth of the tread with a gauge and informed me that

only the tires on the right had been rotated. When I called back, the company told me I was mistaken and they rotated all 4 tires however, they would rotate the left side if I insisted.

I made another appointment and after I arrived the manager informed me that all tires even from the same manufacturer do not have the same depth of tread when they are brand new. They vary because he said it's like clothing garments sewn by different workers. Apparently they were unfamiliar with the tire mold concept. They argued with me and explained with diagrams that my car wore out the tread differently on one side and thus they really changed the left side.

I decided to explain that to Steve on the phone who then spoke to the manager and insisted the left side be rotated. The moral of this story is, put nail polish in an inconspicuous place on either the front or the rear tires so you will have proof that the tires were indeed rotated and check for the polish before leaving the premises.

*Norma Goldberger, Managing Editor
North Canton, OH*

Ralph T. Millet, 1917-2002

established a warehouse and make-ready facility. Fifteen dealers were signed the first year, and sales reached all of 2,200 units in 1958. "We made money in 1959," recalled Mr. Millet, "but the next year the bottom fell out, when Detroit's big three introduced their own small cars." In 1961 Saab Motors moved all of its operations to New Haven, Conn., leaving only a small aviation purchasing office – the operations Mr. Millet had originally started – in New York City.

The safety reputation of the Saab car has helped sell Saabs throughout the years, as the cars have gradually evolved, first by replacing the original two-stroke engine with a more acceptable four-stroke, and later with newer and larger model cars. Today the company, now Saab Cars USA Inc., and owned by General Motors, sells two distinct lines of cars, the 9⁵ and the 9³.

Safety has always been a major feature in Saab's marketing efforts, and is something that has been the subject of Mr. Millet's interest for many years. When the government stepped into the field of auto safety in the late 1960's, Mr. Millet was one of the first representatives of the auto

industry to be appointed to the new Highway Traffic Safety Advisory Council of National Highway Traffic Safety Administration. At about the same time, the first trade organization for the imported car industry was founded and Mr. Millet, after originally just representing Saab, eventually became president and chairman of the Automobile Importers of America. As spokesman for the imported auto industry for many years, Mr. Millet frequently testified before congressional and other legislative bodies on matters relating to imported cars. He remained the Saab representative with the trade group, today called the Association of International Automobile Manufacturers, until quite recently.

In 1982 Mr. Millet was named to the Board of Directors of the successor company to Saab Motors Inc., Saab-Scania of America, Inc., which by then was involved not just in Saab automobiles, but also built and marketed Scania trucks and buses. Mr. Millet was heavily involved in establishing the Scania business in the US, initially assessing the market possibilities for the Scania products and later helping set up marketing and manufacturing operations in

the US. During the 1980's, Scania operated a complete assembly operation in Orange, CT, making city busses for a number of different US municipalities.

Always interested in Saab doings even after his retirement, Mr. Millet has been a frequent visitor at Saab dealer functions, as well as at Saab owner conventions, both in this country and overseas. Most recently he and his wife, Gunlog, attended the dealer preview of the all-new Saab 9³ cars in Sweden this past summer, and the August Saab Owners' Convention in Cincinnati, Ohio.

An active churchman, Mr. Millet was a life-long Episcopalian, and was Senior Warden Emeritus, as well as treasurer of the Grace Memorial Church in Old Saybrook, CT.

Ralph T. Millet resided in Old Saybrook Connecticut. Besides his wife, he leaves four children, Francis N. Millet of Clinton, CT; Charles G. Millet, of Dedham, Mass.; Mrs. Ronald Bearse of Alexandria, VA; and Miss Kristine R. Millet, of Dedham, Mass. He was predeceased by another son, Ralph Millet, Jr.

Lennart Lonnegren
Madison, CT

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Ramblings and Demands



by
*Phil
Lacefield
Jr.*

Out of the Frying Pan

Yeah, I'm bushed. You may have noticed the lack of a Ramblings & Demands column in issue 260, thanks mainly to the fact that I have been totally swamped with kudos and accolades regarding the 2002 Saab Owners' Convention in Cincinnati this past August.

If you were lucky enough to be there, you know that it was one of the greatest, hottest and most fun SOC's in recorded history, and although I did a lot of the work, I simply could not have done it without the blood, sweat and tears of my volunteers. Some have said I slighted my volunteer crew in my nightly speeches and presentations, and though those affected didn't feel that way I feel they need some more back-patting to make it all even. Dan Orzano, Larry West, Jim Laman, Tom Kinnaman (indeed, the entire Kinnaman crew, plus some friends of theirs from Delaware), John Barnhart, Andrew Burgin, Paul Arel, Jeanne Bauer, the Donney boys from Iowa, Carl Levine and Thor Carlson for making those fantastic movies we all saw and laughed at, Tom Remedios for the giveaway SPG, Perry Ellington and Gary Moore for not crashing at Putnam Park; the list goes on and on, and I am absolutely certain I missed a few, so please don't throw too many heavy objects at me when next we meet if you aren't mentioned here. Suffice to say that without the hard work, dedication and downright willpower of these and so many others, the events of the SOC02 would not have taken place. Thanks, guys!

Equal kudos go out to our many fine sponsors, who gave deeply and generously, in prizes, goodie-bag stuffers, displays and piles of cool cash. Our sponsors, without whose support we

simply could not have done the show, are Andrews of Princeton, Donney Motors, English-Swedish Spares, Gary Stottler, George's Garage, harman/kardon, Lititz Auto Service, Meyer Garage, Mile Hi Body Shop (see, I spelled it right this time!), Nokian Tires, OnStar, Pirelli, Precision Automotive, Road Tested Saabs, Roberti Saab, SaabSavior.Com, Scanwest Motorsports, Shaker Saab, Sweeney Saab, Sports Car Services, The Saab Network, Wholesale Synthetics, and Zymöl. Dozens more donated items large and small to the SPG and the Charity Auctions. Special recognition has to go out to Dave and Robyn Horstmeyer of Just Saab, our local dealership here in the Ohio Valley and the most generous, supportive owners of an automotive franchise I have ever had the pleasure of meeting. Their support during the entire year of planning carried us through times when we didn't think we'd make it, and in the end they were the backbone of our support, for which we shall be eternally grateful.

And, of course, what SOC would be complete without the support of Saab Cars USA? After all, standing in a circus tent full of sweaty bodies for nine hours a day deserves SOME kind of recognition! Tiffany Cook, Connie Williams, Dan Chasins (appearing at his last SOC as The Big Cheese), and all the staff and crew from Norcross and beyond who showed up to make it all happen. Special thanks go out to one Kevin Smith, the head of PR at SCUSA who happened to be the holder of the lucky ticket drawn for the giveaway SPG on Saturday night. Kevin, always a scholar and a gentleman, decided that another lucky Saab fan in the audience needed that beautiful car more than he did. He told Erik Carlsson to draw again, making George Jovanovic the happiest man in the room that night. If you ever see Kevin, buy him a drink; he's certainly earned it!

What's next, you ask? Plans are well in effect for the SOC03, to be held the second weekend of September in Hershey, PA next year. Information is already available on www.saabconvention.org and will be updated regularly. If you live nearby, volunteer to lend a hand! If you don't, show up and have a blast!

If you think you've seen the last of the Cincinnati crew, just you wait. We at the Tristate Saab Club are currently discussing an idea with the Volvo Club of America concerning the creation of a joint event in the spring, tentatively titled the Annual Swedish Nationals. As much fun as an SOC can be, imagine the combined might of both Swedish marques in one gathering! As soon as we work out the details we'll let you all in on the story, but the Swedish Nationals will most likely not get started until spring of 2004, giving us plenty of time to figure out location, events and the like. With the emergence of the Carlisle Kit/Import Show in May as a major Saab event, we'll work around that weekend as best we can, perhaps meeting in early June and perhaps right back at the Kings Island Resort in Cincinnati.

Does this mean competition or elimination of the SOC as we know it? Not at all! The VCOA has dual annual gatherings, one on each coast, but their Midwest presence isn't quite what they want it to be. Since the Michigan/Ohio/Kentucky/Indiana region has shown the strongest sales growth for SCUSA over the past few years, it only makes sense to bring these two great tastes together. (Ahh, I can hear it now: "Hey, you got your stroker oil on my Brick!" "Hey, you got your Brick in my stroker oil!") Hopefully both the SCNA and the VCOA can work together to make the Swedish Nationals as large and well-attended as any of the three national shows. More details as we get them!

As always the SCNA continues to grow and prosper. Hopefully early in the New Year we'll be able to get a full-fledged membership drive in place, which will expose more and more Saab owners across North America to the wonders of SCNA membership. With the release and amazing reception (especially in the mainstream automotive press) of the new 9³ Sport Sedan, we'll be able to gather new blood into our fold and convert them, slowly but surely, to the Church of Oil Smoke and Turbo Whine!

Amen and amen.



Bit of Interior Detailing

Many of you look at the interior of your 2-stroke or V4 cars and lament the fact that SAAB was a 'value' brand in the 1960s and 1970s. They did not have very sumptuous or long-term durable interior materials. Age has its way with old vinyl, fabric and cardboard. The original stuff wasn't so bad. It is just that as the car got older and older, and the owners became more and more, er, thrifty, the seats, dash and door panels began to look less than, er, nifty. I sincerely hope that you are settling in for the winter with your vintage SAAB and coming up with lots of new projects to undertake in order to make next year's driving time that much more enjoyable.

If your original dash pad in your 95 or 96 is not cracked, the last thing you want to do is use Armor-All or a similar silicone based spray. Silicone dries moisture out. Despite "the wet look" the reality is quite the opposite. There are a few high line detailing products out there with lower silicone content, but another consideration is the need to clean your dash before applying any kind of protective measure. In mild cases, using a foaming glass cleaner and possibly even a weak solution of mildly abrasive hand cleaner on a soft bristle toothbrush, will get years of dirt out in no time. If you've got some leather cleaner around such as Gliptone or Lexol, you can follow up with this, and even use saddle soap in a pinch. I finish it off with Connolly Hide Food, which is horrible for leather but great for vinyl dash coverings to keep them nicely lubricated for a long while. All of the above

will work well on older door panels and the black vinyl caps too. You can adjust the amount of hand cleaner/degreaser so as not to soak the cardboard backing yet get the grease off where it usually collects at the front bottom as well as by the grab handle.

Many of you call me regularly about reupholstering seats and carpets. The same number of you have that 1970 and later full vinyl seat in your 95 or 96 where the strips in the middle separate at the weak 'seams'. The trick for reupholstery in this case is to use the strips as patterns for similar width pieces of velour, which was used on certain cars. Visit your local automotive upholstery shop and look through his or her swatch book for a material you would like to use in replacing yours. There are lots of auto upholsterers who are not all that busy in the winter months due to fewer headliners coming down on newer cars. As regards redoing Sonett seats: the early style vinyl has a lot of similarity with many British cars of the same period in terms of texture and pattern of the inside portion. Sonett III folks have that super groovy Corduroy, for which I have found a few options in auto upholsterers' swatch books. And

finally, carpet in a 95, 96 or 97 was a close knit loop pile, the texture of which you will not match dead on, but you can come close. On the later 95 and 96 models with the silly rear seat vent hump in the floor, you can remove this permanently and make your recarpeting a lot easier in the bargain.

Finally, for the inside and out, I keep a lot of "NEVR-DULL" wadding polish on hand to clean up all the stainless, aluminum and chrome on these cars. Even the nastiest bumper or piece of decorative trim will look a little better. Often overlooked pieces of trim which are always good for some elbow grease are the metal lockstrips around the windshield and rear window glass, assuming your seal is still original and you do not have the later style plastichrome strips. This was very shiny when new and most today are a dull battleship grey. Where the piece in question has been sitting for many years and has turned green, a Brillo pad may be the only solution to cut through it, which should then be followed up with a wad of NEVR-DULL or perhaps some non-caustic polish you can drum up. Supermarket grade polishes will damage the chrome; you want to shop around for something which has as little

abrasive in it as possible. SAABs of this era had 2nd rate also-ran chrome at best on the showroom floor. If you wanted an older car with exceptional original chrome, you should have bought an old Cadillac instead!

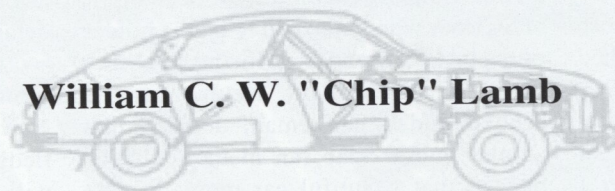
As ever, keep me posted on the success (and failure) of your projects this winter, I'm always happy to help with parts and moral support.

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

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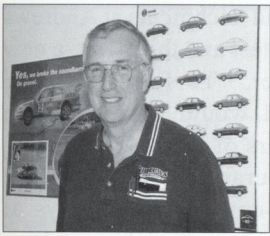
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Saab Hits Rocky Road

This was the headline on www.caranddriver.com for November 21, 2002. The article says that Saab won't meet its sales goal of 140,000 cars this year and will have to settle for sales of about 126,000. Saab lost about \$180 million in the 3rd quarter of this year. An expensive introduction of the new 9³ and sluggish sales are cited as the reasons.

On www.autoconnect.com Joseph Szczesny quoted Steve Janisse, a spokesman for Saab Cars USA, who stated that Saab has lost money every year except one for the past ten years. The losses for the year will total about \$504 million, or about \$4000 for every car sold. One source has estimated that 1,300 jobs are being cut back. Many or maybe even most of the cutbacks are in engineering which is now completed on the 9³. Joseph Szczesny also wrote that Saab was considering a new small car about

the size of a VW Golf to its model line. Some sources reported that Saab will also get an SUV. These and other new variants seem unreasonable if the engineering staff has been cut.

Short of an overview of GM's problems world-wide, it's nice that the sales of the new 9³ looks very promising. There have supposedly been 40,000 orders for new 9³s, and Saab hopes to have produced 32,000 by the first of the year. With Saab's remodeled plant in Trollhättan the manufacturing capacity is there and the expenses already in the mix. I think that now Saab/GM's marketing strategy will have to be questioned if success is not obtained. Will the 9³ sharing components with the other GM lines dilute its personality? It will take a couple of years or more to see how GM spreads out the Saab features between the other marques. Right? With some recent moves in personnel from GM to Saab a "new" from GM tighter management team will be handling the reins in Sweden. It has been reported that GM will control future product development; for example, engines and transmissions. The change in

CEO's at Saab Cars USA will be worth watching. We have seen many CEO's come-and-go, and Ms. Ennis-Kelly is stepping into a tough position. She was quoted (or misquoted) by "AutoMania" that the first thing that Saab needs is an SUV. Hmmmm. That's not what my customers are saying or buying. Don't need a hatchback either? We'll be waiting to read Stephen Goldberger's interview with her in NINES and get the correct information. Stephen is scheduled for an interview with her at the Detroit Auto Show. She has been an ace closer for GM (Oldsmobile Division). We can also hope that this assignment is to be a builder! In the meantime, if many Saab buyers will scoop up the 9³s and 9⁵s coming off-lease for the next several years it will help stem the tide of red ink. The value of the myriad of lease cars has to affect today's expenses, or you might say marketing mistakes from the past years are coming home to roost.

In NINES #258 I wrote about the training deficit and Saab's customer retention. If you look back at the chart I included in that issue, it shows indepen-



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Interstate Battery System Of Twin Ports, an independent distributor.

dent service providers were second overall in customer retention: a very good record! Saab dealers were just average. In this issue I want to give a specific example of how we independents stay current and from whom we get training. In October, the Interstate Battery Distributor in Superior, WI, advertised to their customers in northeastern MN and northwestern WI the availability of an electrical training session sponsored by them. The Superior, WI company has trucks that pick up and deliver Interstate Batteries to as many as several hundred dealerships, stations and stores. They have a modern retail outlet and are very progressive and aggressive in marketing their products. As a franchise dealer of Interstate Batteries (#1 replacement battery brand in the country and recommended replacement by Saab) they have access to IB training staff. This staff consists of three men that travel throughout the country giving seminars to professional technicians. They have conducted over 500 clinics and trained over 35,000 technicians.

