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Nines

The Saab Club Magazine




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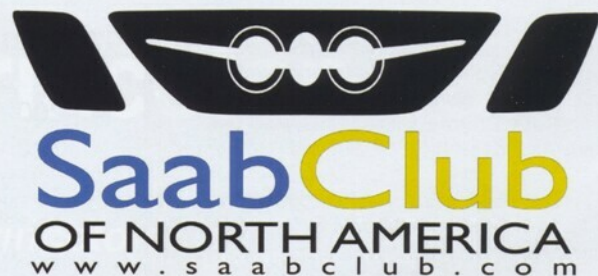
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Front Cover: 2004 9³ Convertible.

Photograph Courtesy of Saab Automobile AB.

Cover Wrap: Attendees at the 2002 Master Tech Challenge and Convention

Photograph by Stephen Goldberger



Fellow SAAB Lovers,

I sure hope by the time you read this that Spring will have Sprung at least somewhere in North America. It's been just plain cold, wet and snowy from the Mid-Atlantic up the east coast this winter. Your SCNA Board has been hard at work this winter trying to fine-tune many issues and procedures that will govern the club now and through the future. On the Good News side, every new SAAB sold or leased in the U.S., will have a card in the New Owner's Kit from SAAB USA inviting them to join SCNA and subscribe to NINES. If you meet a NEW Saab owner, congratulate them on their great new car and encourage them to join SCNA to get the most out of their new car ownership. On the not so good side, we have heard from very few of the 32 club contacts listed in NINES (11 at last count) regarding SCNA developing a local club or section rebate program based on the number of members that are in a local club and a member of the National Club. On this same subject, the Board would like to define what is an official chapter or affiliated local Saab club. Why? We want to purchase event insurance that meets the membership needs. To do that, we have to establish the definition of an affiliated Chapter or local Saab club in relationship to the National organization. For example, if a local SAAB club wants to host or sponsor an autocross event, they could fall under a National policy for event coverage and have one big thing not to worry about. We are very open to your suggestions, desires, needs and wants on this topic, so please drop us a line. On the good news side, we now have at least 35 SAAB dealerships that offer our members a discount on parts and service; please see the list posted on the club website <http://www.saabclub.com>. We hope to start sending out sponsor invitation letters to independent shops and parts stores in the very near future. These will be listed on a separate page on the club website, so check back frequently. If you don't see your favorite Saab Dealer or independent shop listed, email us their business name and full mailing address and we will send them a sponsor invitation letter.

The Road Ahead- This year's SAAB Owners Convention plans are well underway and your chairman is now accepting registrations to attend. Please visit <http://www.saabconvention.org> for all the details and get your registration and room reservations in early. Marc Fails and crew have been doing an outstanding job of putting this event together for all of us. It will truly be something to behold. Don't be left out. Other up coming events, such as Saabs at Carlisle, PA is just around the corner. You won't have more SAAB fun for less money anywhere in the U.S., details will be available on the club website as soon as plans are final.

The Road Way Ahead- The Board is still looking for formal proposals for the 2004 and 2005 National Conventions. Remember, a formal proposal should include specifications on the facility, general pricing information for lodging and food& beverage menu's. Not sure? drop us an email, and we will help you with the process. The Board will be ready to start the 3 year comprehensive club plan this spring; besides locations for the Convention we would like to list your local events (like Saabs at Carlisle) in the plan.

My own Bumpy Road- Besides being out of the country between Thanksgiving and Christmas, I did have a chance to take the 93 Aero on a road trip to Memphis and back. I needed to go to Memphis and pick-up my 96 Isuzu Trooper (even some SAAB owners need a tow vehicle). Marc Fails and I drove to Memphis through several hours of rain and a decent snow shower in the mountains of Tennessee. The drive back was just about as fun except we had 2 really nice long snow showers to drive through. We made it back in one piece with no problems (except my back ached from the seat in the Trooper). The Aero performed wonderfully, delivering 33MPG while cruising at 75mph for the whole 2,000 miles. As luck would have it, I pulled in the driveway at home from dropping Marc off at his house, and the head gasket let go. Good thing I have a tow vehicle to get it over to Maryland to Viking Automotive for repair. Now all I need is a day off. Since the drums of war seem to be banging louder than ever, don't be surprised if another Board member is using this space in NINES in the next couple of issues, I might need to make another trip to lands of NO Saabs. After spending last winter in Afghanistan, I will be happy to go any place with indoor plumbing. In the meantime, keep the shiny side up and I'll "wave to ya" from the slow lane as you go by.

Garry Grimes
President, SCNA
shelbysaab@hotmail.com

My Fleet 1983 900 Turbo (Shelby), 2001 Viggen, 1993 Aero, (Truck is hidden, can't let the neighbors see)



Hammare vs. The Blizzard. Photograph by Thor Carlson, Newton, NJ

Saabs That Don't Go Away

The Fall before last, a friend of mine got a free '84 900 4-door from an Economics professor at Marlboro College, where I attend school. This 'friend' of mine, a hard core "diesel guy" had never owned a gasser before, though he did own a diesel Peugeot once upon a time. Everything else he had ever driven was a truck, in particular an F-250 Diesel that had earned the nickname "Extinctoer." The Extinctoer was hard to start, with a fuel line leak, few operating glow plugs and a short somewhere that caused the battery to drain. When it finally did start at the hands of either Marshall (the diesel guy) or his friend Aaron, it roared, reared back and belched an enormous cloud of black smoke. Marshall particularly enjoyed doing this near the library, where the cloud would float into the second level and choke the students studying inside. It was imagined that this had to be an environmental disaster, hence "Extinctoer." Marshall was not a very nice person.

Extinctoer was the victim of an engine fire the summer before I arrived at school, thus it spent a good deal of time away from campus for one electrical problem or another. But as Marshall was identified despite that as the guy who drove the Extinctoer, I was known as the guy who drove Saabs almost exclusively. I guess that sort of thing happens at schools with only 300 students.

In August of 2001, I spent some time hanging out with Aaron, Marshall's friend. He and his girlfriend at the time were

house-sitting for an Economics professor. Aaron mentioned to me one day that the professor was giving away a brown '84 900 and I went to check it out.

The car had been sitting for a long time and the engine compartment was home to some mice... oddly it had some new-looking parts. Not a very common combination. Who fixes a car only to put it away? Apparently the professor, who normally drove substantially newer cars, had no more need for it now that

his kids all had their own cars. It sat neglected in his dirt driveway for probably a year or two. He'd owned it since new.

I was surprised and pleased that I didn't have much trouble starting it. The fuel pump relay had died. Its circuit had to be closed with a short wire until I found a suitable replacement. Driving it was a more complicated matter. Two tires were empty and seemed to have some dirt in the bead, and the clutch pedal went all the way to the floor when you pushed it. No action whatsoever. It had no valid plates so Marshall, in a fit of ration, called AAA and had it towed the five miles to his campus residence instead of trying to drive it anyway. The car became his, but it sat until I convinced Marshall to take my '89 900 (with a cracked transmission case) to use as a parts car. In payment for taking that cursed heap off my hands, I put its clutch hose on his '84 and did a half-way job of bleeding it. I put some air in the tires somehow and turned it back over to Marshall, who was now in the unique position of deferring to me on mechanical matters. It turned out, for all the smoke and tinkering, he wasn't even as good a mechanic as I, and that was hardly saying much.

Marshall neglected and abused the '84 900 for months after that, driving it despite particular electrical problems he never cared or knew how to fix. The charge light was always on. The hood was always popped so he could disconnect the battery quickly after parking it. All the shocks were totally gone and I'm not sure he ever

changed the oil. The charging problem tended to kill batteries in the cold weather and he tended to steal them from other cars on campus to keep driving, sometimes even from my cars. I don't know why I went out of my way to fix the thing for Marshall. But the stout 2.0 8v endured Marshall's thanklessness and persistent redlining for months to come.

At one point, an irate Physical Plant director towed away the partially dismantled '89 900 that was sitting in Marshall's driveway (Marshall lived in Marlboro housing, on a house down the road from the main campus). When the Plant Director towed the '89, however, he was not too certain whose car it was. He didn't notify anyone, figuring its owner would step forward before the towing and storage fees got to be too outrageous. Three months later the fees were about \$1,400 and the parts car was obviously unclaimed. Now the Plant Director decided instead to charge each of the occupants of the house a fraction of those fees, which he was paying to the towing company in advance. It was looking increasingly unlikely that anyone would step up to pay those fees on a car worth barely \$50.

School disciplinary hearings proceeded to determine whose car it was based on the testimony of some particular students. I didn't live in the same house that was being charged for the fate of the '89, the parts car, but I involved myself as much as I could. I had a feeling Marshall might try to get away with telling them it was mine. It would have been convincing too, since of course it was at one point, and nobody put it past me to own a junk Saab. On the other hand, it was rather surprising that Marshall was even being seen in one.

My story must have been convincing, because when it was all said and done he did claim it was mine and I claimed it was his. I don't know why I ever did anything for him. Anyway, the Plant Director ended up eating most of the cost since he was unable to justify paying the towing company up front for storing a junk car that was desirable to nobody and then trying to bill students for it. Marshall paid \$100 and was done with it. The '89 900 was indeed a 'cursed heap,' but Marshall's luck continued with the '84. It now had a set of wheels and tires he stole from one of my Saabs.

It even lasted him into that summer, until he tried to change the brake pads. Marshall could not figure out how to push back the front brake pistons. It sat in a lot, up on blocks next to his apartment for another few months. Eventually it disappeared, and so did Marshall. They didn't likely go together.