To attend the clinic in Superior, WI, we paid \$50 each for the 7 of us to attend. We closed our shop three hours early so we could get maximum attendance and traveled the 125 miles to Superior for the 4 hours of intensive instruction. Our trainer was Jim Powell whose biography is too long to include. He is a very thorough, competent, professional teacher

with an intense interest in drive-ability problems. The training session was held near the picturesque Lake Superior harbor in a lake front resort. When the session started, Jim provided manuals, entitled "ProClinic, Automotive Electrical Troubleshooting Manual," (they sell for \$35 each) which covered the theory of electricity to advanced troubleshooting. Our class had 41 students from this very large geographic area. After he asked a few leading questions, I believe he established a base line of experience of the students and quickly moved from the basics to advanced theory and trouble-shooting. Each session was about one hour long, and we had classes from 5:30-10:30 including short breaks and a buffet dinner.

One of the sessions was nearly all about batteries. Could you believe that? I didn't have any idea there was so much that could be taught about this seemingly simple power source. Near the end of the last session a contest was held to trouble shoot an electrical problem. You had to provide the correct answer and describe how you arrived at it. Mark

Berghuis, our Head Technician at Andrews Inc., won the contest and the prize: a new digital multimeter. To fully teach the complete manual would have taken an estimated 40 hours of classroom instruction. Jim encouraged us to read the manual cover-to-cover within 5 days of the course. Everyone had been taking notes in the margin as we blazed through the material. It was great! I believe that many of the attendees are quite competent troubleshooting electrical systems after this training. Did it apply to Saabs? Yes! Electrical systems while being different from car-to-car, share many similarities. Testing computers, sensors, and other types of equipment and finding electrical glitches are common to all cars. Common problems like voltage spikes, high resistance, poor grounds and power leads, and bad batteries are common to everybody's cars.

This training was based on using basic equipment. Almost all teaching and testing were done with a digital multimeter. Use of a multimeter is necessary for



Gloria, Chris and Robert, owners of Interstate Battery System Of Twin Ports make it possible for many of their professional customers to be competent auto electricians. These and business owners like them all over the country provide valuable training opportunities for the independent professionals.

a professional to be competent. On Saabs you have to have a Tech 2 or ISAT scan tool with information on what the codes mean to get many problems solved, but after that it becomes the technicians' expertise to solve the remaining mysteries. No codes on the scan tools on a car that has drivability problems is the

TIME	battery engine ambient			
	"VDC"	"°F"	"°F"	"°F"
08:01:17 am	13.916	98.078	123.021	84.742
08:02:17 am	13.805	99.090	129.212	86.160
08:03:17 am	13.906	101.299	125.495	83.376
08:04:17 am	13.936	102.796	125.918	82.888
08:05:17 am	13.949	103.124	118.061	82.386
08:06:17 am	13.948	103.057	123.165	83.054
08:07:17 am	13.956	102.779	129.769	83.824
08:08:17 am	13.910	103.704	135.461	83.871
11:06:47 am	13.722	125.901	156.307	92.558
11:07:47 am	12.628	126.888	161.254	96.246
11:08:47 am	12.684	127.964	162.289	96.441
11:09:47 am	12.676	129.065	163.434	95.364
11:10:47 am	12.669	130.264	160.570	97.317
11:11:47 am	12.664	131.369	164.779	96.019

Battery time/temperature test data from a Saab 9⁵.

nightmare that faces all auto technicians today!

We would prefer John Moss as a trainer since all the information would be Saab-specific. Since that isn't available to us, Jim Powell certainly is an expert! Saab hired Jim and Interstate Batteries to do some battery tests on 9⁵s. These tests were to measure battery temperature which affect battery longevity and performance. The 9³s and 9⁵s have what I believe is a high battery failure rate compared to the older cars. (I know the new generation 900s are like the 9³s and have similar failure rates). Both the 9³ and 9⁵ have protective covers around the battery. Jim stated his tests showed that

could contribute to early battery failure and resulting low voltage conditions, which could certainly cause system problems. These momentary low voltage situations could be extremely difficult to trouble-shoot. As a technician, it would be hard to know that for a short time there was heat-related low voltage and then

the heat was deflected initially by the shield, but once the heat penetrated the shield it held the high temperatures in the battery for longer periods of time. I concluded, after seeing the results of his tests that in hot climates the shield is a detriment and may be of marginal value anywhere else (but they do look cool and make the engine compartment look clean). Jim shared some of the data with me that was taken during their tests in Dallas, TX. The numbers show that the heat the battery faced was quite high (ideal is about 70 degrees) and

have it go away and not be able to duplicate it. Has Saab warned you about anything like that? Of course not! Neither have they shared any of it with independent technicians.

(We noted that in the engine compartment of the Saab 9³ Sport Sedan the "battery box" is ventilated, with a cool air inlet located in the grille. -Ed.)

The next day, we had a tired crew after the training session. Was it worth it? Of course! Our technicians are now more confident and prepared to fix any electrical gremlin that comes their way. Confidence is important because electrical problems can be illusive. It takes good training, equipment and competent support to be successful. I've included one of the Saab manual's trouble-shooting charts so you could understand what we all face from time-to-time. Competently trained service technicians who can repair Saab cars efficiently results in happy owners that buy new, off-lease, or pre-owned Saabs. That means more Saab parts sales, car sales, and profit for Saab. The Independent Service providers have proven by their customer retention that they will stay sharp with or without training from Saab.

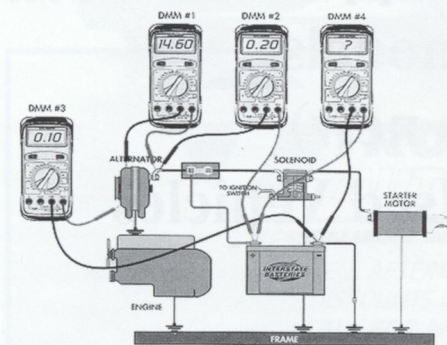


Fig. 4-13C

A sample test problem from the electrical training course held at the Interstate Battery Distributor.



Interstate Battery Trainer Jim Powell awarding Andrews Inc. employee Mark Berghuis the new digital multimeter he had won.



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“Hi, my name is Traci and I’m becoming a Saab fanatic.”

My car experience began meagerly in the early ‘80s with my first car, a red Chevy Citation. Upon graduation from high school, the Citation on the fritz, my father drove home and parked my graduation present in the driveway: a 1989 Toyota Tercel. My girlfriend and I were so beside ourselves during the test drive, there were mirrors to see ourselves everywhere and the stereo was awesome! I didn’t know any better – this car was my pride and joy. My world opened when I was introduced to my future husband. It began innocently enough with a beat up Volvo (a car I’d never heard of). But then came the beginning of my end, the Volvo was no more when he received the hand-me-down Blue Saab 900. The feature that piqued my curiosity and became the beginning of my end was the heated seats. What began as innocent admiration for something to warm my backside during cold winters morphed into continued interest in the many Saabs that would grace our driveways. Fast forward 10+ years and my backside sits on nothing less than rich, hand “turbo” embossed Swedish leather. I enjoy not only nicely upgraded chassis for my keenly sharpened reflexes but legendary turbocharged power and control. (I do love the On-Star too...) Bottom line: I LOVE MY SAAB 9³!

I’m a snob; I readily admit it. I not only wave to other Saab drivers, if you ask me

what I drive, I’ll proudly pull out my embossed Saab key chain and matching coffee mug while pointing to my 9³ polo.

As I described in my last column, I am a woman in a world of men and cars. It’s lonely for a gal like me. So what’s a girl to do but suck up to the powers that be and tongue and cheek my way into your little NINES’ hearts. Since this article is from MY perspective I do feel obligated to share my “less than proud” moments and such a moment of late is the minor damage I inflicted on my prized possession. Now keep in mind, my sweet husband tends to remind me repeatedly (nag) about the best way to keep care of our leased beauty. Sometimes I just “uh-huh” him until he takes a breath and make up an excuse to do something else, like getting an emergency pedicure. Something important. So this past summer I was telling him that I needed to pick up a new toy car for our son that I found at a garage sale that morning and would need to leave the hatch up as it was too large for the trunk. I don’t honestly remember exactly what he said, something like “blah blah blah, Don’t drive into the garage with the hatch up or you’ll scratch the car, blah blah blah.” I feigned a snack attack emergency moment and hung up laughing at how silly he thought I must be. Actually, I did get moderately offended. Did he think I was so stupid that I wouldn’t remember to NOT pull in the garage with the hatch up? Good lord Dad, let it go!

You can see where I am going with this can’t you? Two days pass and I’m putting gas in the car late at night as I notice in the moonlight the rather large scratches on the spoiler that are mocking me. I’m dreading the fast approaching conversation and I can hear hubby’s voice already, “I told you so,

didn’t I warn you and you got mad at me!” Another day passes and I break down and confess knowing I couldn’t keep my car in the garage out of sight forever. Of course I prefaced it saying “DON’T SAY I TOLD YOU SO!” He was very understanding and compassionate only noting later that the spoiler is not only scratched but loose on one end as well. Yes, I am humble again. I’m a girl, I get distracted. All I can say in my defense is that I did not back up once I realized the hatch of the Saab was firmly hooked on the top of the garage door. I probably prevented what could’ve been an expensive trip to Morrie’s – or worse, an emergency email to “Turbo!” entitled “Help Me – my wife is killing our car!”

When Traci is not trying to dismember her new Saab 9³, she is a wife and mother to 2 year old Parker and almost 34ish Chad.

I once backed our Saab out of the garage after 2 of our kids ran back into the house to get that one last thing they needed. I didn’t check to see that one of them had left a rear door open. The door caught the garage door opening; an expensive mistake. - Managing Ed.



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2002 Saab Owners' Convention Special Awards *by Stephen Goldberger*



Bruce Turk (R) accepting the Larry Williams Award from John Moss

The Larry "Stroker" Williams award is bestowed each year to a person embodying Larry's affection for and dedication to two-stroke Saabs. For 2002 the award was given to Bruce Turk, whose articles on the restoration and repair of vintage Saabs have long graced the pages of NINES and NEWS (New England Writings on Saabs). Bruce is shown receiving the award from Saab Technical Trainer John Moss.



Charles Christ (R) receiving the Walter Kern Award from Bruce Turk (L), Ed Lorenz (C), and Riley Lorenz (front).

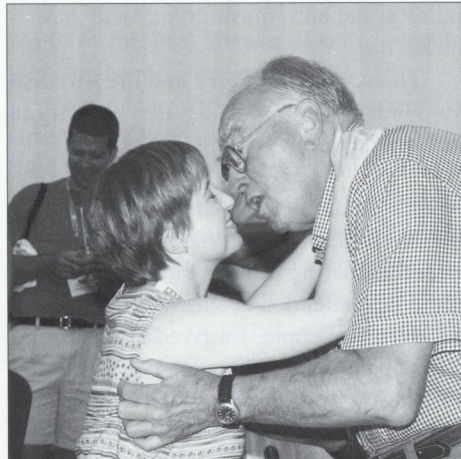
The Walter Kern award is bestowed each year to a person embodying the spirit of adventure, ingenuity, and creativity for which Walter was known. Walter Kern designed and manufactured the "Quantum" sports cars, open wheel racers and roadsters based on Saab 96 running gear. For 2002 the award was given to Charles Christ, who campaigns a Saab 93 in vintage races. Shown giving Charles the award are Bruce Turk, Ed Lorenz, and Riley Lorenz.

Customarily at the conclusion of the awards ceremony, the Convention Chairperson receives a trophy in appreciation for



Convention Chairperson Phil Lacefield Jr. watches as Erik Carlsson introduces Martha Carellas.

the effort. It was no surprise, therefore, when Erik Carlsson stood up at the conclusion of the award ceremony with a trophy in hand. He reminded the audience of the tradition, but then said, with a nod from Phil Lacefield, Jr., that the



Martha Carellas with Erik Carlsson.

Chairperson's award would be given instead to someone in the audience. Erik credited the person with attending every convention, always with a smile on her face, and with words of praise and encouragement for everyone she meets. With that introduction, the trophy was given to Martha Carellas. For many years Martha

has been living with MS. (The hoist and mounting using her 9⁵ SportWagon's Cargo Tracks, which enables her to independently load and unload her electric scooter, was featured in NINES #260.)

The keynote speaker, David E. Davis, Jr., has been called the dean of American automotive journalists. Widely recognized as an outstanding automotive writer and automotive magazine publisher, he is also respected for his knowledge and critical judgment of Concours d'Elegance Events. Mr. Davis is the Editorial Director of Motor Trend Magazine and serves as Chief Automotive Strategist for Primedia, Inc. He is the past Publisher and Editor of Car and Driver Magazine. He is the Editor Emeritus and founder of Automobile Magazine. He has also held executive management positions at Road & Track Magazine. Describing his career, which went from advertising to editing to publishing, and back again to advertising and then again to publishing, Davis included liberal references to Saab cars and Saab employees. Referring to a period when he regularly drove between New York City and his home in Michigan, Davis revealed that for much of that period his highest recorded average speed for the journey had occurred in a vintage Saab. "Learning to drive slow cars fast" is the pinnacle of the art of driving. There was no arguing this, especially not from Erik Carlsson, who made a career of driving vintage Saabs fast.

*Text and Photographs
by Stephen Goldberger*



Keynote Speaker David E. Davis Jr.

Club News

Bay Area

The San Francisco Bay Area SAAB Club held its first event of the year on May 19, 2002 at the Swedish Auto Factory, 1170 Martin Ave., Santa Clara, CA 95050. Owner Paul Perry was once again gracious enough to open his shop doors to the club on a cloudy Sunday. About twenty-five SAABers showed up with models ranging from 96's all the way to the new 9⁵.

Our long distance attendee was Peter Bacon who came all the way from Ceres CA in his 1968 model 96. The event was especially sweet for Peter as he obtained a missing rear directional lens for his car from Paul's collection of vintage parts. One unusual attendee was a gentleman driving a white model 96 running on twenty four



The Swedish Auto Factory hosted the San Francisco Bay Area Saab Club meeting last May. *Photo by Clifford Quan*

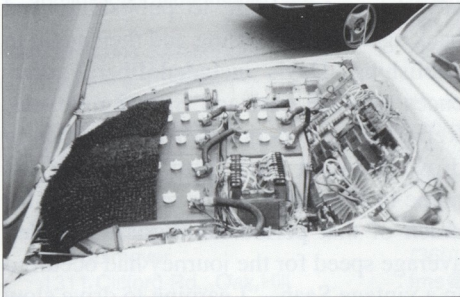
We held a short club meeting where copresident Roger Wapner discussed club news, ideas for future events and took suggestions for future club events. Club members were then treated to the famous SAAB barbeque of David West, a long time friend of Paul's, who drives a brown 1984 900T. This is no ordinary SAAB barbeque as David tows a 900T rear axle with a large propane barbeque attached to it! The menu consisted of barbequed cheeseburgers, hot links, portabello mushrooms, and home-made chili.

Thanks to Paul Perry and the Swedish Auto Factory for hosting the club for a pleasant day of SAABing.

On Saturday July 20th, 2002, the San Francisco Bay Area SAAB Club had its second gathering of the year. This was one of our best attended events with 26 SAABs and over 40 people. I arrived at 9:30am to help set up and was greeted by Rob and Jordan Sturtz in Rob's '89 900T. Our host for the event was Shawn Pierson, Parts Manager for B&B SAAB. Shawn explained that in the previous weeks the parts department had been separated from sales, which was now located down the street, and he had been busy rearranging the

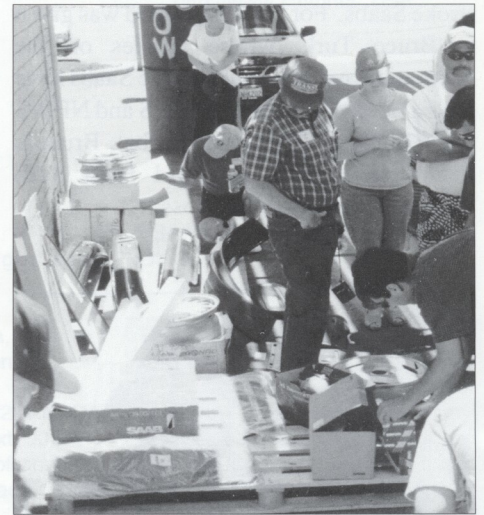
newly expanded parts department. As SAABers began to arrive I directed them to the parking and sign-in area, where members received a Summit '96 poster, canvas tote bag, and another SAAB poster. Members also signed up for the raffle and flea market which took place after lunch.

Once again we had car models ranging from the 96,99,900, 9000 up to the 9³, and 9⁵ in attendance. Our long-distance attendee was Michael Lilley of Michael's Automotive Services all the way



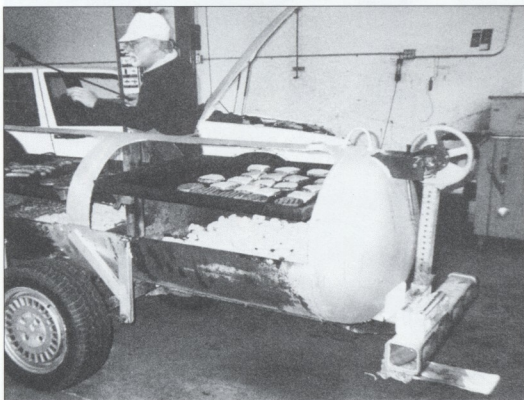
An electric Powered Saab 96. *Photo by Clifford Quan*

batteries! Paul rolled out many of his vintage SAABs including a model 97 street racer, vintage 96 850 special, and SAAB 99 vintage pro rally car for members to view and sit in. Paul currently races the blue Sonnet and you can view news on his racing season at www.swedishautofactory.com.



Parts Swap at second gathering. *Photo by Rodger Waldorf*

from Boise, ID! Another long-distance attendee was a beautifully restored metallic gray 99 from Kirkwood, CA. The weather was perfect and members spent much of the time viewing each other cars, catching up, getting performance tips, eyeing the free parts box and 'flea market' items.



David West and his Saab suspended rolling barbecue. *Photo by Clifford Quan*



Second San Francisco Bay Area Saab Club gathering at B&B Saab. *Photograph by Rodger Waldorf*

Lunch was provided by B&B SAAB and took place in the newly remodeled lounge area. Club members were treated to a variety of deli sandwiches, chips, and beverages. We held a short club meeting during lunch and then we thanked Shawn Pierson with a hearty round of applause for hosting the club. Club members then gathered outside where Roger Wapner and I proceeded to raffle off various SAAB mugs, model cars, books, water bottles, wax car kits, and t-shirts provided by B&B SAAB. Next came the flea market where Shawn had several \$1 and \$5 palletes of new and used parts. When members tickets were drawn they were allowed to pick an item. When it came time to pay Shawn announced everything was free and was being donated by B&B! Members carried away new sets of wheels, bumpers, headlights, glass, and many other items. Everyone got something and I saw many smiling faces as parts were being carried back to their respective SAABs.

After the excitement of the flea market members convened back to the lounge area where Mike Schadan of SPG9 (Atascadero, CA) held a technical session. Club members asked Mike a variety of questions about their cars mostly c900 and 9000s. Most questions were centered around the diagnosis of symptoms or noises coming from the owners' car. I don't think anyone was able to stump the expert! Mike then spoke about general maintenance to keep your SAAB running reliably. After the talk, members began to leave and say their goodbyes, exchange e-mail addresses and make future SAAB plans together.

A special thanks to Dietmar Burkhardt Jr. and Shawn Pierson of B&B SAAB for hosting the Bay Area SAAB Club.

*Clifford Quan
Belmont, CA*

**150 in 2003?
Get ready For SAABs at
Carlisle 2003**

With the holidays now behind us, the 2003 car show and Saab Event season is almost upon us. It's time to start thinking about, what else? SAABs @ Carlisle 2003. The Central Penn SAAB Club, with the

support of their friends from The Washington DC SAAB Club (WASSAAB), The New Jersey SAAB Owners Club, The New England SAAB Association, The Swedish Underground and the "new" New York SAAB Owners Club, will converge at The 15th Annual Carlisle Import Kit and Replicar Nationals, May 16-18, 2003.

We will once again be up against some stiff competition for the club participation award. SAAB owners took the trophy from its long standing owner, The Mid-Atlantic Fiero Owners Association, by the slimmest of margins: One SAAB. Our Fiero friends, lead by Bob Schlag, were shocked at the outcome, and they will certainly pull out all the stops to regain their place on top. The Saab owners bested the BMW's by more than 60 cars, and the Volvo's were but a dozen in 2002, proving we have the best chance of outpacing the well-organized Fiero group in 2003.

We again will enjoy the support of several area dealers, including Lehman SAAB, Kelly SAAB, Eisenhauer SAAB, Hunt Valley SAAB and Lititz Auto Service. SAAB's will be parked on the show field by model type; Aeros on Aero Avenue, Viggens on Vigen Valley Road and so on. There will be door prizes, a silent auction, and the best part; lunch provided free of charge on Saturday, with only one small catch. You must complete your voting ballot: "No Votes, No Vittles". I have been told by the food committee, (my wife, Diane), that she is adding hot soup to the menu, just in case the weather does a repeat of last year.

Other features of the event will include a Friday evening dinner, Saturday afternoon tour through the scenic rolling countryside, and a dinner stop along the way. SAABs @ Carlisle T-Shirts will be available, with original artwork by John Webber. The 2003 artwork will include the 2002 People's Choice Overall Winner, Jeff Proposki's 900 SPG/Airflow/Viggen gem, along with Bill Jacobson's Sonett 1 and Dr. Bill Jenkin's beautiful orange 99 (The People's Choice Winner in 2000 and 2001).

For more details, or to be added to the e-mail distribution list, contact Marc Fails at



Members of the Central Penn Saab Club (and Larry West - rear left) receiving the First Place trophy at Carlisle 2002.

neuswede@comcast.net or 717.215.4216. The Carlisle Fairgrounds is easily reached from either Pennsylvania Turnpike Exit 16, or Interstate 81. Registration information and a map will be printed in future NINES. Hope to see you there.

*Marc Fails, President
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Captured! 2004 Saab 9³ prototype undergoing testing. The top cover is obviously not “production”. The most striking feature to be seen from this disguised prototype is the straight line rising wedge shape of the “greenhouse”. Prototype is sufficiently developed that the “Onstar shark fin antenna” is mounted to the trunk lid. Photograph by Hans Lehman/Hidden Image.



Image 02011D from Saab Automobile AB Media Site.

Note foliage at the edge of the road, road center line, and point where center line meets bumper line.

Note reflection on the hood.



Image published as “New Saab 9³ Convertible”

Note the point where the road edge line intersects the bumper and the pattern on the hillside just in front of the Saab. Note on image 02011D the bright reflection from the road centerline on the bumper, just above the spoiler lip. The newspaper image shows that same reflection, even though the road centerline has been removed from the photograph.

Spy Shots vs. Science Fiction

We’ve published spy shots before: bona-fide test cars captured on film by Hans Lehman and distributed in the USA by “Hidden Image.” We’ve also seen photos in other publications which show future products for Saab and other car companies. Here are two images from a Swedish newspaper purported to be photographs of the coming Saab 9³ convertible and station wagon models. Because the photos had a familiar look to them, we searched our collection of images supplied to the media by Saab Automobile AB.

Compare the convertible to image “02011D”. At first glance they look completely different: the sky is different, the background is different, the cars are even pointing in the opposite direction. But look closely. The reflection on the hoods of the two cars is identical. The reflection of the side mirror against the body is identical. The rock and foliage immediately behind the cars is the same. The “convertible” appears to be driving on the wrong side of the road,

as if it is a mirror image. The road center line behind each car intersects at the exact same point. The artist was clever and erased the center line from in front of the convertible, but guess what? There is a reflection of the center line on the spoiler lip of the true photo, and there it is in the convertible image, even though there is no line in front to be reflected. The license plate numbers in the convertible are oriented precisely horizontal, even though the plate itself is at a slight angle. The letters and numbers are staggered so they look OK, but a close examination shows that the plate number has been doctored. Clearly the “convertible” was created by modifying SAAB image 02011D.



Image published as Saab 9³ Wagon.



Image 02012D from Saab Automobile AB Media Site.

Having practiced uncovering skullduggery in the convertible drawing, showing that the station wagon photo was generated by modifying SAAB image "02012D" is easy. The clues include the point at which the road edge line intersects the car, both front and rear. The wheels are at the precise same angle, and the side reflections are identical. The sheen in the rear tire and the way it shows against the cut line between the bumper and rear quarter panel are identical: Coincidence? We think not.

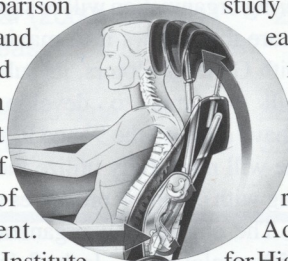
Saab Achieves Recognition for Vehicle Safety

EuroNCAP (new car assessment program), a leading European crash test study group that evaluates European model variants, has awarded the new 2003 Saab 9³ Sport Sedan its top rating. EuroNCAP conducts tests on European model variants using three types of collisions: a frontal offset barrier impact and two different kinds of side impact. The test results are then evaluated according to a large number of parameters relating to driver and passenger safety. The crash test results are provided in a range of one to five stars, with a five-star rating given for the top level of safety performance in the test. The Saab 9³ Sports Sedan received five stars for the impact tests, including a perfect score of 100% in both side impact tests.

"These excellent results are very gratifying," said Per Lenhoff, Head of Crash Safety Development at Saab Automobile AB. "EuroNCAP is an independent organization whose evaluations contain useful, objective information for car consumers. That is why we are pleased that we achieved the highest possible ranking. However, our Real Life Safety concept is the controlling factor which guides collision safety development at Saab."

Real Life Safety means that Saab's goal is to develop cars that provide safety in real world crashes. That is why Saab's technicians have examined thousands of cars that have been involved in actual collisions. The results of these studies form the basis for improvements in construction and safety solutions, in addition to Saab's own collision testing program methods. "Real-life situations are difficult to predict and no two collisions are alike. That is why the lessons learned from actual collisions contribute invaluable information and why we perform tests which are more comprehensive than those required by law," says Lenhoff.

Saab has demonstrated impressive results in several field studies involving the Saab Active Head Restraint (SAHR), which has been standard equipment in both the Saab 9³ and the 9⁵ since 1998. In November 2001, The Journal of Trauma in the United States published a comparison study between SAHR-equipped Saabs and earlier Saabs with traditional head restraints. The survey was based on actual collisions and showed that SAHR helps reduce the risk of serious whiplash injuries as a result of rear-end impacts by up to 75 percent. Additionally, the American Insurance Institute for Highway Safety (IIHS) and British insurance research center at Thatcham also published reports stating that SAHR is effective in helping reducing whiplash in rear-end collisions. Both the IIHS (www.highwaysafety.org) and Thatcham (www.thatcham.org) are organizations that are owned by insurance companies.



Saab vehicles, and the people who drive them, scored well in a report published by the IIHS sister agency, the Highway Loss Data Institute (HLDI). The Saab 9³ 5-door took first place in the midsize four-door category, with an injury loss factor of 58, tied with the Volvo S60. 100 is the average loss factor for all vehicles, and the average for midsize 4 door vehicles in 109. The 9³ Convertible finished second to the Jaguar XK in midsize sports cars category, scoring 64 as compared to a category average of 105. The 9⁵ Sedan was fourth in the midsize luxury group with a score of 53, compared to a class average of 71. HLDI's study, covering model years 1999 through 2001, compares cars on the basis of cost of injuries sustained following on-road crashes. A vehicle's safety performance is the product of many factors, including driver and occupant behavior, personal judgment and other variables. The design of the car also influences its real-life safety integrity. These reports show that Saab and Saab drivers perform well together in the real world.

The study also measures collision damage claims and theft claims. All three Saab models scored "average" in collision loss claims, and were "better than average" or "much better than average" in theft loss claims. The complete HLDI report can be found on the organization's website at www.highwaysafety.org.

Saab Announces Major Cost Reduction Effort

Start-up costs of the new 9³, investments in the upgrading of the Trollhättan manufacturing plant, a significantly deteriorated US Dollar to Swedish Kroner exchange rate and a variety of other factors resulting in Saab Automobile filing a loss of 1.2 billion SEK (US\$ 135 million) for the first half of 2002. In view of the deteriorating financial results, the company is now focusing on increasing efficiency in all areas of the business.

Substantial process and efficiency improvements have enabled the current 9⁵ assembly line at the manufacturing plant in Trollhättan to produce the required volume on a single shift. During the 2003 summer shutdown, the 9³ assembly line will be re-tooled as planned to build both Saab 9³ and 9⁵ models. That line will then run on a two-shift schedule and will be able to adjust the product mix to market conditions. Those changes, as well as other activities to further increase quality and improve productivity, will lead to an efficiency improvement of 20%. This change will be based on GM's GMS (Global Manufacturing System) principles, which have dramatically and systematically improved both quality and productivity in those plants where it has been implemented so far. In total, these activities will result in an employment level reduction of about 800 people.

Saab's engineering organization will be significantly streamlined by creating a structure that allows it to maximize synergies in the engineering area with General Motors, its subsidiaries and alliance partners. Saab will continue to develop the unique brand characteristics that have allowed the 9⁵ and 9³ to become successful, but at the same time will more fully utilize the significant potential that exists in working with common processes and sharing resources in different areas. The engineering organization will initially be reduced by some 450 employees. In the Sales/Marketing function, Mikael Eliasson, Vice President, Sales & Marketing since 2000, will leave the company. Saab Chairman, President and Chief Executive Officer, Peter Augustsson, will focus more of his immediate attention on growth initiatives and on Sales/Marketing activities. Responsibilities in this area will be divided between three senior executives, all reporting directly to Peter Augustsson:

- Jan-Ake Jonsson, currently Executive Director & Lead VLE, Commercial Vehicles for GM Europe has been appointed Saab Vice President Sales & Marketing, Europe and Asia-Pacific, effective January 1, 2003.
- Debra Kelly-Ennis, who has been President of Saab Cars USA since October 2002, will continue in that capacity.
- Knut Simonsson, will continue in his current capacity as Director, Global Brand Management.

Sales/Marketing efforts will focus on increasing sales volume based on the upcoming broadened product portfolio led by the recently launched 9³ Sport Sedan, as well as on making the Sales/Marketing organization more efficient. Costs will be reduced through synergies with GM and its units, both at the headquarters level and in the national sales companies. Within Sales/Marketing centrally in Sweden, as well as in general administration, Saab plans to reduce costs by 20% and employment levels by about 50 people in 2003. In the Purchasing area, a concerted effort will be made to establish cost reduction teams, consisting of engineers, purchasing employees and supplier representatives, in order to involve suppliers early in the development phase of certain components. This proven

concept will speed up the development process and lead to significant material cost savings.

GM Chairman Elect Interview

On Nov. 22, GM Chairman Elect, President, and CEO G. Richard Wagoner, Jr. was interviewed by Automotive News Executive Editor Peter Brown, News Editor Charles Child and Staff Reporter Dave Guilford. Published December 2, part of that interview focused on Saab and its future within General Motors. Following is the portion of the interview dealing with Saab.

Saab, after all these years, seems like Saab in the bad sense.

You mean nice product, no money?

And not growing. Why not say, this is not going to work?

The reason not to say that is we just invested in a new product, which will spawn a product family that we can make money on. So it would be a silly time to stop. More fundamentally, we think the market is growing relatively more at the top than at the bottom. Saab is a brand which plays in the upper ranges, and if you talk to people who play in that range, the Saab brand is attractive to a lot of people who are otherwise not GM intenders. So, from that angle, if we can provide them with a broad enough range of products, the distribution level that I think we've been lacking, and the right cost so they can get to the right price point, we think the business is a good business for us to be in.

You haven't been able to get volume up and pricing is tough, too. We seem to be stuck in a volume range in the United States, let's say 35,000 to 40,000. It's a mix of products, but you bring in the new 9⁵ and, lo and behold, it grows, it tends to eat in the 9³. And then you bring in the new 9³ and it eats into the 9⁵. So that suggests the distribution network isn't set up to handle higher volume or the product range isn't broad enough to bring in people who might like to buy a Saab, but the kind of product isn't being offered.

It's like the Saturn issue, it is competing in a part of the market that is shrinking. They've been trying to hang onto old segments that are shrinking. That's what we need to address with Saab.