Today at registration, a new student showed up with a familiar brown car. She must have been confused to hear me inquire where she got such a crummy-looking car. Apparently that same '84 900 was rescued once again, because she told me she bought it at a local dealer's wholesale auction. Maybe sometime I'll tell her some of her new old car's more recent history.

John Stitler
Marlboro, VT

Saabs Know When to Behave

With the temporary tags on the 76, we drove it around for two days with no problem before heading off to inspection this afternoon. I was a little concerned about the inspection. Because the previous owner couldn't get it to pass, I had spent some time preparing the car.

Just before entering the inspection bay, I noticed that they were having the occupants run their windshield wipers and sprayers (among other things) and I realized that the one system I hadn't checked was the sprayers. When our turn came, the wipers worked fine, but no spray. I turned the wipers to the third setting to see if the sprayers would work on that setting (continuous spray). The wipers stopped abruptly and all the instruments went dead and the alternator light came on.

The inspector asked for the spray and I mumbled something about maybe a blown fuse. He then noticed that the wipers weren't "parked." I popped the hood and went to the fuse box and of course there were no blown fuses so lacking anything better I hit the box about 5 times. The last time as hard as I could without looking too obvious and the wipers sprang to life and went to the parked position and the instruments turned on and the alternator came back on line.

I gently closed the hood and hoped that they had forgotten the sprayer problem. I turned over the car for its dyno test and

waited for it to come out the other end. Two or three inspectors were following the car when it came out saying with surprise that the car was a '76 "which must be the first year for these cars." I was dying to know the outcome but didn't want to ask. Next thing I know, the inspector is putting on the decal and telling me to return in two years!!

The car did really well on the brakes compared to when the previous owner had it inspected and emissions were now way below the limits. Everything but the sprayers worked great so either they weren't required or they let it slip by.

David Hattery
Washington, DC

Another Long Time Member

Please renew my membership in the SCNA. I have been a member since approximately January, 1977, and have owned a '75 99LE, a 1983 900S, and presently drive a 1998 900S Turbo - 3 door auto, Copper Bronze.

I just want to add that everyone involved in the magazine and the SCNA is doing a terrific job. Thanks!

Marvin Goldstein
Dumont, NJ

There's Always a Critic

The nepotism which pervades the masthead of NINES is even worse than on NPR's "Car Talk".

Dr. Edward Goldberger
Maumee, Ohio

Wanting to return to the fold

In November, 1998 I had to replace my red Saab 900 4 door sedan. No used Saabs were available to me so I bought a 994 Mitsubishi Galant. While the Mitsubishi needs an expenditure of a lot less money for repairs than my Saabs did, it does have two really stupid design features:

1) To fit properly in its place under the trunk floor, the spare tire must have its valve stem pointed down. I wonder if Mitsubishi was paid off by the towing companies for this.

2) The exterior rear view mirrors are installed without any springs. When a mirror hits something, the connecting apparatus is broken. The motors controlling the mirrors are unaffected, though, so I can still aim the mirrors. I wonder whether Mitsubishi was paid off by the auto repair companies for this.


I would like to get a Saab again. I am renewing my subscription so that I won't lose my connection with the Club and magazine. I wish you all the best.

George T. Johannesen
Springfield, IL

Appreciates the New Feature

Great publication. I especially enjoyed the article from Traci Payne (November/December 2002). Too bad it still appears to be a man's world to some men.

Tom Holt
Walla Walla, WA



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This past November we were invited to cover the Master Technician Convention and Competition, held at Scottsdale, Arizona and the GM Desert Proving Grounds. The 2002 event was the 7th annual Convention and Competition. Those who attended any of the 1997 through 2000 Saab Owners' Conventions may recall the Technicians' event coinciding with the Owners' event. Scheduling the events to coincide helped with the budget for both events and enabled owners and techs to meet under circumstances more pleasant than a broken car, but the dealers strongly urged that the Technicians' event be rescheduled to late autumn. Having their best technicians away during their busy summer season was wreaking havoc in the service departments, especially so at those dealerships which had several technicians attending the event.

The Master Technician Competition is the "heavy hitting" portion, with two days of tests ranging from theoretical exercises to hands-on diagnosis and repair of "bugged cars." As suggested by the title, the competition is limited to Saab Master Technicians, meaning Techs who have successfully completed the full complement of Service School courses and have completed four years of service at a franchised dealership or authorized service point. The 12 Master Tech competitors were those receiving the top scores on a qualifying test administered earlier in the year, including the top eleven in the United States and the top scoring technician from Canada. The four technicians receiving the top marks in the competition will represent North America at the biennial International Technician Competition at Trollhättan in September, 2003.

Besides the dozen competitors, the next 63 highest scoring Technicians were invited to attend the Convention as participants. This group is open to Saab Technicians of any level, or those who have completed the introductory training sessions and are employed at a franchised dealership or authorized service point. The list of attendees is shown in the sidebar, listed in order of dealership.

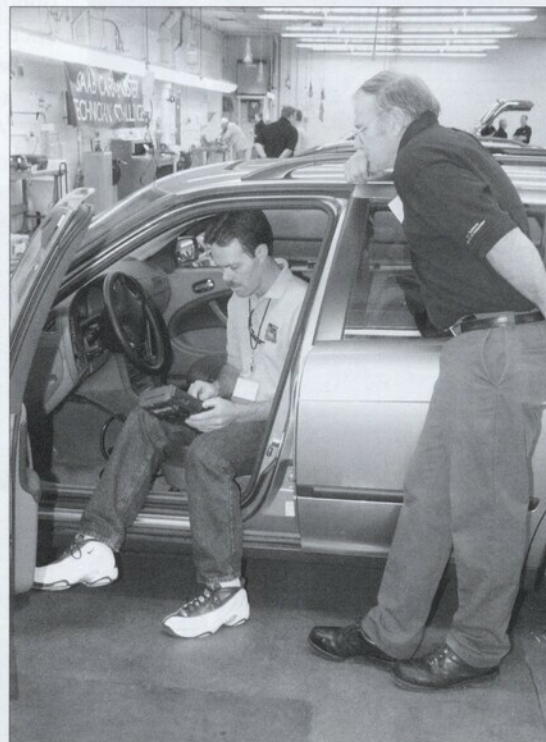
Without over-analyzing the roster, one immediately notices that some dealerships were represented by more than one technician, with Saab Nashua North, in Merrimack, NH, sending seven. We enquired about this, both of the organizers of the competition and of the competitors. To cynics who suspect a team effort on the qualifying test, we learned that the tests were individualized and crafted to prevent the possibility of team efforts. The participants revealed that the incidence of multiple attendees is a reflection of groups of techs with long experience working on Saabs and working together, freely sharing expertise when a "problem" car is in the shop. The techs themselves also credit the dealer principal for encouraging them to attend Saab training classes and to attend the Convention. Techs from one dealership with strong representation said that their dealership made a practice of purchasing "problem cars" in the fall, with the expectation that the service department would repair them over the winter, when their regular service business tapers off. With the qualifying test based on solving unusual problems, we imagine these techs have a greater than average chance of having already solved such a problem.

Another feature is the broad distribution of competitors and attendees. Representatives were from older or large dealerships in areas with a history of strong brand representation, such as Saab Nashua North, or Carter Saab, in Seattle, WA. They were also from newer dealers in areas where Saab has not traditionally had a strong presence, such as Scott Saab of Tampa Bay, FL. Finally, remember that the attendees were selected from those who competed; there are many excellent techs who did not

choose to compete.

The Master Tech Competition consisted of six problems, given over two days. The convertible problem was a non-operating top, caused by a burned fuse. Points were assigned for solving problems in a logical manner, using the available information from the Workshop Interactive System (WIS), Saab's computer based workshop manual, and the Tech II, Saab's diagnostic terminal. In the case of the convertible, the key was for the tech to notice that a "time out" code was set, indicating that a problem in the top motor's power supply was at fault.

Failure of interior lights in a 9⁵ was generated through failed ground connection in a connector. The failed ground resulted in the "DICE" (dashboard and instrument control module) prevented the Tech II from being able to communicate with the module, indicating that the flaw had taken the module "off line". An automatic transmission fault was introduced to a vehicle, requiring the technician to take a "snapshot" of operating data using



John Moss looks on while a competitor deals with a recalcitrant 9⁵.

the Tech II to diagnose the problem.

One of Saab's newest systems is stability control, or ESP. A common ground fault was introduced to generate

2002 Saab Tech Convention

false signals from a lateral accelerometer and brake pressure sensor. Techs were given a Tech II "Snapshot" for the vehicle with the fault absent and then with the fault engaged. When the fault was active, there was high lateral acceleration even when the steering wheel was straight ahead. There was a high brake fluid pressure reading even when the brake lights were off, indicating that the pedal was not pressed. Both measurements were clearly wrong. The wiring chart showed the connectors where signals from the two misbehaving sensors were common and where the fault was introduced.

To show familiarity with the



The Master Technician competitors posing by the front gate of the GM Desert Proving Grounds.

forces a ground through the data bus, which prevents the TWICE (theft warning) module from communicating with the key transponder. A third exercise involved three techs assembling a V-6 head by each putting one arm into a box which contained the necessary parts.

The fun of the Technician Convention is as important as the testing, especially to the participants. For 2002, the GM Desert Proving Ground presented an opportunity to see how prototypes are tested and for the Master Techs to drive several Saabs and Corvettes on the vehicle dynamics pad. Subsequently, the staff of the Proving Grounds gave driving



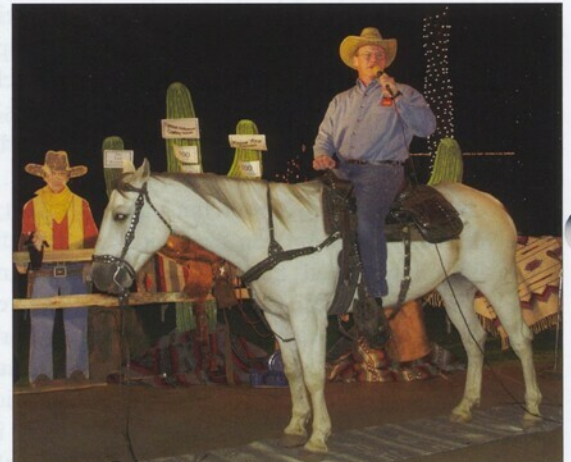
One of the competitors explains the 9³ Sport Sedan features to the instructor.

tech was asked to explain the customer programmable and Tech II programmable functions in the 2003 9³ Sport Sedan. No manuals or reference materials were available, and there had been little opportunity for extensive experience with the questions. This was a measure of the technician's propensity to keep current.

Attendees who were not competitors had an opportunity to sample the experience with three problems of their own. One was a data snapshot problem, where the snapshot was presented and a list of questions about the data was to be answered. An intermittent no-start condition was created in a 9⁵ by introducing a bad ground in the ACC (climate control) module. It turns out that the ACC, when its ground is disconnected,

car electronics, a "reverse problem" was created. Using a mockup of a Saab electrical system, built into a portable case, techs were instructed to report the range of parameters to set various error codes. This task, with the interconnected computerized modules and analog sensors, could just as well be a laboratory session for a junior or senior level electrical engineering class. Such is the level of training expected of automotive technicians today.

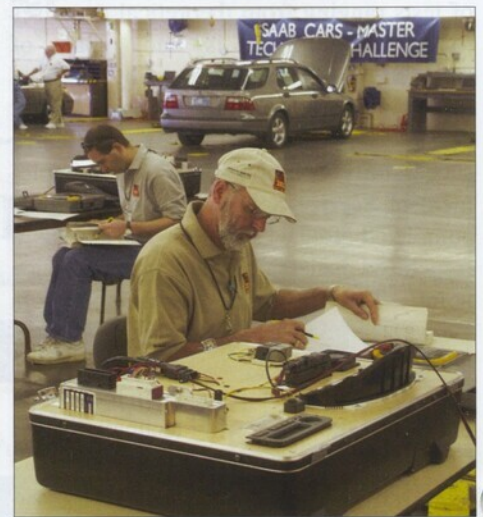
The sixth test problem was a customer interaction station where the



Randy Risley, Technical Training Manager, gets on his high horse and addresses the group.



An instructor demonstrates the portable electrical system mockup.



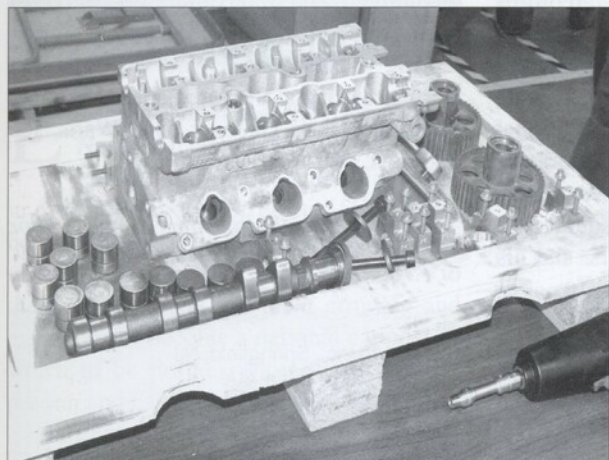
Competitors working away at the test problem.

demonstration. One high point was showing the capability of today's stability control systems. Called ESP by Saab and "StabiliTrak" by Cadillac, vehicles with and without stability control were driven into a high speed lane change, with the driver completely releasing the steering wheel at the end of the lane change. With stability control the vehicle continued on a straight line, but when it was disabled the resulting loss of control resulted in a

spin. Saab sponsors the annual Master Technician Convention and Competition for a variety of reasons which all boil down to improving the quality of service. Quality service is very important in the market category where Saab sells



Teams of convention attendees work to assemble the V-6 head, each tech using one hand in the box.



This disassembled V-6 head was placed in a box with 3 hand holes.

their cars, and quality service requires skilled and well trained technicians in the dealers' service facilities. The dealers themselves bear the primary responsibility for hiring, motivating, and retaining skilled employees, but Saab's training and motivation programs are also very important.

Recruitment, motivation, and retention of skilled technicians underlies the Convention.

The competition is demanding. Each of the competitors took great pride in their selection and in their ability in problem solving. Each participant was invited to bring a guest, courtesy of Saab, and many included their children.

The development of training curricula and the assessment of training courses is a very important component of the competition. After the first such competition, the

900 - 9000 - 9³ - 9⁵



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Teams of convention attendees work together to solve the mysterious no-start 9^s,

Saab training staff was unhappy with the methods used by many of the competitors to solve problems. People were not exploiting

the diagnostic capability of the Tech II terminal, and people were not using a logical approach to finding solutions. What grew out of that experience was the Diagnostic Strategy (DST) and Advanced Diagnostic Strategy (DSTA) courses. DST is taught through an independent work-along booklet and requires access to a Tech II and a vehicle to complete. DSTA is the follow-up course, taught using conventional classroom and laboratory techniques. To indicate the success of DST and DSTA, the Saab staff quoted a technician feedback that stated he and his

colleagues were "easily repairing cars that were previously considered unrepairable" after completing the course.

The sidebar lists the "conventioners" and competitors who attended the 2002 Master Technician Convention and Competition. The winners of the competition are Saab car owners: not only those who patronize the dealerships of the attendees but also those who benefit from the improved training courses, technician recruitment and motivation which derive from the Conventions. The four highest scoring Master Techs, who will represent North America at the International Competition, are Chris Huebner, Dan Waris, Joe Sheridan, and John Myers.

All photographs by the Author

MASTER TECHNICIAN COMPETITORS

Joe Sheridan, Jr.	Bianco Saab, Crote Madera, CA
Jeffrey Libby	Gary Blake Saab, Exeter, NH
John Myers	Kachina Saab, Scottsdale
Chris Huebner	General Sales Saab, Westchester, PA
Steve Snow	Portland Saab, Falmouth, ME
Ben Snow	Portland Saab, Falmouth, ME
Cliff Norton	Prestige Saab, Santa Rosa, CA
Jeff Giordano	Reinertsen Motors, Inc., Deniville, NJ
Ronald Morin	Saab Nashua North, Merrimack, NH
Keith Langdon	Saab of London, London, Ontario, Canada
Steve Bowcott	Saab of Sherman Oaks, Sherman Oaks, CA
Dan Waris	Saab Nashua North, Merrimack, NH
Nick Muti	Spreens Saab, Hackensack, NJ

TECHNICIAN CONVENTIONEERS

Brian Finn	Advantage Saab, Loma Linda, CA
Peter Doyle	Arroway Saab, Katonah, NY
Al Cestone	B & B Saab, Santa Clara, CA
Franco Corrado	B & B Saab, Santa Clara, CA
Drew Wedl	B & B Saab, Santa Clara, CA
Wayne Allard	Blue Grass Saab, Louisville, KY
Thomas Boehm	Brown Saab, Charlottesville, VA
Mark Borghorst	Carter Saab, Seattle, WA
Rogue Rogler	Carter Saab, Seattle, WA
Kurt Wells	Carter Saab, Seattle, WA
Chuck Barrett	Central Saab, Norwood, MA
Eric Thomas	Continental Motors, Oceanside, CA
Dave Johnston	Dana Saab, Billings, MT
John Scott	Dana Saab, Billings, MT
Roland St. Sauveur, Jr.	Dean Hill Motors, Inc., Claremont, NH
Barry Miller	Dick Milham Saab, Easton, PA
Ed Alfaro	Downtown Saab, Oakland, CA
Jason Ecenroad	Eisenhauer Saab, Wernersville, PA
Doug Strickler	Eisenhauer Saab, Wernersville, PA
Luigi Di Pasquale	Gravel SSI, Montreal, Quebec, Canada
David Lawrence	Herb Chambers Saab, Boston, MA
Tim Ames	Hyannis Saab, South Yarmouth, MA
Ian French	Hyannis Saab, South Yarmouth, MA
Ken Mayer	Hyannis Saab, South Yarmouth, MA
Chris Martin	International Motors, Falls Church, VA
Don Wollum	International Motors, Falls Church, VA
Tony Cunha	J.M.K. Saab Inc., Springfield, NJ

Diego Garcia	J.M.K. Saab Inc., Springfield, NJ
Marcus Kirksey	Jim Ellis Saab, Atlanta, GA
John Nolte	Just Saab, Fairfield, OH
Ken Stultz	Just Saab, Fairfield, OH
Chris Marlow	Mike Shaw Saab, Denver, CO
Mark Stecker	Mike Shaw Saab, Denver, CO
Jason Libby	Portland Saab, Falmouth, ME
Bill Dahlbacka	Red Noland Saab, Colorado Springs, CO
Kenneth Hull	Saab Nashua North, Merrimack, NH
James Long	Saab Nashua North, Merrimack, NH
James Maimone	Saab Nashua North, Merrimack, NH
Arty Smith	Saab Nashua North, Merrimack, NH
Travis Zanes	Saab Nashua North, Merrimack, NH
Elaine Makar	Saab of Bedford, Bedford, OH
Peter Bowker	Saab of Greenville Greenville, SC
Al Trinko	Saab of So4h C&unty, Mission Viejo
Ricky Bayne	Saab of Troy, Troy, MI
Bill Tubbs	Saab of Troy, Troy, MI
Gary Hilberer	Saab of Vero Beach, Vero Beach, FL
Christopher Jockel	Saab of Vero Beach, Vero Beach, FL
Damon Loigren	Scott Saab of Tampa Bay, Anellas Park, FL
Raymond Betty	Secor's Auto Center, Inc., New London, CT
Jeff Bucher	Smithtown Saab, St. James, NY
Brian Warden	Sports Car Centre, East Syracuse, NY
Dan Ashdown	SSI Victoria, Victoria BC, Canada
Eric Rogers	Stetson Auto Sales, Warren, ME
Tom Barber	Suttle Motor Corporation, Newport News, VA
Justin Meddock	Swedish Imports, Durham, NC
Javier Arroyo	Symes Saab Pasadena, CA
Peter Grim	The Great Britains, Willow Grove, PA
Vinny Hirst	Wigwam, Inc. North Providence, RI
Roger Crandall	Zee Saab, qrange, CT
John Lear	Zee Saab, Orange, CT
Cragi Furtak	Zee Saab, Orange, CT
Ray Smet	Zee Saab, Orange, CT
Dave Smith	Zee Saab, Orange CT