The other thing is it's hard for a company at their volume to develop reasonably independently the range of products they need to compete in that category. They need to leverage the system so they can get more product offerings. Otherwise your engineering costs as a percent of sales are at an unsustainable level. Their earnings are bad because they're doing a product startup that represents 60 percent of the volume of the company. If we did that at GM, guess what? Our earnings would not be very good either. How do you break out of that? I think that brand could easily have a couple of sport-utilities or crossovers, but it would cost a lot.

We have to find ways to broaden their product range on time frames and cost budgets that aren't what we've been doing in the last 10 years. We need to be craftier at leveraging the GM family. I would say that is in all parts of the business - distribution to product development to lean manufacturing ideas. We've done a lot of stuff with Saab, but I don't think I could present to you that we've put the full muscle of GM in support of driving Saab.

Were you too sensitive about letting the Swedes be Swedes?

We tried to be reasonably sensitive, but we're also pragmatic business people. What happens if you're that small of a company, one of a million things can go wrong in this business. At GM, nine

times out of 10, you can absorb eight or 10 of them. If you're a small guy and you're exporting, for example, if the exchange rate moves 5 or 10 percent, the profit margin (goes way down).

The problem with being small in this business is that it becomes very fragile. If things are running well you make profit like crazy, but it's not robust to the things that inevitably happen to you. Either because of yourself - you miss on a product, you have a quality problem or you get a reputation hit like Audi here a couple of years ago - or you get exchange rate movement. Some things you can control, some you can't.

Are you looking to add Saab dealers?

Over time, for Saab to get to their stated objective of doubling their volume here, that would be a logical consequence. The current Saab dealers would say, "We'd like to fill up your current capacity." So we need to expand the product lineup in a way that is consistent with making some money. We're going to grow the network, but I wouldn't say that's the first priority. The product has to lead it.

Sales

Sales through October continued to be severely constrained by vehicle supply issues. 9³ Sports Sedan production did not reach its full rate nearly as soon as was planned, and even delivery of 2003 9⁵ was slower than planned. Saab representatives claimed a total USA inventory of less than 30 days supply (that means perhaps 3000 cars total, or 15 per dealer including the cars at the port of entry and on trucks). Industry practice suggests that between a 60 day and 90 day supply is ideal. Discussions with dealer personnel further suggests that many of the initial 2003 9³ Sports Sedans were not configured as well as they could have been, with less expensive variants (i.e., no "Launch Package") selling well but being relatively rare. November sales showed a considerable improvement, with over 1100 "steel roof" 9³s for the first time since June, 2002.

	OCT 02	NOV 02	period
coupe 93	0	3	3
viggen coupe	7	8	15
sedan 93	6	3	9
sedan 93 se	104	93	197
viggen sedan	11	9	20
convertible 93 se	397	395	792
viggen convertible	6	2	8
Linear Sports Sed	308	1023	1331
total 93	839	1536	2375
sedan 95 Linear	439	512	951
sedan 95 Arc	115	140	255
sedan 05 Aero	229	272	501
wagon 95 Linear	132	186	318
wagon 95 Arc	51	59	110
wagon 95 Aero	39	67	106
total 95	1005	1236	2241
IDS 6	2	8	
total (2001)	1844	2772	4616
last year (2000)	4811	2602	741
% increase	-61.67	6.53	-37.73
total year to date		32290	35062
previous year		32226	34873

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Tech Talk: Motor Oil

Governmental policies, aimed at reducing our reliance on imported crude oil while placating political opposition to domestic drilling, are requiring manufacturers to produce vehicles with ever-increasing fuel economy. These policies have stimulated technology for improvements, but also resulted in smaller, lighter, less safe cars, often the root cause of traffic fatalities. Also, lighter 0-30 and 5-30 engine oils have been adopted to improve mileage but can severely shorten engine life. Up to now, the public has not connected these dots and made the conclusion that some of these measures are counterproductive. The story is as complicated as it is convoluted, but this is how I see it evolving.

Automobile manufacturers are required to comply with CAFE (Corporate Average Fuel Economy) standards to sell vehicles in the US. Currently, this number is 27.5 mpg for passenger cars. This means that all vehicles sold in that manufacturer's passenger "Fleet", all lumped together, must average 27.5 mpg. Because of the way that the law is currently written, to sell the larger, more powerful, luxury and profitable models in the fleet, a smaller, fuel-economical model must be sold to offset the fuel mileage average so that stiff penalties (\$55 for each mpg, per vehicle!) can be avoided. Fuel mileage "credits" can also be accumulated to comply with past or future CAFE standards. If a high percentage of tiny passenger cars are sold, larger, more profitable models can also be sold without violating the standard. This partly explains the current trends toward the ultra-small, ultra cheap models which are marketed without mention of their poor safety records, and why GM and Ford have bought import companies, such as Saab, Volvo and Mercedes.

Not unlike the Japanese strategy of Mandated Obsolescence, (see "Low Maintenance Myth" (on John's web site - Ed.)) some corporate strategies to comply with CAFE standards will cost consumers billions. Ecologically, they will not be as beneficial as hoped and may actually be counter-productive in some ways. For example: fewer oil and fluid changes and lighter oils for increased fuel mileage are being touted as the means to save energy and reduce the waste by-products of automobiles. But these measures will

inevitably result in engines, transmissions and other components worn out sooner than normal, requiring expensive repairs and premature replacement of the family car. This will certainly result in more waste by-products due to reclaiming the old vehicles, and require considerable energy and resources to build the replacement cars, not to mention the additional drain on the family budget, adding to billions, nationwide.

The cost of this kind of wastefulness is not computed, or even spoken of today, because it will be conducive to more manufacturing and sales of yet more lightweight vehicles. This has already led to a self-perpetuating, profitable obsolescence in the auto repair industry, and a flourishing tiny car market.

New manufacturing is updating our automobile technology. This is good for our economy, and there's no question that newer cars are cleaner burning than older models. Still, the consumer is being sold a Trojan Horse in the form of environmental protection. In reality, it is the dawn of a new era in automobile marketing disguised as environmental correctness. It is aimed at the consumer's pocketbook, with insufficient regard for consumer safety.

How does this affect the Saab owner? Saab continues to lead the industry with safety technology such as Saab Active Head Restraint, Intelligent Air Bag and Large Animal Collision technologies, and leading edge engine design and engine management systems, despite their use of conventional European platforms upon which to build their vehicles. (the new style 900 was an Opel platform; the 9-3 Sports Sedan is a Euro GM platform).

Aside from losing the heavy beam door reinforcement of the past 900s, and the use of lighter gauge and softer metals used in platform and fender construction, (as it appears to me; the 96s and 99s were almost drill-bit-proof) the modern Saab is undoubtedly safer than ever before. At least for the time being, a more significant issue to today's Saab owner is the consequences to longevity. *(The author is referring to the weight of the door beam being reduced, not the door beam being eliminated. All vehicles sold in the USA have reinforcing beams in the doors. Saab's are now made of high strength steel and are much lighter than in the past. Ed.)*

In the past, the 250,000 mile Saab, if cared for, was a realistic expectation. Maintenance books, while still lacking in some items, stressed the importance of good preventive maintenance. Specialists in maintenance (like Swedish Motorcar Service) supplemented the book with items such as thermostat replacements, additional transmission servicing etc., all with the goal of keeping the Saab running well for a very long time. In today's manuals, low maintenance costs are emphasized, almost as if the need for servicing was something the manufacturer was ashamed of.

I see inadequate maintenance, compounded by high parts and labor costs resulting in fewer older Saabs in the future being available to families who cannot afford new ones; certainly less commonplace than generic, domestic and Japanese counterparts. At least there are hundreds of thousands of Toyotas and other look-alike mid-size luxury models on the roads, providing an inexpensive source of used parts through the wrecking yards. With Saab, the small numbers will always keep the prices at a premium, ultimately resulting in fewer of them being refurbished and kept for the higher mileages they once enjoyed.

More immediate than inadequate maintenance recommendations, however, is the recent use of extremely lightweight engine oils, such as Saab's 5W30 semi-synthetic, which is incorrectly thought to be required in new Saabs. Up to 2000 model year, 5-30 was only recommended in climates where the temperature was consistently 4 degrees below zero! Many dealers are using this oil in all models regardless of age. I've heard that Saab claims the 5-30 will help to "cool the turbocharger", and lubricate the bearings more quickly on startup. In my opinion, the primary reason is to help comply with CAFE standards, and the use of this lighter oil will require engine repairs or replacement 70,000 - 100,000 miles sooner than if heavier oils were employed. Saab engines of the past usually lasted the life of the car. It is interesting that GM Import (the European Corp. that now owns Saab), and several other manufacturers were projected to fail CAFE standards in 2000 and expected to pay stiff civil penalties for these infractions. This was the same year that the 5/30 oil was introduced. In fact, the owner's manual for a 1999 9-5 with "Ecopower"

2.3L specifically states in their oil specifications, that in climates where "temperatures of 60 deg. F or above, use 15/50 or 20/50".

I talked to Steve Goldberger of NINES Magazine, the official newsletter of the Saab Club of North America, about this problem. He was skeptical of my theories because at this time GM Imports only sells Saab and Suzuki in the USA. Both models are reasonably fuel-efficient. But 27.5 mpg is pushing the limits of any automatic transmission model, and the accumulated "credits" to offset shortfalls in other years is yet another possibility. Higher horsepower figures are also achieved with lighter oils; another incentive though engine longevity is sacrificed.

How do lighter oils shorten engine life? My 40 years of experience with engines has shown that the engine bearings, (connecting rod, and crankshaft main bearings) will bear the brunt of the damage. Engines older than 60K miles will also wear out cam chains, pistons, and valve guides if 7000 -10,000 mile oil changes are adopted to "reduce waste byproducts" of automobiles.

As for engine bearings, even the 10 wt. Multi-grades, (10W30; 10W40 & even 10W50), synthetic and non-synthetic, do not cushion the engine bearings sufficiently after 60K. There are wide parameters in the way oils are rated for viscosity, and as a Saab Specialist I have known for 30 years that the 10-weights were not viscous (thick) enough at operating temps. Any farmer knows that straight 30 wt. oil is much heavier than any 10W30, 10W40 and sometimes 10W50, depending on the operating temperature of the oil. In California, we used 20-40 oils, and in the northwest- Mobil 1 (15/50) works best. In winter- we mix 10-30 and 15/50 for the proper viscosity.

The problem is that after initial wear- the engine settles into approx. .0020" - .0025" bearing clearance, usually after 60,000 miles. At this clearance, the effects of the lubricating oil "wedge" formed between the engine bearing and crankshaft are greatly diminished, and an SAE 10W multi-grade oil will not cushion the shock loads of the bearings adequately. The bearings will be "hammered" and lose their proper fit in the connecting rods or engine block. The resulting vibrations, especially with hard hitting "knock sensor" engines,

will continue to flatten these bearings until they may eventually fail or "spin" in their confinement, closing off the oil passage which passes through them, destroying the engine immediately.

This condition puts the engine in an unreliable condition, because no one can predict when a bearing might spin. So even if the engine does not fail, the rattling and vibrations make it sound and feel "worn out", and it is rendered useless as the primary reliable family vehicle. Some experts say lightweight oils will reach the bearings sooner on startup, and that this is where most wear occurs, but in my experience, far more damage occurs from hammered bearings resulting from lightweight oils.

In our racing experience, we regularly fit bearings to these "loose" clearances for more power (less friction, which would also give more fuel mileage). But this was for a racing engine which had to be overhauled every season to maintain reliability. This is a procedure no Saab owner should ever have to be faced with, especially when Saab's 4 cylinder motors are capable of running 300,000 miles and remaining smooth and tight, if given the proper viscosity oil, and changed every 3K for Mineral, or 5K for Synthetics.

The 5-weight oil strategy is only a stop-gap measure for conventional engine construction. In the future, Ceramic, low friction bearings are on the horizon, and low friction technologies will eventually make some true progress toward fuel efficiency. Right now, the adoption of light-weight oils is comparable to the 70s technology adopted by domestic and Japanese manufacturers when they glossed over their extremely polluting engines with what became known as "smog devices". The Europeans, led by Saab and others, employed efficient fuel injection and other technologies, which have survived to this day and are now employed by virtually all manufacturers. We urge you to combine your Common Sense regarding preventive maintenance, and Saab's great technologies, to protect your investment!

Saab's specs on oils require an ACEA European specification of "A3/B3" (more info in a newer Saab owner's manual). Mobil 1 makes 2 synthetic oils which are tested & approved: their "0W40" and their "15W50". The 10-30 would certainly

comply with the standards, according to the Mobil engineer I spoke with, but this weight has not been submitted for testing. Also, this engineer recommended 15/50 all year long, even in cold climates, because the oil will pour at temperatures as low as -35 deg. F. below zero. We have found that mixing with 10-30 is a better alternative.

John Lippis
Swedish Motorcar Service
Spokane, WA

This article, along with other opinions and service recommendations for Saab cars, can be found at Swedish Motorcars' website, <http://www.saabspokane.com>

The Editor Replies

John's expert opinion certainly did raise my eyebrows, to the point that I was compelled to research engine lubrication technology. I am going to editorialize through this article, something I usually avoid in the body of a NINES technical article. John's assertions seem to be at odds with what we've been led to believe about oil viscosity and multi-viscosity oils, and my research produced startling (to me) conclusions. To start, let me quote John Moss's opinion: "If we could just get them (owners) to change the oil at all, we'd be way ahead." Everyone from the most outspoken and critical independent service facility owners to the most "in step by the book and the Company policy" Saab employee agrees on the importance of frequent and regular preventative maintenance. It should be understood that the issues brought up by John Lippis are not relevant to the first 100,000 miles of a car's life, but rather concern the second or third hundred thousand.

For the record, Saab's recent oil recommendations are as follows: In 1999 the recommendation was for "Saab Turbo Oil" or API SH and ACEA A2-96/A3-96. SAE 10W-30 or 10W-40 was the basic viscosity recommendation. SAE 5W-30 or 5W-40, of fully or semi-synthetic formulation, was recommended for constant temperatures below -20C (-4F), and 15W-50 or 20W-50 was called for when temperatures constantly exceed 15C (59F). High quality petroleum based oil would meet the specifications. More recently, the recommendation is for synthetic or semi-synthetic oil meeting ACEA A3/B3 and API SJ or higher

requirements. For viscosity, the recommendation is for 5W-30, 0W-30, or 5W-40, or fully synthetic oil with viscosities of 0W-40/50. The issue of viscosity and ACEA ratings will be revisited, but in our research we have found only two 5W-30 viscosity oils which meet ACEA A3/B3 specifications, and they are not the Saab labeled oils available in the USA.

As refined from natural petroleum, lubricating oil viscosity decreases exponentially with increasing temperature, and SAE viscosity ratings define bands of values. For example, SAE 10 oil has a maximum dynamic viscosity of 7000 cP (centipoise) at -25 C and a kinematic viscosity of 4.1 cSt (centistokes) at 100 C. Yes, it's confusing because different units of measurements are used for low temperature and high temperature measurements. Dynamic viscosity (cP) can be converted to kinematic viscosity (cSt) by dividing it by the fluid density in grams per cubic centimeter (g/cm^3). Oil has a density of about 0.85 g/cm^3 , so the numerical values for dynamic viscosity and kinematic viscosity in cP and cSt, respectively, are close. As might be expected, lubricants refined from different crude oils have slightly different properties.

Viscosity Modifiers are chemicals which thicken oil, but do so much more at high temperatures than at low temperatures. They are essentially long chain molecules which form themselves into balls that

contract tightly when cold, but relax at higher temperatures. By blending viscosity modifiers into a base oil, chemists are able to produce lubricants which meet the SAE specification for one viscosity at low temperatures and a different, higher viscosity specification at high temperatures. Modern multi-grade lubricants are produced in this way, with the low temperature grade identified with a "W" (for winter). 10W-40, the basic Saab recommendation of years ago, has the properties of SAE 10 motor oil at subzero temperatures, and the properties of SAE 40 motor oil at boiling temperatures. Oil companies, automobile manufacturers, and popular periodicals (such as Car and Driver or Popular Mechanics) would have us believe that is the end of viscosity properties. If true, John Lippis' observations and assertions would make no sense at all.