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Don Lachance	International Motors, Falls Church, VA
Tim Whalen	International Motors, Falls Church, VA
Jeff Mox	Fox Motors, Grand Rapids, MI

Ramblings and Demands



by
*Phil
Lacefield
Jr.*

Musings of the First Executive Director

Last year's rebirth of the Saab Club of North America was wrought with turmoil and difficult decisions, but in August we as a group elected four men to be our Board of Directors (BOD). We tasked these men with taking the SCNA to the next level, and to start it growing and expanding to become a national car club of which to be proud. Most of a year has passed, and I am discouraged by what I see.

Speaking strictly as a full voting member of the SCNA, I have some serious concerns that I would like to be answered. These questions affect every member and potential member of the SCNA, and it would be wise of our duly elected BOD to reply, since I'm certain I am not the only SCNA member with the same questions.

First, where are our bylaws? At the SOC02, we tasked the four elected officers to write and present them to the membership for a vote. Where are they? I have heard a rumor that a set has already been enacted by the BOD, without notice or approval by the membership body, and that the BOD has been working under them for some time. Wouldn't it be prudent to let the membership see them first, and vote on them, before they are enacted in force?

Second, why are there now nine Board members? We elected four in August 2002, and yet I'm now told that there are nine members of the BOD. When did the voting membership approve the creation of and elect five additional members,

and what are their purposes? Who authorized their installation?

Third, when are the elections to be held this year and how are they to be held? I have heard rumors that there will be no elections this year. I also heard that the predominantly East Coast-based BOD has scheduled the main business meeting at this year's SOC for Thursday morning - a time guaranteed to attract only regional interests and address only local concerns, since most of the attendees from the majority of the country won't arrive until Friday evening. This smacks of an exclusive mentality.

As for the elections, what is the process for mail-in paper ballots? Nominations? Who is our non-partisan person who will oversee the voting process? Which of the two actual BOD positions will be up for reelection this year (unless the non-existent bylaws state something different, two are voted on every year). Which ones are up for recall this year? Since no one authorized the addition of five more board members, what is their status in the election process? What effort is being made to notify the membership at large of elections, their processes, the candidates, and inclusion of every region of the country in BOD representation? Indeed, what effort at all is

being taken to make this truly a national Saab club and not just a self-serving gathering of Northeastern local and regional clubs?

Fourth, and possibly most serious, where is our national office and our Executive Director? Not one single national car club in existence in the USA is without a central location and a staff of at least one person to be the primary contact point for the organization. Who is the one person to answer email questions, lick and stuff envelopes, maintain a website, and so forth? Scattering the tasks amongst several BOD members in as many states is simply inefficient, and not very bright.

Fifth, why was the professionally designed website at www.saabclub.com dismantled? Does this new changed site really present our club in a professional, organized light?

Last, why is all information relating to the SCNA now suddenly being posted only to The Saab Network's bulletin boards? Yes, the SCNA has a fantastic working relationship with TSN, but last I checked NINES was still the official outlet of information for ALL SCNA activity. Has the BOD shunned our long-lived magazine in favor of a website where not everyone is an SCNA member, and to which not all SCNA members have access?

These questions are serious, and should be taken as such. I have asked that our elected officers answer them with great haste, and step up to be accountable, but have received no reply to my private emails. I would ask those with suggestions for improvement and anybody with the time, interest and energy consider running for an office in order to improve the club. These suggestions could be emailed or snail mailed here to NINES for public discussion and not hidden behind closed doors. If the membership cannot control the way their club is being run, then who is?

I share in the blame for the By-laws not having appeared in NINES. -Ed.

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Nothing Earned, Nothing Gained

I've been getting a lot more calls from folks recently who want a vintage car, or even something like an older 900 or 9000, but are unwilling to get involved with the responsibilities of owning an older car. They seem to want the panache, or the classic styling, but cannot grasp the age of the car factored with the car's original sticker price and cost of component parts then and now. This latter point applies more to higher spec 900s and 9000s, while the former applies a lot more to the pre-900 cars in which we specialize, and for which some bits are more and more expensive as the years roll on.

I get a really good feeling, however, when someone who starts from this point ends up accepting the responsibilities which come with the ownership of any older car, especially a vintage SAAB. I had one of these metamorphoses happen just last week. Let's call my customer "Larry" for sake of anonymity. Larry is a fellow who bought a nice clean 96V4 for his daughter to drive when she turned 16. His daughter is not mechanically inclined and is a budding musician. She has little time or desire apparently to learn, but she loves the look of the 96. Larry is a caregiver of a kind, and has a very demanding schedule. During his ownership of the car, he has trusted a local mechanic to keep it in good running order.

Enter one of these mind rending gut wrenching issues which often times plague even the hardest vintage car owner. Larry bought a new clutch about two years ago for his daughter's car right when they bought it. It lasted about 6,000 miles in 18 months. Larry called me

to tell me that his mechanic pulled the engine and found a broken pressure plate finger. I received the part back and discovered that the finger had been in contact with something else, indicating a problem not directly relevant to the part itself. In short, I sold him a new clutch kit at a significant discount as a courtesy, which was then installed and Larry's daughter back on the road.

Fast forward to two weeks ago. Larry called up again, and told me that his throwout freeplay has increased a good amount and that his daughter and he are no longer able to disengage the motor from the transaxle via the clutch. I immediately suspected a repeat performance to whatever caused the failure of the last pressure plate, but this time logic intervenes and makes this impossible. Larry then decided to get involved with the car, and takes time with a friend to pull the engine out and help me with my diagnosis by phone from 2000 miles away. Larry's problem ended up being wear on the throwout bearing fork, which he and his friend ended up rebushing and refitting. Now his clutch works as new.

While the last mystery of the broken pressure plate finger was never solved, the positive development here is that Larry is

past thinking that he had no mechanical ability to deal with this kind of situation on his own. For most people, and, indeed, often even for me, this block is a factor of one's self confidence. Larry tore into the engine bay of the 96 following the procedures outlined in the service manual he had handy. Later he commented to me how easy and straightforward this job was, contrary to his initial thoughts. Sure, you have to have a suitable hoist and a small complement of tools to perform this sort of task, combined with a work environment that is clean and temperate enough to undertake such a feat, but in the end Larry will likely be doing more of his own work instead of hiring it out. He mentioned to me as well that he is more confident in letting his daughter drive the car and will teach her to let him know when things are not "right," so that bigger problems may possibly be averted.

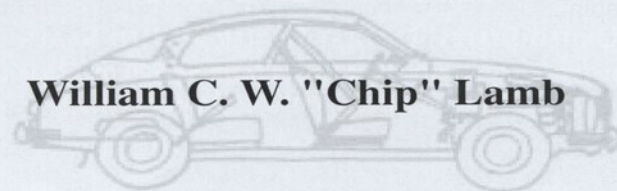
I encourage all old car hobbyists to look at the "Larry model" and examine their own psychological blocks. Saabs until quite recently have always been very straightforward and easy to work on. Furthermore, there are many qualified and able service professionals with less intellectual strength, insightfulness and deductive reasoning capabilities than yourselves who fix cars every day for a living. In order to finish projects I start, I often have to reassure myself of this tenet and others before I regain the motivation to do what needs to be done in order to enjoy both sides of the old car hobby - driving the car as well as making sure it is ready to be driven.

In the hopes that all your winter projects are progressing well!

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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William C. W. "Chip" Lamb

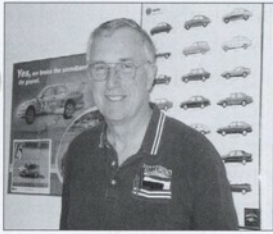
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RUST

I read John Lippis' Article in NINES #261 with great interest. I have

also followed Stephen Goldberger's explanation about oils closely. After reading all the research and evidence, I came to the conclusion that in our region we would keep on using the Mobil 10W30 oil with recommended 3,000-mile oil changes. We will continue to use Saab semi-synthetic oil at 4,000-mile oil changes and will use Mobil 1 synthetic oil with changes at 5,000 miles. The reason is in our parking lot. In our area of the "Rust Belt," rust is more costly and dangerous than theorized engine

because of body rust. When a car gets so ugly it is not worth repairing even minor problems, regardless of the mileage on the car! My '87-9000 has had rust in the roof repaired not only once, but a second time when we welded a panel in from the windshield opening to the sunroof opening. The third time we did rust repair on it was just about a year ago when we replaced the entire roof panel. Doors, wheel wells and Classic 900 hood and suspension mounts that develop holes are serious corrosion problems. We are scrapping Classic 900's because of right front suspension mount corrosion. Can all these things be repaired? Of course! But at what price? A quality, basic paint job starts at \$2000-\$3000. Rust repair could add thousands to that price.

Is the rust getting worse? It sure is, at least on the pre-galvanized cars. The '93 9000 and '94 NG900 mark the beginning of the effort by Saab to avert corrosion with galvanization. Before that, the entire job is up to the paint and other coatings.

The chemicals that are being used have changed. For highway safety, more chemicals are being used to reduce snowplow time and ice buildup.



When surface rust is this bad, there is often structural damage as well.

A New Hampshire state highway engineer is given credit for developing salt as a de-icer in 1938. By the year 2000, about 15 million tons of salt per year were being used across the nation.

In the early 1990's magnesium chloride was developed in a liquid form for highway de-icing. When sprayed on roads before a storm, magnesium chloride lowers the freezing point of water and prevents snow from sticking and ice from forming. Initially, magnesium chloride is more expensive than salt, but the benefits to the environment and reduced traffic problems made it look like a winner! Several states began using this chemical and applied it up to 48 hours before anticipated storms. This meant that some of the time we were driving on the roads sprayed with this chemical in its undiluted form. The trucking industry, whose vehicles are affected by a constant dose of chemicals, are seeing considerable damage to their vehicles in a short time span. New York seems to have a significant problem. Colorado and Montana are also dealing with negative impacts on vehicles, vegetation and electrical insulators on power poles. It seems that magnesium chloride can eat through copper wiring on semi-trucks in a matter of months if it gains access, as well as damaging stainless steel and aluminum. This chemical is also blamed for brake jacking on trucks. This is the corrosion that occurs between the brake lining



Door bottoms are especially susceptible if drains are not clear.

problems. We experience temperatures from 30 degrees in winter to over 100 degrees in summer. These temperatures are tough on all cars, but we don't have any serious engine lubrication problems with our current oil recommendations. As we get past the poor quality timing and balance shaft chains that were in the 91-95 Saabs we can say that bottom end problems are extremely rare!

Our Saabs also have to endure salt baths, both dry and liquid from October through April. I have included some pictures of Saabs that were retired mainly



The close up view shows the extent of damage.

and the brake shoe causing swelling of the lining so that it cracks and breaks. This loss of brake lining can lead to serious brake failures on heavy-duty trucks. Colorado reportedly used 6 million tons of calcium chloride in the 1999-2000 season. After several years of use, the Colorado D.O.T. has modified its chemical with some anti-corrosive agents. It is hoped that these anti-corrosive agents will work and that other states will adopt their use.

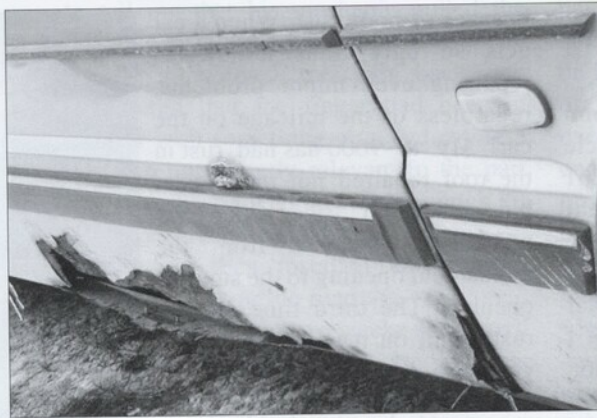
Calcium chloride is said to cause the worst corrosion. It attracts and absorbs water from the air. It creeps and wicks into cracks and crevices in the vehicle. It is the chloride ion that causes corrosion so anything that has chloride in its title is going to cause problems. The statistics that I found for the 1999-2000 winter season showed that 58% of the material used was salt, 22% calcium chloride and 8% magnesium chloride. These chlorides not only damage our cars but also the re-bars in the road and bridge structures. There are some chemicals available that could be used as de-icers that are much less corrosive but are much more expensive.

In our area, in the winter it is common for the asphalt road (normally black in color) to be solid white with chemicals. If it is dry, there are clouds of this chemical-laden dust hanging over the freeway. Of course, if there's any precipitation, the cars are drenched in this chemical brine. There is only one way to preserve your car when it is operated in this environment. WASH IT! A high-pressure wash, both over and under the car, with fresh water would be the best way to remove the most chemicals.

Let's look at car washing. There are several methods:

- 1) Water hose, bucket, car wash soap and a chamois.
- 2) Car wash with coin operated, high-pressure soap and rinse that you do yourself.
- 3) Mechanized car wash with water spray, brushes/pads that scrub the car and dry.
- 4) Mechanized pressure soap wash, rinse and forced air dry. (touchless)

Of these methods of car washing, I am most cautious of the one with brushes that scrub the car. The brushes get contaminants



This 9000 has seen better days.

on them and they consequently scratch the paint on the car. The absolute safest method is the bucket and sponge with fresh water.

Water is the second part of the wash selection. I did some research on Car Wash equipment. The manufacturers sell equipment that conserves and recycles the water. One company says that profits in a car wash are directly connected to water recycling. The more recycled water - the more profit. There is excellent equipment made to recycle the water so it can be safely used to wash cars, but it has to be working properly. What if the water is a chloride brine? If we use any of the high-pressure equipment while washing the car, we force these chemicals into everything. The pressure at the nozzle is 1000 psi or higher in professional car wash equipment. Not only do we have the natural forces working against us, but also the mechanical pressure forcing all these corrosive elements into vulnerable parts of the car. The car wash equipment manufacturer's specifications show that depending on the equipment, a mechanical car wash could use as little as 13 gallons of fresh water and as much as 107 gallons of recycled water on each car. The equipment manufacturer warns the car wash owners to use the equipment properly because of the damage caused by corrosion to the car wash equipment itself. You might look at the visible equipment at your favorite car wash, and see how corroded it is.

There is the dilemma. Where do you go to safely wash your car? Your home is good! A good car wash operation will not be any problem. A poor one that is cutting

corners by not using any recycling equipment, or poorly maintaining the equipment, could cause your car to have premature corrosion. I would love to provide you with a simple test to know how much chemical is being used in your car wash but I haven't been able to find one. You could always ask the car wash owner/manager what kind of wash and rinse water they use. Many would have a water analysis for their own information. I don't have any idea if they would share that information.

If you are the ultimate preservationist, once a year I would recommend taking the door panels, trunk panel and trunk lining out of the car and flushing the panels with water, being sure all the drains are open. This would flush out as much of the chemicals as possible. Then, when the car is dried out, the internal seams can be treated with a product like "3M Rust Fighter I" that comes in a spray can. This is a very thin product that is made to creep and penetrate into those cracks and crevices and seal them up. Inspecting any vulnerable under-car spots and coating with a rustproofing compound should also help. If it's metal it will rust but you can slow it down considerably. There are some spots like the 9000 roof that will need a professional to deal with preservation and/or cure.

What do you see first when shopping for a car? Isn't it the appearance? If it is rusty you will probably reject it immediately. Why? It is harder and more expensive to repair rust correctly than mechanical components. Interested in buying a restoration project? Do you know of anyone that doesn't try to avoid the rusty cars? Please change your oil regularly as recommended for your type of driving, but if you really are going to preserve the investment in your Saab to 150,000 miles and beyond, then think quality wash if you live in the "Rust Belt."

Note: www.heavydutytrucking.com has had several award winning articles about highway chemicals and damage to trucks.

Photographs by the author.



View from a Saab – a Woman’s Perspec- tive

Life has been interesting the past couple of months. A surprise in December announced a new baby for hubby and me. I was shocked, he was thrilled! (Isn't it usually the other way around?) Then we found out the due date is August 19th and the all too familiar talk loomed about the Owners Convention in Pennsylvania. While still in the shocked stage, I received a phone call from a familiar Saab friend asking if Chad was still going to the Convention. There were comments like "Can Chad still come out to play?" and "The baby is due before the convention so will you let him go?" "Wow," I thought, "these guys move fast and furiously!" I approached my husband on it asking if he had posted a "please help" message to Turbo! asking for reinforcement to smooth the ride for him to Hershey? He was surprised at the voice mail message but laughed at my accusation. Hilarious, it was not, amusing, maybe. Pregnant moms, at least first and third trimester moms, sometimes take things that are meant to be funny and cute as insulting and threatening. I did not take it this way, but considered it. Remember, I was still in the throws of nausea, exhaustion, and illness despite chasing after a sweet but active 2 year old and keeping up with hubby.

Hilarity was not an option. Then there was the sweet offer to come to the convention, VERY pregnant or not, and I could deliver in the back of a Saab from a Saab-owning midwife! Wow, I did chuckle about that one. Still, I think I'll pass.

What's this column to say? I'm not a controlling wife, yet I'm not always very passive at times or 50's "whatever you say". The movie *Coming to America* comes to mind with the

prearranged wife of Eddie Murphy barking like a dog. The red hair philosophy also rings true for this humble housewife. I can be fiery if needed, and stubborn at best, while being passionate is who I am. Yet I want hubby to do what he wishes. I would like him to be with me because as independent as I try to be, labor is hell. I need a companion. While he will never feel the pain or agony – having someone to even lie to you saying "you can do it" helps greatly. I'm not planning on going without any drugs mind you, but even the best of circumstances can alter what may be coherence and the following hormone flux resolved me to a blithering idiot the first time around. While I can anticipate some of the predictable blah, I do not want to totally physically embarrass myself with mom or mother-in-law as my coach during childbirth. I just might totally lose it! Plus during the birth of a child, even the harshest of men cry and weep at the miracle of life, and how often to I get to make a grown man cry? It is truly a miracle in itself. It wouldn't be

the same without the love of my life there.