There is another viscosity parameter, the HTHS, which is measured (per ASTM D 4683) at 150 C (about 300 F) and at a shear rate of 1,000,000/sec. This property most accurately represents the viscosity inside the bearing, and here the results are striking. Viscosity Modifiers become much less effective under HTHS conditions. Even the SAE specification for HTHS viscosity for 0W-40, 5W-40, and 10W-40 oil, which necessarily have a lot of viscosity modifiers, is about 25% lower than for 15W-40, 20W-40, and single grade SAE 40 motor oil. The HTHS requirement for SAE 40 oil is in the

range of 3.5 to 4 cP, versus a viscosity of around 12 cSt at 100 C.

HTHS is one of the two major differences between ACEA A1 and ACEA A3, and is the single major difference between ACEA A1 and ACEA A2 oils. A2 and A3 oils have a minimum HTHS requirement consistent with SAE 40 single grade oil, while ACEA A1 is equivalent to SAE 30 weight. If some is good, more is better, so why not use 50 weight oil? There is no ACEA "A" grade oil with a higher HTHS specification than A3, and the SAE HTHS specification for 50 weight and 60 weight motor oil is the same as for 40 weight. This doesn't necessarily mean that the heavier oil will have the same HTHS viscosity, but purchasing a heavier rated oil doesn't by itself mean that the HTHS viscosity will be greater. The API SL test does not measure HTHS, and API SH and SJ ratings do not include 5W40 and 0W40 oils. If there is validity to John Lippis' assertion that the use of wide range multi-viscosity oil leads to bearing damage, it must be the diminution of viscosity under HTHS conditions that is the culprit. It simply can't matter whether the oil viscosity is 7000 cP at -30C (as it is for 5W oil) instead of -20C (for 15W oil) when the viscosity in the bearings at operating temperature is under 10 cP.

The following graphs are reprinted from the Red Line Oil web site, www.redlineoil.com. They show the

Glossary

Following is a glossary of terms used in the oil tech articles. You can find more automotive related terms at <http://autorepair.about.com/library/glossary/blglossary.htm> and at www.lubrizol.com.

ACEA - Association des Constructeurs Européens d'Automobiles (European Automobile Manufacturers Association). The ACEA works to establish lubricant performance categories in Europe. ACEA replaced CCMC, which disbanded in 1990. ACEA rates oils for gasoline (A) and light duty diesel (B) engine applications, among others.

Additives - Additives are materials that impart new properties to or enhance existing properties of the lubricant into which they are incorporated. These include

detergents, dispersants, anti-oxidants, corrosion inhibitors, viscosity modifiers, anti-wear additives, and pour point depressants.

API - American Petroleum Institute. Trade association responsible for defining and identifying individual performance categories in a non-technical manner and describing these categories in non-technical terms to the motor oil consumer. API rates oils for gasoline (S, for spark) and diesel (C, for compression). The most recent gasoline engine specification is "SL". The most recent diesel engine specification is CI-4.

ASTM - American Society for Testing and Materials. Provides technical standards to industry worldwide. Within our context, ASTM defines the apparatus, procedure, and criteria for testing lubricants. SAE and API also define the apparatus, procedures,

and criteria for lubricant testing. Often ASTM standards are contained within an SAE or API procedures.

Base stock. A lubricant usually consists of a base fluid, or base stock, generally of petroleum origin, combined with additive chemicals that enhance the various desirable properties of the base fluid. Base fluids are essentially obtained from two main sources: the refining of petroleum crude oil and the synthesis of relatively pure compounds with properties that are suitable for lubricants. The base stock is essentially the "oil" in the oil.

Flash Point - the temperature at which a lubricant's vapors ignite.

HTHS - High temperature, high shear, the condition of oil in the crankshaft main journal and connecting rod main bearings of an internal combustion piston engine.

tendency for the measured viscosity of oil to drop as the shear rate increases, with natural petroleum oils dropping at a faster rate than synthetic oils of the same viscosity rating. The bar graph shows a variation in HTHS viscosity for oils of the same SAE viscosity rating, and the line graph shows

resulting in a viscosity that stands up better in the bearings. The ability of synthetic oil to maintain its viscosity under HTHS conditions is the one compelling argument for the use of synthetics in other than extremely cold climates. All the other claimed benefits of synthetics can be

to short engine life and a rattling, clattering engine. I have corresponded with John at length on this topic, and he is adamant that bearing damage can and does occur when using lighter oil. At the same time, there are many owners who have achieved prodigious mileage on their Saabs using lower viscosity oil. Contributing Editor Phil Lacefield Jr.'s 9000 has accumulated nearly 300,000 miles using Mobil 1 5W-30. Many other subscribers have achieved high mileage with semi-synthetic and conventional oils. Still, this study has developed a strong rationale for the use of synthetic oils, especially Saab's recommended grade of ACEA A3/B3 rated oils which maintain a higher viscosity in the bearings.

Are there regional issues? Spokane Washington, where John Lippis' shop is located, is near the Eastern end of the State. The mountainous terrain and high summer temperatures are conditions which might put more stress on engines than they see in other areas. What does the Saab factory use? According to a Saab Service Bulletin, Saab has used 0W-40 fully synthetic oil as their factory fill since April, 2000. Beginning with production of the 2003 model cars, that oil has been Mobil 1.

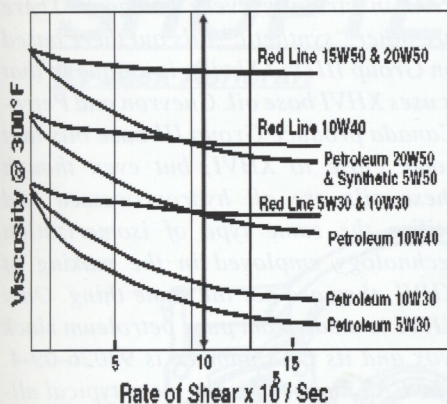
I am not able to research every single oil, but there are generalizations and a few exceptional oils. The required HTHS viscosity for ACEA A3 or ACEA B3 usually prevents an oil from meeting ILSAC fuel

divided by the thickness of the oil film, giving a unit of measure of "per second." For a 2" diameter bearing turning at 4000 rpm, a shear rate of 10^6 per second occurs with a film thickness of 10 microns.

Viscosity - The rating of a liquid's internal resistance to flow, with lower viscosity fluids described as "thinner". Oil viscosity varies a great deal as the temperature changes, becoming thinner as it heats. By comparison, water has a nearly constant viscosity between the ice point and the boiling point.

Viscosity Modifiers (previously Viscosity Index Improvers) Viscous chemical compounds (polymers) which have the ability to decrease the rate at which oils change viscosity with temperature. Viscosity Modifiers are generally high molecular weight polymers which thicken oil, but less at low temperatures than high temperatures.

Viscosity Stability at Operating Speeds



Variation in viscosity versus shear rate for some representative oils. Shear rate for ASTM D4624 (HTHS) measurement (10^6 /sec) is highlighted.

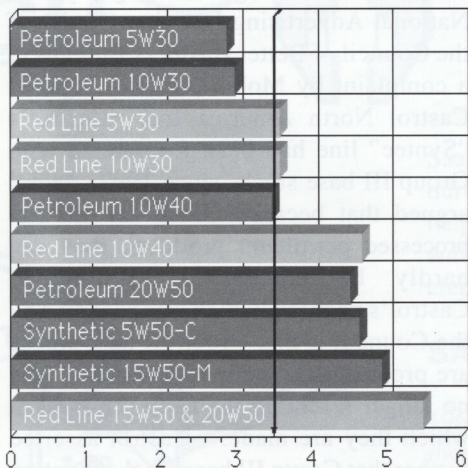
how the measured viscosity can decrease when oils contain a large dose of Viscosity Modifiers.

Synthetic oil excels in its HTHS performance because the base stock is inherently multi grade. Less Viscosity Modifier is blended with the base stock to provide the desired viscosity grade,

ILSAC - International Lubricant Standardization and Approval Committee, publishes the specifications for "GF" lubricants. "GF-3" is the most current specification, which includes oils with approval for the API "SL" specification and which also pass fuel savings tests. ILSAC "GF" rated oils may also display the "sunburst" logo.

Newtonian/Non-Newtonian Fluids - The relationship in which viscosity is a constant regardless of shear stress or rate of shear is called Newton's Viscosity Law. Many common solvents, mineral base oils, synthetic base fluids and fully formulated single-grade oils obey Newton's Viscosity Law, and are called Newtonian fluids. Non-Newtonian fluids can be defined as those for which viscosity is not a constant, but varies based upon the rate of shear or the shear stress at which it is measured. The majority of modern motor oils are multiviscosity

VISCOSITY IN BEARINGS AND CAMS



HTHS values for some representative oils per ASTM D4624. ACEA A3/B3 minimum value of 3.5 cP is shown.

achieved through more frequent oil changes, but the viscosity performance can not be duplicated with conventional oils.

So much for the theory. As a practical matter, what oil should be used? John's article would have us believe that using less than a heavy 15W50 or 20W50 oil will lead

grade oils that are formulated with high molecular weight polymers called viscosity modifiers. The viscosities of such oils decrease with an increase in shear rate. These are called "shear-thinning" fluids. Examples of other non-Newtonian fluids are ceiling paint, quicksand and rubber cement.

Pour Point - the temperature below which the lubricant will not flow.

SAE - Society of Automotive Engineers. Organization whose responsibility is to recognize and define the need for a given level of motor oil performance in line with the demands of engine builders. SAE evaluates proposed engine oil performance categories and establishes the use of such categories.

Shear Rate - For an oil film between two moving surfaces, the shear rate is the relative velocity between the two surfaces

saving requirements. Amsoil 5W-30 Synthetic Heavy Duty Diesel Oil and Shaeffer #701 Supreme 7000 Semi-Synthetic 5W-30 meet ACEA A3/B3 specifications; usually 30 weight oils do not meet ACEA A3's HTHS viscosity requirement. Mobil 1 0W-40 is the only oil I have found that meets both ILSAC GF-3 (fuel saving) and ACEA A3/B3 specifications. Red Line 10W40 has a very high HTHS for its grade, approaching the value for Mobil 1 15W50. This oil would seem to provide the highest degree of bearing protection while having better low temperature flow characteristics than Mobil 1 15W50, but it is significantly more expensive, more difficult to obtain, and may lack the official API or ACEA ratings that Saab requires.

This article, as lengthy and technical as it is, barely scratches the surface of oil technology. For those wishing to study further, I recommend starting at the Lubrizol web site, www.lubrizol.com. Lubrizol is one of the leading suppliers of lubricant additives in the world. Their web site contains, under the "Knowledge" heading, articles on lubrication theory, lubricant additives, base stocks, and descriptions of USA, European, and Japanese engine test sequences. Lubrizol's web site gives you the information you need to assess the claims in oil manufacturers' web sites.

Considering my research, I believe that owners of later model (Trionic or APC Turbo) Saabs other than 2003 9-3 Sports Sedans should use the synthetic oil of their choice which meets ACEA A3 or ACEA A3/B3 specifications. This, unfortunately, excludes the oil sold under the Saab label in the USA. I also believe, when using fully synthetic oils in cars other than 2003 9-3 Sport Sedans, in a maximum oil change interval of 6000 miles or once per year. I believe that 9-3 Sport Sedan owners should change oil whenever the change monitor indicates 2000 miles or less oil life remaining, and they should stick with either Mobil 1 0W-40 or other "Class IV" or "Class V" synthetic when using the car's onboard oil change indicator. 9-3 Sport Sedan owners could ignore the oil change monitor and follow the recommendation for the other cars at the cost of more frequent oil changes. See the sidebar for more information regarding oil labeled as synthetic.

Synthetics: What's in the Can?

Many oils labeled as "Synthetic" use base oils extracted from petroleum, not oils synthesized from light molecules (such as ethylene gas). Described as Group III base stocks, these highly processed oils were classified as synthetic in 1999, following a ruling by the National Advertising Division (NAD) of the Council of Better Business Bureaus in a complaint by Mobil Oil Corp. against Castrol North America Inc. Castrol's "Syntec" line had been formulated with Group III base stocks since 1997. Mobil argued that because Group III oils are processed petroleum products, they can hardly be considered "synthetic." Castrol's position, which was accepted by the Council, is that Group III base stocks are processed to such an extent that they no longer resemble the natural oils from which they are made. Castrol asserted further that Group III base stocks function as well as Group IV (Polyalphaolephins (PAOs)) and Group V (All stocks not included in Groups I-IV, including Pale oils and non-PAO synthetics such as esters, silicones and polyglycols). Manufacturers who use Group IV and Group V synthetic base stocks, such as Mobil, disputed this, but lost the argument. Besides Castrol Syntec, according to Amsoil's web site, Valvoline SynPower, Pennzoil Synthetic, and Amsoil's own XL-7500 line use Group III base stocks.

Why consider using oil with Group III base stocks so long as Group IV and Group V lubricants are readily accessible and competitively priced? These lubricants do meet the highest published industry specifications, including the latest API, ACEA, and individual manufacturer's (such as Mercedes Benz) specifications. As for their essential quality, the following was clipped from a Shell Rotella (heavy duty diesel lubricant) forum:

"It is true that Rotella T Synthetic is Group III (not PAO) based, but you must keep in mind that not all Group III base oils are created equal. Rotella T Synthetic is made with Shell's XHVI base oil, which unlike other Group IIIs does not begin as

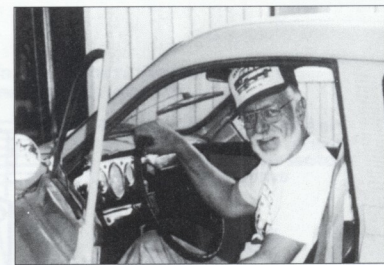
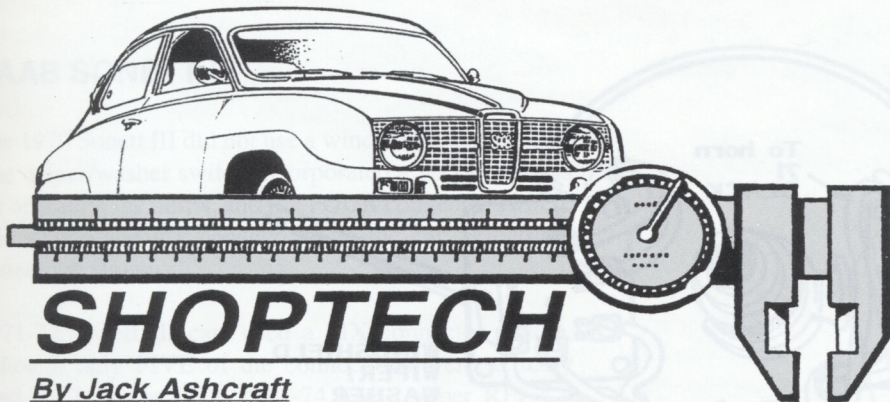
distilled crude oil, hence of all Group III base oils, XHVI is truly the only one that can legitimately be called "synthetic." XHVI is a wax isomerate, meaning that it is made from the slack wax removed from distilled crude in normal solvent dewaxing. This slack wax is catalytically transformed (isomerized) and hydrofinished into a chemically pure base oil which rivals PAO in virtually every category. There are other "synthetic" oils out there based on Group III, but Shell's is unique in that it uses XHVI base oil. Chevron and Petro-Canada produce Group III base oils that come close to XHVI, but even though these oils are all hydroprocessed and utilize the same type of isomerization technology employed in the making of XHVI, they are not the same thing. Only XHVI is made from pure petroleum slack wax and its CAS number is 92026-09-4. The CAS number for the more typical all-hydroprocessed Group III base oils is 64742-54-7. If you want to know what your "synthetic" oil is made from, take a look at the MSDS (material safety data sheet) and look for these numbers. (The CAS number for PAO is 68037-01-4.)

"In brief, don't be so quick to dismiss Rotella T Synthetic as just another "synthetic pretender." Its made with the same base oil as Shell's Helix Ultra, and every time you see Ferrari win a Formula 1 race, that's the oil in the engine."

And from a Shell lubrication engineer who moderates the forum:

"In the end, oil performance is determined by base oil quality AND additive quality AND properly balanced formulary AND proper manufacturing processes AND proper distribution practices. When talking about performance, it's better to talk about the finished oil, rather than its individual components." According to that engineer, "XHVI means extra high viscosity index. XHVI is a registered term with Shell. I know of no industry standard for defining this term."