But if it happens early and it works out: Hubby, go if you can. Heck take the 2 year old and have a father/son weekend! This is my valentines gift to you. I know how important this is to you.

OK, maybe this is not so much of a column as far as my opinion or view from a Saab. Here's my vast wisdom; prepare yourself; are you ready?

IF YOU ARE DRIVING AROUND WITHOUT SAAB HEATED SEATS DURING THIS PHENOMENALLY COLD WINTER IN MINNESOTA, I CAN COMPARE IT FOR YOU ONLY BY SAYING IT IS LIKE HAVING A PAIR OF CROTCHLESS SNOWPANTS!

Thank you, thank you. These are my words of wisdom. This winter I would be with no other car!

Traci is now into her second trimester and back to life.



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NINES Interviews

Dan Chasins

Dan Chasins, who joined Saab in 1992 as the Director of Marketing for Saab Cars USA, resigned as Executive VP of Future Products on February 7th. He had served in Sweden for four years as Vehicle Line Executive for the Saab 9⁵ range, was named COO of Saab Cars USA (SCUSA) in 1999, and then President and COO in 2000. On October 1, 2002, Debra Kelly-Ennis succeeded Chasins to lead SCUSA. NINES interviewed Dan at the North American International Auto Show in Detroit, and later by phone after his resignation.

Why did you change positions in October?

A number of reasons. A corporation needs to stay fresh and current. One of the realities of working for a global corporation is the regular and managed rotation of staff. GM's mode of operation is to have a 3 year rotation in regards to management positions. We've made good progress at SCUSA during my stay there, and it was time for me to move on to new challenges. And Peter Augustsson asked me to take the position of Executive Vice President of Future Products.

You resigned from that position.

The only reason for my resignation is that I would have had to move back to Sweden. Both my family and I really enjoyed the four years we spent there. From a career perspective, learning how the Saab organization operates and developing networks and friendships with the people in Sweden was a great benefit to me. From a personal standpoint, it was a great learning experience for all of us to live in a different culture and learn a new language. Now it is nine years later, and our family situation is different. I am very career motivated, but ultimately family comes first.

Now that you see the Cadillac SRX in its production form, and assuming you've seen the proposals for a Saab design that was to be built on its Sigma architecture and on the same production line, are you sorry that project for a large SUV was not approved?

I have seen the details of the proposal, and it would have been a very nice Saab. It came down to the business case, and while the proposal did show a positive result, it was not strong enough to justify the capital investment when compared to other options.

Would the proposed large SUV based on the Sigma architecture have come to market sooner than the 9^{3X}?

There were some scenarios where the Sigma SUV would have been sooner, and some where it would have come later than the 9^{3X} introduction planned for late 2004.

Some publications have presented a negative view of Saab's position today as being no better than that of a decade ago. Any comments?

Saab is in a much better shape than in 1993. Our products are much stronger as compared to our competitors. The customer experience, meaning the quality of our dealers, the training of the dealer technicians, service managers, and sales personnel, are much

better than in the past. Unlike a decade ago, the Corporation (GM) is firmly committed to enabling Saab to offer more different models, which will allow Saab to achieve a level of sustainability.

It's generally accepted that Saab will broaden its range with vehicles made somewhere other than Trollhättan. The largest fixed cost is surely associated with the factory, which vehicle production elsewhere wouldn't help. With the engineering staff reduced, Saab would in addition need to "purchase" services from GM to develop these models. How does this help Saab's financial picture?

First, it's a benefit to our dealers to expand the range of products beyond small and mid-size premium sedans and their derivatives. It makes the franchise more valuable, which gives us more leverage as we continue to upgrade our dealerships. A customer who enters the dealership shopping for one model may end up purchasing one of the traditional models, either at that time or at a time in the future.

A vehicle built in a different factory but sold by Saab makes a positive contribution to the Corporation as a whole, even if the benefit directly to Saab is small. Saab's continuing integration into General Motors means that more of our engineering is going to be done on a project basis by teams throughout the corporation, rather than by Saab employees. This holds true for our traditional, "Made in Trollhättan" product as well as new product lines. A positive business model showing a positive overall contribution is a prerequisite for any potential new product offering.

Finally, I am confident that the new product lines developed and being developed on the Epsilon architecture will require our full production capacity.

What is the likelihood that the 9^X will see production?

We're pushing that concept as hard as we can to justify building it. I'm afraid I've relinquished my priority for having the first one off the assembly line, but hopefully I've left enough good will that I will be able to acquire an early one.

With SCUSA being responsible essentially for sales, service, and spare parts in one country, the U.S., how much influence did you, as SCUSA President really have on the product decisions made in Europe?

While we don't have any direct responsibility for product design, the US market does represent roughly a third of Saab's sales and we contribute over 40% of the operating profit. This gives the head of the US arm a big voice in the decisions made by the Company. How big depends on the individual's credibility, his or her relationship with the people in Trollhättan, and the individual in charge in Sweden.

Any final thoughts you'd like to express to our readers?

I have very good feelings about the Saab brand and I wish it well. I'm very optimistic, given the new products coming and the progress made to date. It's a bright future, and I'm disappointed that I won't be able to participate in the success for which we've laid the foundation. I would like to thank all the loyal Saab owners out there for their enthusiasm and dedication to the brand; it is a passion I will always share. Be assured that I will continue to follow the development of Saab with a lot of hope and a lot of pride.

Debra Kelly-Ennis

Debra Kelly-Ennis has been President of Saab Cars USA, Inc. since October 1, 2002. Kelly-Ennis joined GM in 1999 as the brand manager for Chevrolet S-10 trucks. In 2000 she was promoted to General Manager of the Oldsmobile Division. Our first opportunity to meet with and interview Ms. Kelly-Ennis was at the 2003 North American International Auto Show.

We've seen your resume, and you are relatively new to the automotive industry. Three questions, which are really three parts of the same question come to mind. Why the automobile industry, why GM, and why Saab?

It really didn't happen in that order. First, I was recruited by John Middlebrook (General Manager, Vehicle Brand Marketing and Corporate Advertising) to Chevy Truck with the assignment of helping them to rebuild their market share on the S-10 business. We introduced new products, and working closely with our dealers, achieved that goal.

After that introduction to the automobile business, I wouldn't want to work in any other industry. There is a passion that people feel for the product, an excitement that people don't feel for any other product, except possibly their home. That passion and excitement is translated into people who produce the cars and trucks, and in the dealers who sell them.

Why Saab? I was approached by Peter Augustsson and asked if I would interview for the position of President of Saab Cars USA, Inc. I'm very proud to have been chosen to represent Saab and be a part of Peter's global team. Saab truly is a terrific product and has amazing potential for growth. Peter has some pretty strong goals to grow the brand globally, and the success of Saab in the U.S. market will have a significant impact on achieving those goals. Not only is the U.S. the single largest market, but it also has the most opportunity for growth. I would like to do everything we can to help the global company achieve its targets.

Do you have any plans to attend the Aero Academy at Road Atlanta? Do you drive a standard shift?

I think attending an Aero Academy would be a marvelous experience, not only to become more familiar with the car, but also to get to know the owners. And, yes, I can drive a standard shift transmission. In fact, when I was in Trollhättan interviewing for the job, I met Peter Bäckström. He started by showing me the Saab Museum, to give me the background of Saab, and then we went out in a 9³ to finish the interview while I drove. It was perfectly fitting that I drove a standard shift Saab through Trollhattan in the middle of my job interview.

Have you experienced any difficulty being a woman executive in what could be viewed as a male dominated industry?

I think that's an old stereotype, and I don't think it's valid, at least, not at GM. Looking at the upper management at GM, there



Debra Kelly-Ennis at the NAIAS with the Editor. Photograph by Norma Goldberger

are so many very talented women: Anne Asensio, (Executive Director of Design, Interior Design, Quality and Brand Character), Maureen Kempston Darkes (Group Vice President, President, GM Latin America, Africa and Middle East), Jill Lajdziak at Saturn, (Vice President of Sales, Service and Marketing), Elizabeth Lowery, (GM Vice President - Environment and Energy), and Lynn Myers at Pontiac-GMC (General Manager). And one of the keys of this position is not whether you're a man or a woman, but how well you can work with your dealers. I have had the chance to meet with over 100 of our dealers and I'm happy to report that we're off to a fantastic start!

There was a quote attributed to you that the first thing Saab needs is an SUV. I have to tell you that within the current owner body, the feeling is that the last thing Saab needs is to get sidetracked building SUVs.

That's not quite what was said. The first thing I did when I began with Saab was I went around the country meeting with the dealers. In my first 60 days I met 120 dealers, hearing their concerns and taking their suggestions. When I was interviewed for Automotive News, I was asked what the most important thing was on the dealers' minds. It was the dealers who said Saab needs an SUV, and I don't

blame them for saying that. SUV's are the largest and fastest growing segment of the US market. I was simply repeating what the dealers feel they need to prosper.

Saab needs to grow, and it is expected by GM to grow. To achieve this, Saab needs to enter new market segments. For example, the majority of customers who leave Saab do so for larger, SUV/cross-over vehicles. Of course, we'd like to retain these customers. And obviously, as we enter these new segments, we need to be sure we retain the essence of the brand as we broaden its appeal.

Is there anything you would like to communicate to the owners that we haven't asked?

I want to thank them for their interest and loyalty to Saab and their interest in our success. The most exciting moment I've had at Saab was when I was visiting the dealer in Troy, Michigan. It was near closing time on a Friday, and it just happened that the very first 9³ Sport Sedan sale in the United States happened at Saab of Troy. The first purchaser was a graduating college student who had her eyes set on law school and had shopped the new 9³ against Audi and BMW. I was pleased to be introduced to her and to tell her that she was the first purchaser of the new 9³. She represents the appeal of the new 9³ to a new, younger market segment. It was great because not only was she excited to be buying her first new car, but she was the first one in the U.S. to buy *this* new car!

Anthony Lo

Anthony Lo is Chief Designer, Advanced Design, at Saab Automobile AB. Advanced Design released two concept vehicles under Anthony, the 9^X and the 9^{3X}.

Could you outline the activities of Advanced Design at Saab?

Advanced Design is a small group of 25 designers. The Advance Design strategy is to investigate new types of cars and to develop them with good style. We aim to follow Saab's history of design uniqueness into segments which have not been exploited by Saab. Our focus is not only Advanced Design, but also work on production design. Since last year we have been concentrating very heavily on the production cars, but hopefully we will be able to show another concept vehicle in the next year or two. Throughout, our emphasis is to bring Scandinavian style to our products.

How do you describe Scandinavian style?

Scandinavian style evolved from the Nordic region's harsh environment and lack of resources. Products are made simply, predominately from wood and other natural materials. Yet the simplicity is done with a twist, with special functions that are not expected.

An example would be to compare furniture styles. Scandinavian furniture styling is lightweight and slim, achieving its function with a minimal use of materials and yet maintaining an attractive design. The designs from Germany and France, Continental European, are much more ornate, with a massive appearance. With Scandinavian, it's about perceived quality through design, rather than through opulence.

Another component of Scandinavian design is an honesty in materials. You will not see "fake wood" in a Saab. You will, however, see more innovative materials.

Can you talk more about innovative materials?

We are looking at concepts for waterproof materials. Convertibles represent a significant percentage of our product, and our 9^X concept vehicle features a fully open back portion. You know with such designs that at times the interior will be soaked with rain. Rubber flooring and plastic seating would be waterproof, but that wouldn't be very appealing. We are instead evaluating things like silicone treatments that can be applied to the carpets, textiles, and leather and wood, the mainstream materials that are difficult to get away from.

Many of the long time Saab owners, if they have any complaints about the 9³ Sport Sedan, complain that the style is rather bland, especially from the back.

That is what the designers were charged with creating. Since there is a limited market for cars that are "different", a product like the 9³ sedan should not have a radical design. The goal is to make it acceptable to the majority of buyers. There was a lot of dealer input into the design process. Our Asian dealers are very happy to see a conservative, mainstream sedan; people in Asia identify hatchback cars with "cheap."

Above all, our products need to make good business sense. The 9³ sedan is going to be the product that enables Saab to grow

by attracting a wider range of buyers. Other 9³ body style products will be more distinct. Although for business reasons the sedan is quite mainstream, Saab is still about not just following others. The convertible is going to be a great car, a big improvement over the current version. The factory in Trollhättan now has the capacity for 200,000 cars, and our goal is to use all that capacity.



Anthony Lo being interviewed.
Photograph by Norma Goldberger

How much of the distinctive styling of shown in the 9^{3X} will be carried into the production version?

Quite a lot. We said when we introduced the concept that it was intended to show our near-term intention.

Even the short rear overhang?

That will not be carried into production because the car will be a 4-door. While the short overhang looks very good with a coupe, when you add rear doors, it needs more overhang for visual balance. Another thing we haven't decided on is the name. On one hand we would like to reserve the "X" for our concept cars, as in "experimental." Still, we recognize that the public is already calling the car the 9^{3X}, even though it's introduction is more than a year away.

Is the design studio still located in Trollhättan?

When we outgrew the old studio, we decided to put the new facility in Göteborg. Most of the designers prefer to live and work in a larger city.

What was your background before coming to Saab?

I studied industrial design in Hong Kong. From there I went to England and studied Transportation Design at the Royal College of Art. After graduating, I worked around Europe, at Lotus and Mercedes Benz.

How do you compare working at Saab with working at Mercedes and Lotus?

Lotus is quite limited. There are the Esprit, which has been built in pretty much the same form since 1988, and the Elise. At Mercedes, the design direction is already established even before work begins on a new model. At Saab it is much more interesting. We have no clear design language, it is the overall expression that says "We are different and very distinctive."

How much do you interact with other design groups at GM?

Each of the design groups is autonomous, with its own product line and its own responsibilities. We meet regularly, though, and show each other our plans and share ideas. When another division, say Pontiac or Chevrolet, is doing a new product that we find interesting, we can get the initial design information and make a study. We are all different companies within the Corporation, with different abilities. When we share our ideas, the customer benefits from the best in the company.

Saab New Model Plans

Rumors of additional model lines for Saab have been rampant in recent weeks. A Saab version of the Cadillac SRX, a proposal which was turned down, has been suggested. At the same time, a smaller vehicle, dubbed by some as a 9¹ and by others as a 9², is said to be in the works. A story in Automotive News covering the National Automobile Dealers' Association meeting claimed that sharing GM products will put Saab into new segments. A Saab version of Subaru's Impreza WRX sport wagon, has been strongly rumored. Australian Wheels Magazine claims that Anthony Lo, Director of Advanced Design, has been in Japan working on the model.

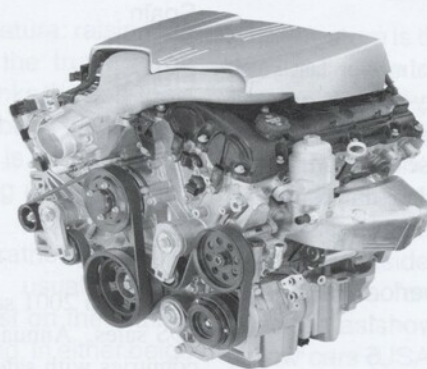
We enquired from a Saab representative as to the accuracy of the published reports. Without commenting on specific products or platforms, we were told that Saab's aspirations are to increase sales beyond the level that could be supported by the traditional product range. Some growth is predicted by offering a wider range of variants in the traditional product: a 9-3 based AWD "crossover", for example. More growth will result from products in new segments, or in the case of the smaller car, segments where Saab has been absent since the 96 was discontinued. What GM has recognized is that the Saab brand can carry more weight than two "Epsilon platform" sedan/wagon offerings, but the existing factory can't build them and the existing engineering staff is too small to design them, even prior to the recent reductions. The conclusion is to leverage GM's global facilities and product portfolio to widen the product range into markets where Saab is not currently participating. Management is looking throughout General Motors and its global partners to identify where products can be adapted to fit within Saab's product philosophy.

Specific product plans which can be released include those for the next 9-5, which will be designed on the Epsilon architecture, but will be implemented with a longer wheelbase and a wider track. Introduction of the redesigned 9-5 is planned for 2006. We take it that the GM "Premium Platform," which was to be shared among Saab, Alfa Romeo, and Cadillac models, is out of the picture at the current time.

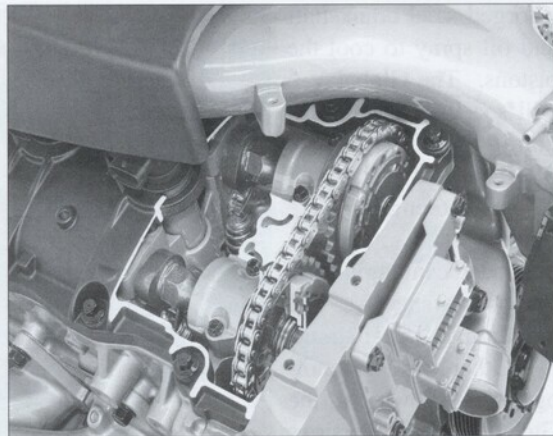
The proposal for a Saab built on the "Sigma" architecture in conjunction with the Cadillac SRX was not approved. Saab's representative stated that while no proposal is ever "completely dead" in the automobile business, there are no current plans to revive that particular option. When pressed to identify a different architecture more suitable for a large Saab crossover design, the representative asserted that products not yet on the market were being examined. Interviews printed in this issue with Debra Kelly-Ennis, President of Saab Cars USA, Inc. (SCUSA) and Dan Chasin, former President of SCUSA, indicate that additional models from non-traditional sources are a certainty. Also certain is that Saab's traditional mid-size European sedans and derivative products will continue to form the bulk of Saab's product offerings.

Nines Uncovers Details About Saab's New V-6 Engine and GM's Combined Starter/Alternator Concept

Tucked away on the mezzanine of the General Motors display at the North American International Auto Show was a row of engines, past and present. Walking past them one particularly modern looking V-6 caught my eye, especially with its description as a 3.6L Global V-6 Engine. "Global" is the catchword for the family of all aluminum in-line 4 cylinder engines, of which the Saab 9³ engine is one. There were descriptive folders by each engine, so



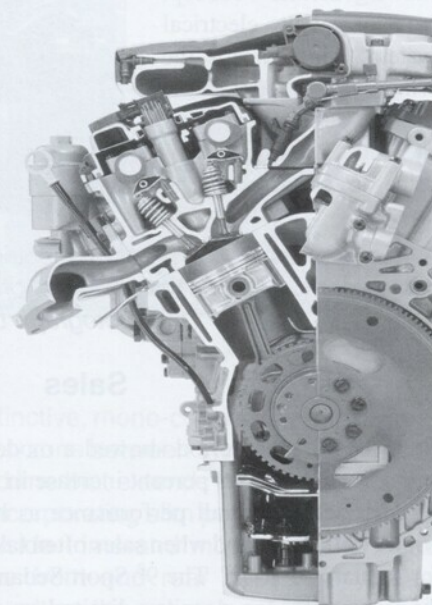
I slipped one into my bag and continued on. Reading the details revealed that the



Closeup showing the variable cam timing mechanism. *Photograph courtesy of GM.*

new engine will be available in 2.8L and 3.2L displacements as well as its initial 3.6L form. Further, the smaller capacity variants "will have spark-ignition direct injection (SIDI) capability, which improves performance and fuel efficiency. Turbocharging for these displacements is also an option." Thus, we have print confirmation of a production V-6 Saab Combustion Control engine, as was specified in the 9^{3X} concept vehicle.