Are you confused? It's almost a "Catch 22"; if you aren't confused, you haven't been paying attention. The conclusion, unfortunately, is that having the word "synthetic" on the label doesn't mean that much.



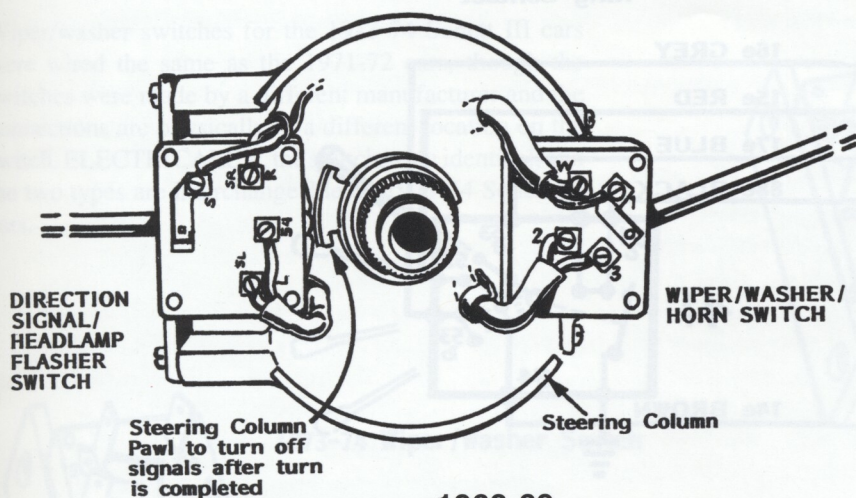
THE STEERING COLUMN SWITCHES

Saab used a number of different column switches during the run of the 95/96/97 models. This will help you understand which switch fits which car and how the switches are wired into each car's electrical circuit.

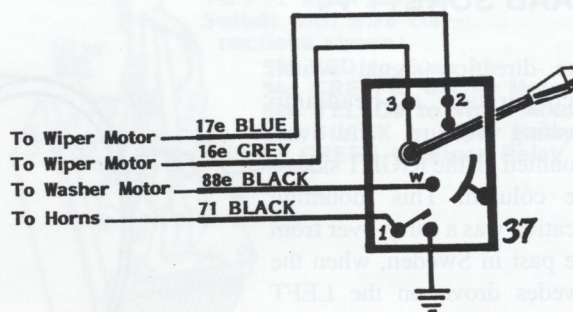
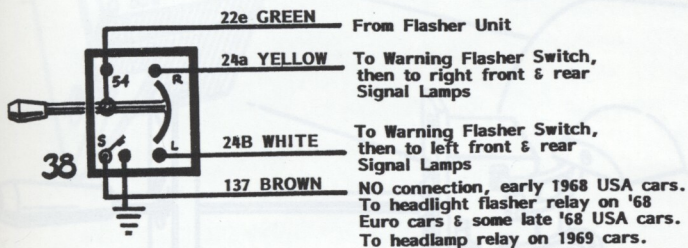
SAAB 95 & 96

1968 95 & 96 V4 (USA) models used a FLOOR mounted headlight dip switch and had no provision for flashing the headlights. European 95's and 96's DID have the headlight flashing provision, made possible by the addition of a HEADLAMP FLASHING relay. It is possible that SOME late 1968 USA cars had this feature, as well as European 95's and 96's imported by owners.

1969 and later 95's and 96's had a HEADLIGHT relay, which incorporated the headlight flashing feature.

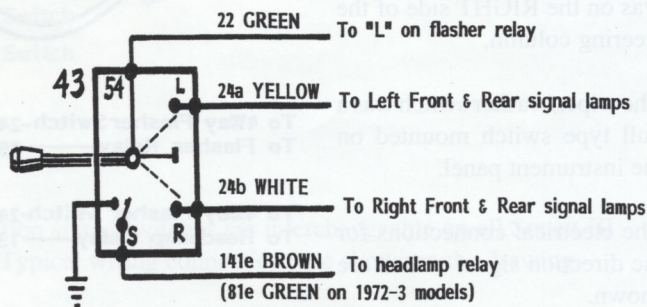


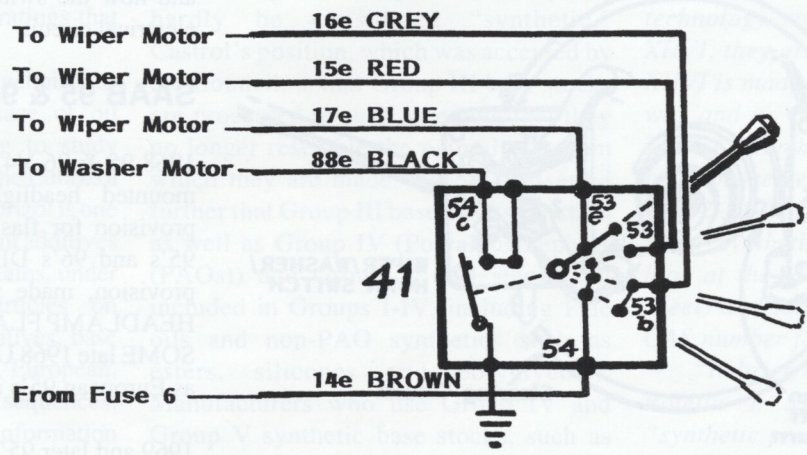
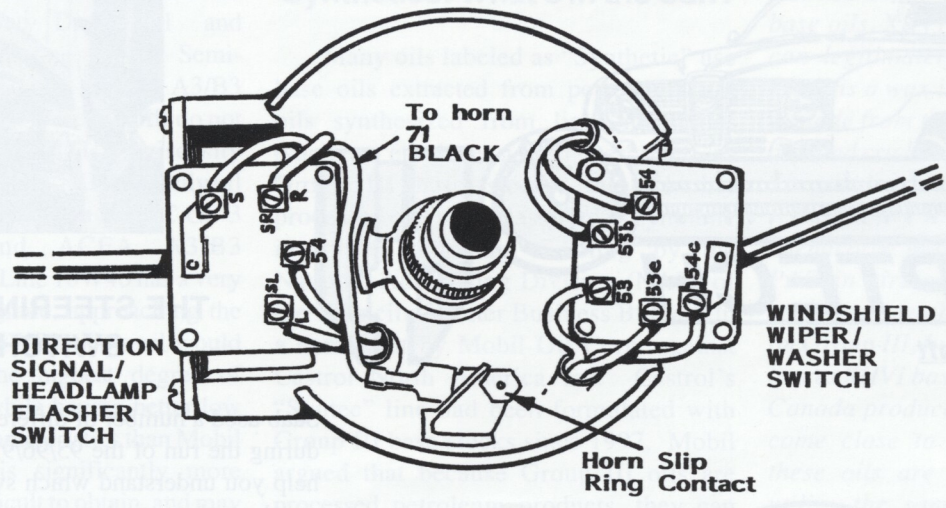
1968-69 SAAB 95/96 SWITCHES



1970-73 95's and 96's used a different wiper/washer switch WITHOUT the horn operating feature of the 1968-69 cars. A new steering wheel with a horn actuation pad was introduced in 1970.

The electrical wiring diagram for each of the switches is shown, along with a notation of how each switch is connected to the car's electrical system.



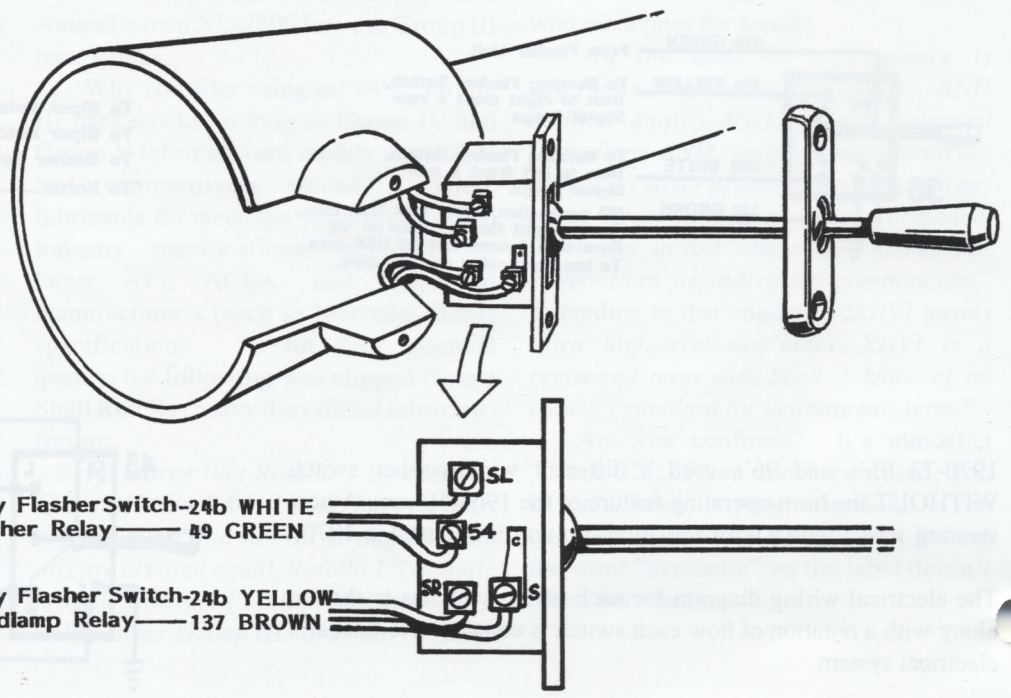


SAAB SONETT V4

The direction signal switch incorporated a headlamp flashing feature, and was mounted on the RIGHT side of the column. This mounting location was a carry-over from the past in Sweden, when the Swedes drove on the LEFT side of the road, the driver sat on the RIGHT side of the car, and the direction signal switch was on the RIGHT side of the steering column.

The wiper/washer switch was a pull type switch mounted on the instrument panel.

The electrical connections for the direction signal switch are shown.



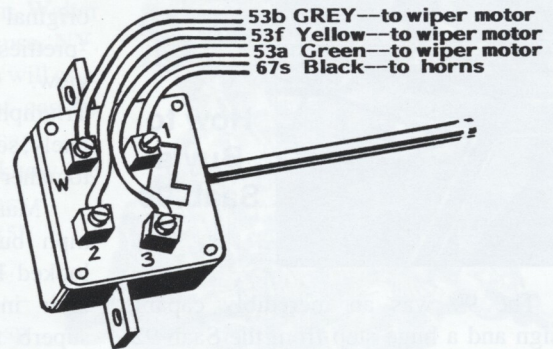
SAAB SONETT III

The 1970 Sonett III did not use a windshield wiper relay. The wiper/washer switch incorporated a set of contacts for operating the horns, and is a FOUR connector switch. The switch and its connections to the car's electrical system are shown.

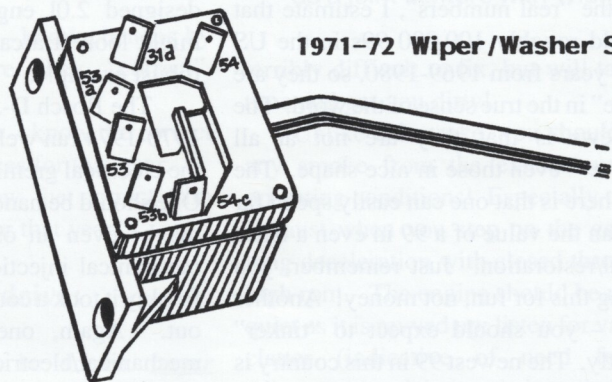
1971-72 Sonett III cars used a SIX connector switch, although only FIVE of the connections were actually used. ALL Sonett III's 1971-74 had a wiper RELAY incorporated in the wiring. The drawings show the switch without wiring, and with the connections to the car's electrical system.

Wiper/washer switches for the 1973-74 Sonett III cars were wired the same as the 1971-72 cars, though the switches were made by a different manufacturer and the connections are physically in a different location on the switch. ELECTRICALLY, the switches are identical, and the two types are interchangeable on 1971-74 Sonett III cars.

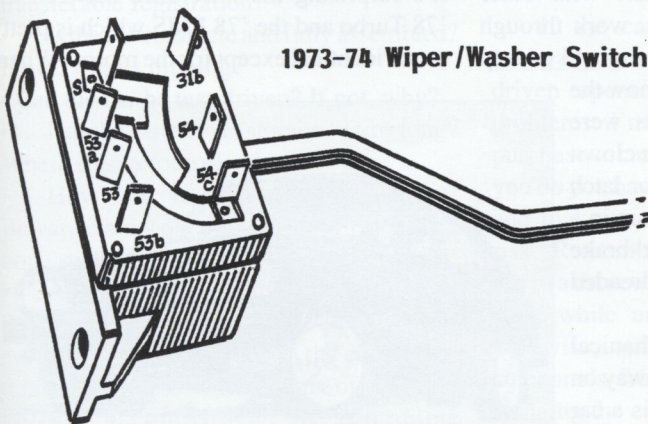
1970 Wiper/Washer/Horn Switch
With wire connections shown:



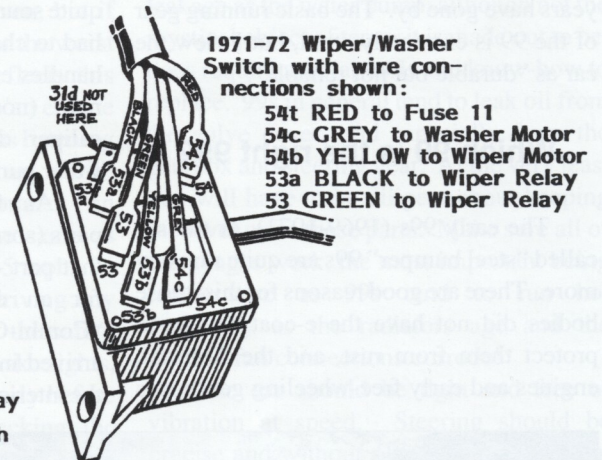
1971-72 Wiper/Washer Switch



1973-74 Wiper/Washer Switch

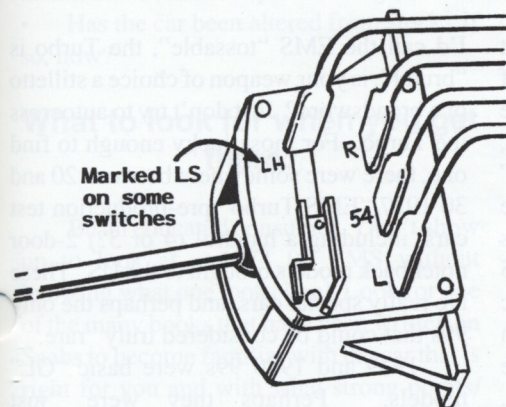


1971-72 Wiper/Washer Switch with wire connections shown:



- LS BLACK—To Headlamp Relay
- 49b BLUE—To Hazard Switch
- 49 GREEN—To Hazard Switch
- 49a Grey—To Hazard Switch

Marked LS on some switches



Direction signal switches are interchangeable on all Sonett III cars. Typical wiring connections are shown in the drawing.



How to Buy a Saab 99

The 99 was an incredibly capable design and a huge step from the Saab 92-derived cars that preceded it. A well-maintained 99 is a great pleasure to drive – it just “feels right”. Although I haven’t tried to find the “real numbers”, I estimate that Saab sold roughly 100,000 99s in the US over 12 years from 1969-1980, so they are not “rare” in the true sense of the word. The good news is that they are not at all expensive – even those in nice shape. The caution here is that one can easily spend far more than the value of a 99 in even a basic overhaul/restoration. Just remember, you are doing this for fun, not money! Another caution – you should expect to “tinker” constantly. The newest 99 in this country is nearly 25 years old, and those electrical, fuel injection, cooling, brake, etc. gremlins have been quietly gathering force as the years have gone by. The basic running gear of the 99 is extremely stout, but I view the car as “durable but not reliable”.

Which 99 is the right 99?

The early 99s (1969-1971), or the so-called “steel bumper” 99s are quite rare any more. There are good reasons for this: those bodies did not have the e-coat primer to protect them from rust, and the Triumph engines and early free-wheeling gearboxes



The 1970 Saab 99 was the first 4-door Saab sedan.

suffered a ridiculous number of premature and expensive failures. None the less, these cars represent the original design and as such are the “prettiest” 99s from a design point of view. I see lots of parts for the Triumph engines showing up on eBay lately, so you should be able to get one together if you can find one!

Many would argue that the big 5-mph bumpers of the 1972 model looked heavy and added-on despite their innovative construction (and superb function!). But 1972 also brought the redesigned “King Kong” gearbox (bye-bye freewheel, so sad) and with the addition of the Saab-designed 2.0l engine in 1973, one might look at a carbureted 1973 as a very robust example.

The Bosch D-Jetronic fuel injection of 1970-1974 ran well when it ran. However, the electrical gremlins are out in force here. One should be handy with a multimeter and maybe even an oscilloscope. K-Jetronic mechanical injection arrived in 1975, and frankly it took a couple of years to get sorted out. Again, one can start with basic mechanical/electrical skills, work through the system from the beginning and end up with a nice running car. By now the rest of the mechanical bits were quite sound except that some clown had to change the inner door latch handles every year for 4 years in a row! (not to mention rear brake caliper design and the dreaded water pump).

As for the non-mechanical parts (sorry if I got carried away on that part – remember, this is a car for an engineer to love!), the “Combi-Coupe” or “Wagonback” arrived in 1974. At the same time the interior trim got some decidedly

luxurious upgrades. Seat heaters came in ’72, of course, but ’74 brought the high back bucket seats (Oh, so comfy!) and the “plush” headliner which would be falling down around our ears on all Saabs for the next 25 years. The EMS (Electronic Manual Special) arrived in 1973 and carried on as the “sporty” 99 through 1978.



The 1974 99 Combi Coupe set a styling and utility standard that would continue until 2002.

Any of the EMS models is a great choice, with the ’76 and ’77 injected notchback versions being very sweet packages, especially with the lovely leather-wrapped steering wheel!

Of course my personal favorite is the 99 Turbo. I always preferred the 4-speed gearbox to the later 5-speeds, and the 99 is lighter and shorter than the 900. That said, it’s surprising the difference between the ’78 Turbo and the ’78 EMS which is pretty much identical except for the motor. Where



1978 Saab 99 Turbo introduced Saab Turbocharging to the world markets.

I’d call the EMS “tossable”, the Turbo is “brutal”; is your weapon of choice a stiletto or a broadsword? Just don’t try to autocross the Turbo. For those lucky enough to find one, there were somewhere between 20 and 30 1977 “EMS Turbo” pre-production test cars, including a handful (4 or 5?) 2-door notchback models brought to the US. These are really special cars, and perhaps the only 99s that could be considered truly “rare”.

1979 and 1980 99s were basic “GL” models. Perhaps they were “just

transportation,” but on the other had having the benefit of 10 or more years of maturity to improve reliability. Perhaps the “crème-de-la-weird” are the 1977 and 1978 5-door models. Incredibly functional, as were all later 900, 9000, 9-3, and 9-5 5-door cars, they are still a little scary to look at. None the less, I always wanted to build a 5-door 99 Turbo!

As general note, fixing rust is expensive and painful. Unless you have a significant emotional attachment to a particular car or have one of the '77 EMS Turbos, I'd recommend looking for a clean body as opposed to fixing a rusty one.

What to ask before looking at the car:

Note: For internet/long distance inquiries, ask the seller to make a videotape of the car for you. This is worth many thousands of words in terms of assessing the condition of the car before you get on an airplane to go look at it.

- Proof of ownership – clear title or transferable registration?
- Is the car complete and fully assembled? If not, what's missing?
- Can the car be test-driven? If not, why?
- Has the car been in storage? How long? Where (inside/outside, dry?)?
- How bad is the rust (see above)? Beware claims of “only surface rust” – ain't none such!
- Any recent mechanical work done? Receipts?
- How many miles are on the engine and transmission? Beware claims of “rebuilt” unless accompanied by complete documentation!
- Any spare parts included? Beware the distinction between “spare” and “junk”!
- Has the car been altered from stock? If so, how?

What to look for when you get there:

Be an educated consumer. Don't show up to look at a 1974 99 EMS without knowing what one looks like! Look for one of the many books that have been written on Saabs to become familiar with the car that is right for you and with what strong points/

weak points to look for on that car. Once you have your choice narrowed down, buy an old sales brochure for the car. Old Saab brochures can be purchased from Walter Miller's Literature Shop in Syracuse, NY. Telephone # (315) 432-8282. This will give you important specifications that can be checked out while looking at the car.

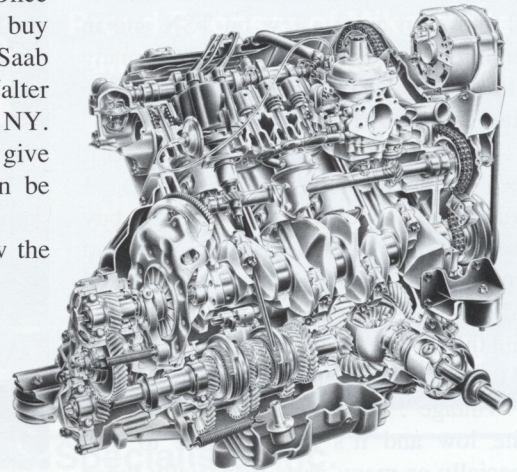
At a minimum, you should know the following before looking at the car:

- Type of engine – 1.7l, 1.85l, 2.0l, Turbo, carb, injection, etc.
- Type of transmission – manual, auto, freewheel, 5-sp conversion, gear drive, chain drive, etc.
- Fuel System – Carbureted, D-Jet, K-Jet, Lambda, etc.
- Brakes/wheels – know changes by model year. Are they “correct”, updated?
- Type of interior – know the correct trim and color choices for that year.
- Exterior – know the correct trim and color choices for that year.

The test drive:

If the car cannot be driven, **buyer beware!** Purchasing a car that cannot be driven opens the door to all kinds of problems. I'm not saying you should never purchase a car that can't be driven, but if you do you have to be prepared for the worst and make sure that the price reflects this risk. Remember that listening to an engine run in a driveway is not the same as listening to it while under load going up a hill. Likewise, roll testing the brakes on someone's front lawn is not the same as bringing the car to a stop from 65 mph.

The general rules for test-driving any car apply to 99s. Be sure all of the safety equipment (seat belts, brakes, brake lights, steering, tires) are working properly before you go anywhere! Keep checking the brakes at lower speeds before you get going 60 or 70 mph! At least in later 99s, the brakes should work approximately as well as reaching the end of a stout cable tied to a tree! In general you should look/listen for unusual noises and vibrations from the engine, trans, and chassis. Pulsing brakes or a shuddering clutch speak to you about needed repairs in those areas. 99s are prone to a shudder on acceleration due to wear in the inner CV joint drivers. This is not



The original 99 engine was produced as a joint venture with Triumph.

terribly difficult to fix, but will take some time and get you dirty!

Unlike a 2-stroke, you should not see any smoke from the exhaust under any operating conditions! Especially check the exhaust when you step on the gas after a long deceleration with closed throttle from high rpm. The engine should be relatively quiet as it is revved up; listen for valve train clatter (indicative of need for valve adjustment) and timing chain rattle (indicates need for new chain – engine may have to come out!). Also check for water pump leakage as the water pump, although not the mystical object of terror it is made out to be, does require special tools and know-how to replace. 99s in general tend to leak oil from the valve cover, and especially from the gearbox and steering gear. At the very least you will have to be diligent about keeping the level up in these parts. Make sure all of the gauges work, the most important being temperature as 99s tend to run hot especially as the radiators age and the electric fan connections corrode!

The car should be tight and free of vibration at speed. Steering should be precise and without play. The suspension should respond to bumps like any other car – without clunks, bangs, or drama.

In general, that's good advice for many aspects of the 99's behavior – it should be just like any other car – only better.

Buy and enjoy!

I have had a number of conversations and emails lately regarding 99s and

Classic Corner

collections of 99s that folks would like to sell and seen quite a few on TSN and in Hemmings as well. I would say that many of these are very optimistic in terms of the value, especially for cars that are "projects" or "perfect for restoration" (both code for 'been sitting in pieces for 15 years'). I regularly advise folks either wanting to buy or sell to look to NINES, TSN, VSAAB, and Hemmings as good places to advertise and find cars and parts. Likely the 99 is at the point the 96 was 10 years ago: where it's too old to be a decent used car and too young to be "vintage". Because of this, prices are quite low and it's a good time to buy especially as many parts (especially those shared with the later 900 models) are still readily available. If you see a car you like, don't be put off by an unreasonable asking price - make an offer!

I'd like to thank Bruce Turk for his article "How to buy a Sonett" on which I relied heavily for the format of this article and many of the general remarks about what to look for in a used car. Bruce did a good job of distilling the questions one ought to ask regarding any used car.

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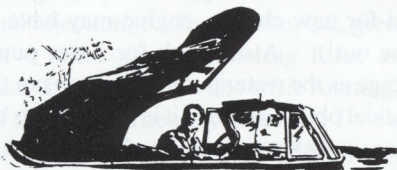
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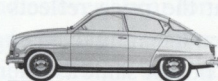
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Saabs in Competition



The 2002 Maine Forest Rally, part of the 2002 Northeast Division SCCA ClubRally Championship series, was run near Rumford, Maine on December 7, 2002. Four Saabs were among the 35 entrants in the Maine Forest Rally. The best performance was turned in by John Groo of Hartford, CT and co-driver Thomas Pinkman of Danby, CT. They piloted their Saab 900 to 4th place overall with a score of 1:36.50. Our team came in 22nd in our Saab 99, and James Fox of Lakeville, CT and Richard Steele of Jefferson, NH scored 24th in their Saab 900. Michael White of Dublin, NH and co-driver Chris Morand of Townsend, MA, did not finish.

We took off down the Parmachenee long stage (23 miles) with the Hakka Q's and hit our top speed of 75 mph on the straight stretch. We went through the first set of corners without a problem. Got to the a downhill right hander and had a problem. We came through a 90° right hander and slid out to the side a little too much so at the next turn (a medium right followed by a medium left) we took it a little bit slower but we still slid the back end around. When I corrected, we were pointed at the inside of the medium left hander and we quickly stuffed the nose in, which lifted the back end of the car up and spun us around. The right rear corner of the car hit a big boulder which spun the car some more, lifted the nose at least 45° into the air and started to roll the car. This threw us into an end for end cartwheel and we miraculously came to rest pointed in the correct direction with all four wheels down. We popped right out and kept going. Amazingly the only damage we suffered was a dent in the right rear quarter panel from a rock we hit, and we lost our grill, and pushed in the air dam.

Another corner or two later we went into the deep stuff again and ended up high centered. 15 minutes later, after frantic digging, a truck pulled us out and we were on our way. By this time we were the last car on the road and it was total carnage. Every couple of corners revealed a car off the road, some were way off, or on their



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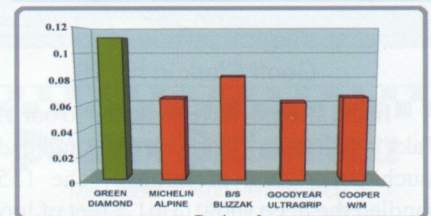


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Saabs in Competition



John Groo in his 900 finished 4th overall.

sides and roof etc. We had one more off on that stage after we slowed to avoid a triangle and off course car. The road was all ice, and we did a 10 mph spin ending backwards in a ditch. Luckily we were able to pop out and keep going.

We passed Mike White's Team RallyHo!, unfortunately off on the side of the road with no sign of the occupants. We also came upon Team Saabworks off in the deep stuff. One of the team Oniel VW's was trying to pull them out without any success. We knew we wouldn't be of any help, plus we were fearing a time bar and had to keep going. Our main competitor at that point was the "sweep truck". The other bad thing was that in our cartwheel I bumped my helmet on something and popped my microphone off the helmet. I needed to shout out directions for the next 30 or so miles.



Geoff Clark in his 99.

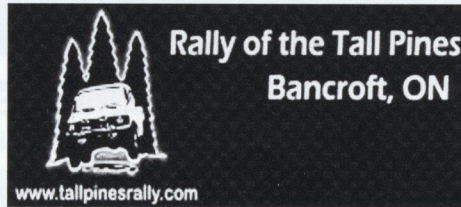
In the afternoon we switched to our 155 Taki's (Michelin C5 knock offs) and had a much better time of things. The 155's handled the deep snow (1 to 1.5 feet of loose powder) and packed snow/ice much more predictably than the Q's. With the Q's the car would start to slide out, and then would just spin, where the 155's would always grab. We still had several exciting moments approaching some unmarked bridges etc.

Overall we managed 22 out of 30 finishers (sweep was being very generous that day), and 8/9 in group 2. There were

quite a few spectators. We sent a few people scurrying for cover as we swung wide on a corner or two. I saw quite a few video cameras running and a lot of camera flashes so hopefully some good photos will come out.

*Goeff Clark and Seth Strait
Pepperell, MA / Burlington, VT*

*Photographs copyright Peter Kuncis
You can see more of Peter's work online
at www.onalimbracing.com.*



Team Saabworks completed in the Rally of the Tall Pines, November 22-23, 2002, in Bancroft, Ontario. We finished 20th overall and 5th in open class (with no "group 5" in Canada, we were bumped up to open). The rally was fantastic and lots of people were excited to see an old Saab rallying. One guy even came up to me and said he saw people on Saabnet chat talking about my being at the rally.

The roads were amazing, a mixture of real tight one lane roads with close trees and lots of rough bumps, rocks etc all the way to wide open and smooth 1.5 lane roads with the trees trimmed way back from the road. We spent a scary amount of time at the top of 3rd (around 6-6500 rpms) and even wound out 5th in a few spots. Road conditions varied from a light snow dusting over frozen gravel to glare ice to loose gravel and mud. In short this rally threw every condition possible at us! We started the day on gravel tires and only wished for ice tires on 2 stages. For the evening stages we switched to Hakka Qs just in time for some real icy stages and some late evening snowfall.

We were running strong all day, catching cars in front of us on almost every stage. On one stage we caught and passed 3 cars! We positively flew on the Iron Mountain spectator stage. This one was a real "town-maintained dirt road," all gravel and fast, fast, fast. We were taking corners flat out in furious slides to the delight of the crowd. We launched a killer jump on stage 5 (the Iron Mountain spectator stage) and got such good hangtime that I had time to

notice camera flashes going off while we were airborne.

On the mechanical side, the engine was running excellent. The rally car is an official rocket ship, as Nick Jacob can verify. We figure she's got about 200 bhp and 250 ft/lbs of torque.

When we landed the big jump on stage 5 we cracked the return fuel line by the accumulator. Nick Jacob did an excellent job as crew, patching the line with rubber fuel line and hose clamps and getting us out of service on time. The repair held for the rest of the rally. On the beginning of stage 10 we blew the rear upper shock bushings and the washers started slide-hammering through the sheet metal. We were forced to back way off for stage 11 (stage 10 run



James Fox at the Maine Forest Rally

backwards). We were able to pick the pace back up a bit for stage 12 (stage 10 run backwards) because the road was very smooth. We lost 3 minutes but it only dropped us down 1 position.

We also lost a lot of time when we encountered blocked stages due to cars getting stuck at washouts (these were 'filled' with grapefruit sized rocks and listed as double and triple cautions); 2 minutes on stage 2, and then the car we caught up to wouldn't let us pass. On stage 6 we encountered another stuck car at a washout and lost another 2 minutes. On stage 7 the car in front of us spun out and blocked the road for a minute but they let us pass a km later.

All in all it was a fantastic rally. A lot of people were surprised at how fast the Saab was. We couldn't have done it without Nick Jacob patching us back together- thanks for crewing for us! Check out the tall pines website <http://tallpinesrally.com/> for the results, including stage times. We posted several top-twenty times at a national event.

*James Fox
Lakeville, CT*



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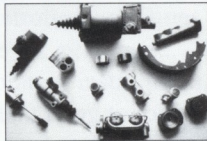
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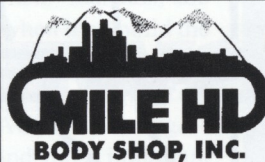
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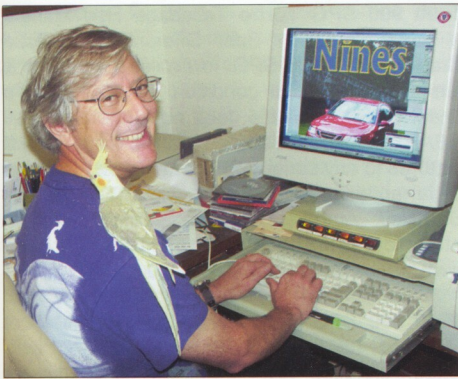


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When Norma proof read the oil articles her eyes glazed over, just as some of your eyes may have. I know it's a difficult subject. I spent many hours pouring over technical data to distill a lot of specialized information into a few pages. My ad-

vice is to read a little at a time, and take advantage of the glossary which is included in the article. Those of you with Internet access and spare time can study the subject on the web as well. I recommend Lubrizol's web site, www.lubrizol.com, as the most comprehensive, and one which is generally lacking in advertising propaganda. For those who really don't want to wade through the subject (and there's no shame in that), what follows is a direct, non-technical description of what the oil is, what I believe you should use, and how you can tell one oil from another.

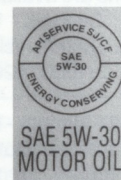
First, we just can't overestimate the importance of using the right kind of oil and changing it at an appropriate interval. The saying is that oil is the life blood of an engine, and that is true. It lubricates the moving parts, removes debris, cools, cleans, and prevents corrosion. An inappropriate oil, or worn-out oil, will fail to perform one or more of the above functions.

How can the non-technical consumer intelligently purchase a product as technical as motor oil? The answer lies in the performance rating systems created by API, ILSAC, and ACEA, and the viscosity system created by the SAE. The ratings used by API, ILSAC, and ACEA are fulfilled mainly by running specific test engines under controlled conditions and then taking the engine apart to see how the oil performed. There are also some tests performed using laboratory instruments.

The most important thing to look for when purchasing oil, or requesting an oil be used at a service facility, is the performance rating. Since most of us are in North America, the API rating is the one you can count on being prominently displayed on the oil bottle. The most recent is the API SL rating. As discussed in the oil tech article, the ACEA A3 rating is the one with which oil most suitable for a turbocharged Saab automobile will comply. This is the kind of oil Saab recommends in the most current owners' manuals, and this is the kind of oil they pour in at the factory when they build the car. The ability of the oil to withstand the load a turbocharged engine can put on the main engine bearings is the most significant difference between the API SL rating and the ACEA A3 rating.

The viscosity range of an oil is the second most important rating, but using an ACEA A3 rated oil almost forces the oil to have a suitable viscosity range. Of the great many oils on the market, the ACEA A3 performance rating will generally result in a full synthetic multigrade oil of 0W-40, 5W-40, 10W40, 5W-50, 15W-50, or 20W-50. If you live where the temperature approaches freezing or sub-freezing, you should limit your choice to 0W, 5W, or possibly 10W formulations, and these oils can be used year around. I prefer to avoid semi-synthetic formulae for motor oil,

mainly because there are no standards for the percentage of synthetic versus conventional products in a semi-synthetic oil. That said, a semi-synthetic oil meeting ACEA A3 specifications is fine to use in your Saab.



API Service Medallion (L) showing the API performance rating and viscosity range. ACEA specifications are usually written separately (R). This ACEA A1 oil does not meet the ACEA A3 spec.

Approved specifications:
API S/ACEA A1/B1
GM 9986195

Finally, owners of Saabs with non-turbocharged 4 cycle engines can be well served by using any oil meeting current API performance ratings and the viscosity requirements set forth in your owners manual. For most users, that will be 10W-30 or 10W-40 API SL rated oil. Two stroke owners should use an oil formulated especially for high performance two-stroke engines. I trust one of our readers will contribute an article covering two-stroke lubricants.

Readers should get out a good magnifying glass and compare the pictures printed in this issue to those in previous issues. Munson Printing has just installed new, state-of-the-art presses which feature a "stochastic half tone" process, as opposed to the regular screen pattern used in the past. This new process imparts a photographic quality to the magazine. There are only a handful of printing companies so equipped in the United States, and we are honored to be able to take advantage of the new process.

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1998 900S Turbo Coupe Scarab Green Manual - Mileage: 43,000 \$12,900 Leather, Sunroof, B&G Springs, SAS swaybar, 17" aero wheels, new tires, stock wheels w/ snow tires, K&N filter, excelent cond. **Mitchell P. Delabarre, Moses Lake WA** <http://www.saabnet.com/tsn/class/classmail.php3?tag=020826mdela> (509) 765-7856

1997 9000 CSE Turbo Cayenne Red - Auto - 36,600 miles \$12,500. Relocating to England. Original owner, all original accessories, beige leather, wood dash and bodywork in excellent condition. No modifications. Non-smoker, always garaged. Sunroof, premium sound system, almost-new premium tires. No accidents or major repairs, all service documentation. **Stanley Strama, Montville NJ** <http://www.saabnet.com/tsn/class/classmail.php3?tag=020916sstra> (973) 299-6119

1997 900 SE Convertible Beige Manual - Mileage: 77,000 \$13,500 Wonderful car with 100,000 mile (no deductible) replacement warranty and Lo/Jack. All maintenance has been done at Hunt Valley Saab and International Motors LTD. If you live over 200 miles from Baltimore I can deliver it to you for a \$500 deposit and travel expenses. **TSN Freddy Gorman, Baltimore MD** <http://www.saabnet.com/tsn/class/classmail.php3?tag=020919fgorm> (410) 426-1968

1994 900 Turbo Convertible Nova Black Manual - Mileage: 100,000 - Price: \$9800 Comm. Ed. loaded, good shape, fun to drive, cd, air, power&heated seats,fogs all work. Have new tan top still in box, new Pirelli P6000 on. **Earl B. Dew, Rosamond CA** <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021204edewa> (661) 256-7024

1992 900 Turbo Citron Beige Manual - 114,000 miles \$4200 obo Excellent condition, ABS, Air bag, leather, sunroof, factory cd/cassette, stainless steel exhaust. **Gary Thomas, Morristown NJ** <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021112gthom> (973) 214-2527

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1990 900 SPG Turbo Talladega Red Manual Mileage: 125,630 \$6500 Modified APC box, Saber exhaust, K&N open air filter, Jacob's Ignition wires, PIAA driving lights. charcoal grey leather with no tears, looks new. Over \$20,000 spent since ownership 2/99, including transmission, water pump, clutch, alternator, brakes, tires(Dunlop SP5000), cv joints, ball joints, engine mounts, etc. records. **Andre Nychka, Riverdale NY** Email: andrenya@cs.com (718) 548-2665

1989 9000 Turbo Malachite Green Manual Mileage: 184,000 \$2000 firm. Second owner, acquiring it at 110,000 miles kept in top condition: only minor dents, engine (2.0L) and turbo original oil changes every 3k, power sunroof, heated power leather seats w/armrest, Alpine CD player, automatic climate control.. Not working: anti-lock brakes, cruise control, and the alarm. Can deliver within 250 miles, Thule/SAAB ski/bike rack with mounting accessories is \$250 extra. **TSN David Burnett, New York NY** <http://www.saabnet.com/tsn/class/classmail.php3?tag=020920dburn> Phone: (212) 888-4102

1988 SIS Convertible, 41,200 miles, original owner, driven daily, garaged, Saab serviced, no winters. Original paint, replacement Saab cloth top, tires less than 5000 miles. In excellent condition physically and mechanically. Asking \$12,000 OBO. Contact:912-233-2800 or jwg-mfm@att.net

1988 900 Turbo Convertible White Auto Mileage: 96,000 \$4000 Burgundy leather. Power windows, power mirrors, heated seats, Kenwood CD & Cassette, extra top in box (though not needed yet). Automatic Trans new at 86k. New cyl. head, etc. @91k. Always garaged. Everything works, but A/C needs charging or retro-fit to new coolant. Northeast Illinois/Southeast Wisconsin. **TSN John Neville, Antioch IL** <http://www.saabnet.com/tsn/class/classmail.php3?tag=021015jnevi> Clay @ (847) 838-6686

1988 900 SPG Turbo Edwardian Grey Manual Mileage: 103,302 \$7500 Original owner, garaged- no dash cracks, headliner perfect, AC, Sun Roof and upgraded stereo work well. No dents or rust. 16" aero rims in super shape. The leather is in very good condition, oil changed at 3000 mile intervals transmission rebuilt at 100,000 miles. Full documentation. **TSN Anne H. Kelton, Burlington VT** <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021109akelt> (802) 864-0837

1987 900S Turbo Convertible Silver Auto Mileage: 167,000 \$2400. Arizona car located in Phoenix. Good condition, looks great, and all maintenance records. Silver, new black top, stereo with eq., pwr locks and windows, like new leather seats and interior, runs well. Many new parts. Mark Crompton, Herndon VA <http://www.saabnet.com/tsn/class/classmail.php3?tag=020916mcrom> (773) 931-6275

1986 900T 3 door, \$1500. body damage. 129,000, 5 spd. Grey, Leather, sunroof, new exhaust, window motors, steering, axle bearings, Headliner sags. **TSN** Craig Chapman, Warrenville IL <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021127cchap> <http://www.craigmedia.com/saab900t.htm> Phone: (630) 393-7575

1970 99 2-Door Sedan Black Manual Mileage: 101,826 \$1500 obo Classic 1970 99. Rust Free Colorado car. Ran when I parked it. Perfect restoration project. Everything there. Rare metal dash with pad. Interior is in fair condition, will need to be redone. All glass is good. Will consider all offers. Carl E. Hammerberg Jr, Duluth MN <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021211chamm> (218) 525-7498

Saab 900 Extended Spoiler (factory accessory) excellent shape. \$300 pick-up; \$350 shipped to you. Harvard Forden, New Hampton, NH. (603) 279-7336

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Gauging Interest in C900 Carbon Fiber Hood. Expect weight of about 20 lb. with front hinge assembly. Expect cost of \$800-1000. Interested? Leave name and number at (603) 279-5262. Harvard Forden, New Hampton, NH.

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'94-'98 900S Clarion 6CD Changer and Infinity CS Reference Speakers - includes Saab changer mounting kit, front component speakers, rear 6x9s. Sell separately or together. Great Deal! Robert W. Clarke, Vienna VA <http://www.saabnet.com/tsn/class/classmail.php3?tag=021001rclar> (703) 744-3523

Reconditioned Radios & CD Players & EQs & More 87-98 Changers, Cages, EQs, 88-92 Clarion 80 watt amps, Harman/Kardon Amps, 9³ amp upgrades, Harman/Kardon Speakers, Panasonic amps. 1975-2001 refurbished to Saab Quality Standards. Paypal me and ship nextday. Also credit exchange for your radio, cd, or amp. One year warranty. Also repairs and we pay cash for Saab stuff. Any Questions, email or call and leave number. **TSN Wasyl Zadorozny, Utica NY <http://www.saabnet.com/tsn/class/classmail.php3?tag=021025wzado> (315) 735-1423**

Swedish-Spec Original Equipment E-Code Headlamps! Stronger Beams, Less Bad-Weather Backglare. NG900/9-3: \$344/Set (Clear Corners: \$100/Set) 9-5 E-Lenses: \$99/pair. Cibie-Bosch-Hella Stockist! Daniel Stern, dastern@vrx.net, (416)766-2327

Three-spoke wheels Set of 4, from a 1993 classic 900 turbo convertible. 15"x5 1/2" standard 4 bolt pattern common on the classic 900's. Off a CALIFORNIA vehicle, no rust or seasonal salt damage. Nice looking upgrade or can be used for snow tires if you live in snow country. I'm looking for \$225, price somewhat negotiable with buyer to pay shipping. John, Aptos CA <http://www.saabnet.com/tsn/class/classmail.php3?tag=021009john> (831) 476-3728

Rebuilding Service for Saab V4 windshield wiper motors and V4 distributors. Jack Ashcraft, 2030 Grey Eagle Drive, Medford, OR 97501. (541) 779-0731.

Wanted

1993 900 Turbo coupe wanted, auto, in very clean condition. Low mileage, any color but red. Willing to pay for perfect. Michael, mik52@aol.com (516) 810-32354

Wanted - DEPENDABLE Lower mileage SAAB with AT (for wife). Cash (Possibly trade 92 9000S babied 72K original 5sp). David Hunt, Coeur d'Alene ID <http://www.saabnet.com/tsn/class/classmail.php3?tag=021026dhunt> (208) 765-3496 eves/msg

Wanted NON working Saab Cd players, NON working ACC units or any other NON working saab electronic parts. Your old unwanted units will find a home in a loving environment. Do it for the cash. will provide pre-labeled box if needed. Wasyl Zadorozny, Utica NY <http://www.saabnet.com/tsn/class/classmail.php3?tag=021025wzado> (315) 735-1423

Wanted - OE Tires and Wheels for 2002 9⁵ Linear Looking to buy OE 10 spoke, 5x110 Saab wheels with 215/55R16 Michelin MXV4 tires for my 2002 Saab 9⁵ Linear. Interested in at least one or as many as four tires and wheels. Rick Bangs, Troy MI <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021206rbang> (248) 377-4290

Wanted for 1997 900SE Turbo. full set of manuals. Louvres for the rear window. Upgrade to stock exhaust, open to suggestions. Black leather headrest for rear. and any accessories that u may have and not using. would love to sell or trade the viking wheels for another 16" alloy. Allen Affeldt, Dyke VA <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021212aaffe> (434) 985-4674

Wanted - Perfect Body. For a Saab 95 wagon, in the 1967 - 1970s range. Absolutely no rust, or rot. Don't care about engine, etc. Contact: D.C. Denison, Lexington MA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021118ddeni> (617) 929-7583

Wanted: Air Flow Bumpers & Whale Tail Aftermarket front & rear "air flow" bumpers to fit on an 87+ 900 SPG, finished, or unfinished, not broken or damaged badly. Reasonable price. call, or e-mail, I am a serious buyer. I would also be interested in a whale tail, fiberglass or genuine SAAB, if priced right. Gordon Berry, West Forks ME <http://www.saabnet.com/tsn/class/classmail.php3?tag=020928gberr> (207) 663-2205

Wanted - four good condition Shelby 8 spoke (Silverspoke) Alloy Rims for pre-1988 Saab 900. Must be 15x6" with 4x114.3mm (4x4.5") lug pattern. Should have very little curb rash. Willing to pay in \$200 range for four plus shipping. Ronal made similar type wheel, tell me what you've got. Gary DeVon, Oroville WA <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021117gdevo> (509) 476-3602

B-Motor Turbo Exhaust Manifold, late 99 or '79/'80 900. Will pay fair price, give right arm, or trade wife for manifold + cash (just kidding, Celeste!). Jeff Rininger, Cayucos, CA. Jrininger@aol.com (805) 995-2503.

High Performance Parts for C900 or 9000. Suspension or drive line, at "used" prices please. Harvard Forden, New Hampton, NH. 603-279-7336

Wanted: 2 Stroke 93 95 or 96 Must be in very nice condition, able to drive home. Prefer Monte Carlo or 95, due to memories of the ones I had at Reed College in the '70s (so misguided, so long ago!). Immediate cash plus ten-year subscription to Sports Car Market magazine! Keith Martin, Portland OR <http://www.saabnet.com/tsn/class/classmail.php3?tag=021011kmart> (503) 261-0333

Wanted - Factory Service Manual/Front Grill for late model 99. Used (as if there's a new one out there!) is okay if in decent shape, with all pages intact. Prefer coverage through 1980 model year. Grill for '80 99 must be in primo shape. Andy Malkiel, Boulder CO
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021121amalk> (303) 402-0765

Wanted - One very good BBS Y-spoke rim. Part # 0251165, BBS #4778296, Size is 6 1/2J x 15 H2. Also slate gray (dark blue) floor mats for a 1995 900. John Lazar, Custer WI <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021104jlaza> (715) 592 3541

NOTE: The bold face **TSN** in the text of a classified ad indicates that a photo of the item is available at The Saab Network: <http://www.saabnet.com/tsn/classifieds>.



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