The new engine is described as applicable to premium and high performance vehicles, and has standard many of

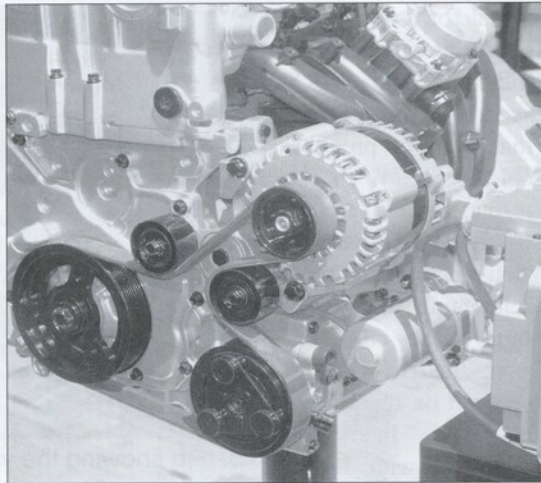


Cut away view of the Global 6 Engine. *Photograph courtesy of GM.*

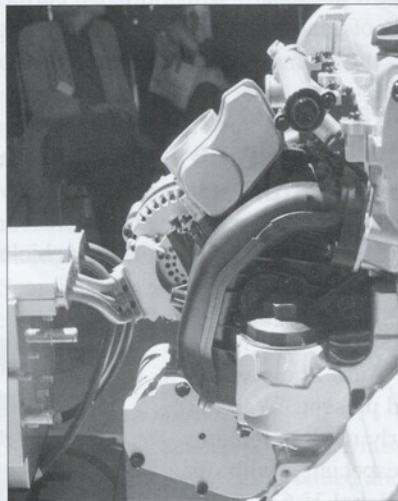
the features which distinguish the Saab version of the Global 4 engine from those used in other GM vehicles. These include

a forged steel crankshaft and oil spray to cool the pistons. The Global V-6 will see its first application in the 2004 Cadillac SRX and will replace the current V-6 engine in the Cadillac CTS. The engine has been engineered for both transverse and longitudinal installations.

Other new technology was shown on the Global 4 engine, versions of which are replacing the traditional Saab engine. A belt driven motor/generator saves much of the weight and service issues of a separate starter motor. Eliminating the mechanical "Bendix" gear drive and integrating the starter into the alternator puts engine starting at the command of the car computer, enabling the engine to be turned off at stoplights rather than kept idling. Implicit in the starter/generator concept is a 42 volt electrical system, which keeps the armature current low enough allow a 3 phase alternating current machine to function in the role.



Combination Starter/Alternator on a Global 4 engine. The cylinder below the alternator is a motor to drive the air conditioning compressor during engine shutdown. *Photograph by Stephen Goldberger*



A rear view shows the massive electrical wiring between the controller module and the combination starter/alternator.

Photograph by Stephen Goldberger

Sales

Sales for the period showed a moderate gain over last year, primarily due to a 62 percent increase in January sales. We would summarize the overall performance as holding up well over the winter holiday period when sales often take a nose dive, as they did for January of 2002. The 9³ Sport Sedan has taken its position as the volume leader, despite a limited range of model availability.

	DEC 02	JAN 03	period
coupe 93	1	0	1
viggen coupe	4	1	5
sedan 93	1	1	2
sedan 93 se	52	21	73

viggen sedan	8	1	9
convertible 93 se	364	324	688
viggen convertible	11	4	15
linear sport sedan	1223	1427	2650
total 93	1664	1779	3443

sedan 95 Linear	416	280	696
sedan 95 Arc	128	110	238
sedan 05 Aero	244	169	413
wagon 95 Linear	176	141	317
wagon 95 Arc	59	38	97
wagon 95 Aero	56	34	90
total 95	1079	772	1851

IDS	1	2	3
total (2002/3)	2743	2551	5294

last year (2001/2)	2720	1575	4295
percent increase	1	62	23

total year to date	37805	2551	
previous year	37556	1575	

We have again printed both the total sales and the per capita sales (per million of population) for 2002 in Saab's largest markets (sales over 2000). The total includes all markets. While one hates to see a sales decrease, remember that the 9³ line was shut down for a third of the year for conversion to 9³ Sport Sedan production. Additional sales of the 9⁵ in southern Europe were hampered by problems with the V-6 diesel engine which resulted in a suspension in the production of cars with that engine. With the new 9³ line running at full speed, a competitive product line, and the V-6 diesel resuming production this spring, Saab is well positioned for the coming year.

	2002 Sales	Per million	2001 Sales
USA	37727	140	37445
Sweden	25690	2854	24785
UK	13887	231	15521
Germany	6370	78	8001
Spain	3480	89	4401
Holland	3807	238	4302
France	(<2000)	69*	4057
Italy	3200	55	3150
Australia	2746	145	2889
Norway	2314	514	2763
Switzerland	2205	311	(<2000)
Total	120800		126060

*Based on 2001 sales. The totals in the above chart exclude IDS sales. Annual sales data by country were provided only for countries with sales of 2000 or above.

2004 9³ Convertible

On March 4, 2003, at the Geneva Motor Show, Saab introduced its third generation of convertible. Just less than 20 years after the first showing of the Saab 900 convertible, which went into production as a 1986 model, the new convertible will be offered for sale this autumn as a 2004 model. The new 9-3 Convertible will be built in a dedicated new production facility at Magna Steyr Fahrzeugtechnik, near Graz, Austria. We will report on the new safety and convenience features in future issues, as well as provide a NINES driving test once production models are available for the press. For now, we are pleased to print these drawings and photographs to illustrate the new model along with excerpts from Saab's press releases.

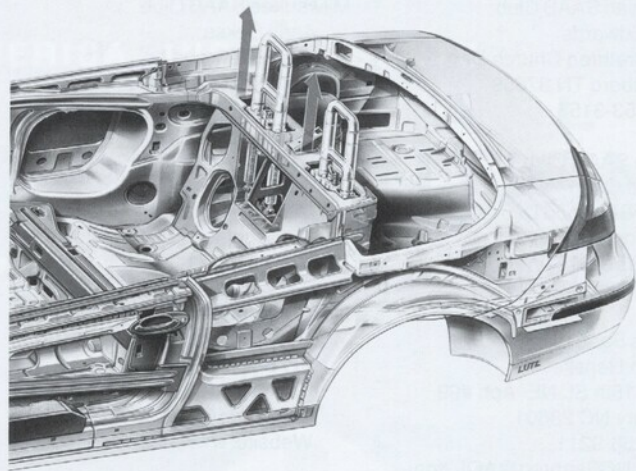
The new Convertible's soft-top and tonneau mechanism features three innovations: CargoSET automatic storage well retraction, a two-step tonneau action for quicker soft-top deployment and a light-colored interior headlining. The "one touch" soft-top operation requires no manual involvement beyond pressing a button. The roof is hydraulically-powered, with automatic self-latching to the header. A small gutter has been sewn into the side of the fabric to prevent water from dripping down onto the seats when a door is opened. The new soft-top has a much tauter and smoother appearance, achieved by the use of six, instead of five, swivelling braces (or bows) on which the fabric is mounted. The whole soft-top is tensioned by locking braces at the rear, instead of the front, which helps stretch the fabric even tighter.

The aluminum tonneau cover operates in a unique two-step cycle, being raised horizontally and then moved rearwards, parallel to the top of the trunk. Pulling the tonneau down flat, instead of hinging and latching it closed contributes towards improved reliability and better seating and sealing.

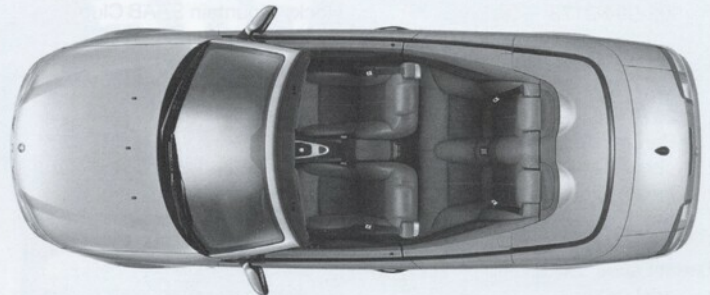


Another innovation is a more practical feature: raising the roof automatically raises the capacity of the trunk. The CargoSET (Self-Expanding Trunk) directly links the soft-top's rearmost hinge mechanism to the flexible, "accordion" storage well in the trunk. When the roof is in the raised position, the well is fully retracted, releasing useful storage space.

With the roof up, convertibles can feel rather gloomy or claustrophobic inside because of the usually black headlining. The new 9-3 Convertible is first on the market with a soft-top offering a light color inside lining, in either beige or light grey, depending on the interior color. With the roof in position, sedan-like ambience is created with a headlining that fits almost seamlessly.



Although rollovers are comparatively rare events in convertible cars, the consequences are often serious. Saab's active protection system in the new 9-3 Convertible, called DynaCage, combines pop-up rear roll bars, seat-belt pre-tensioning in all seating positions and substantial reinforcement of the A-pillars to provide an integrated protection system. The two spring-loaded rollover hoops recessed behind the rear head restraints are made from aluminum alloy for low mass, to aid quick deployment, and high strength. They are mounted inside the car's torsion box and released by a small pyrotechnic charge when the car's central sensing and diagnostic module (SDM) detects the onset of a rollover. Just as important, all four seat-belt pre-tensioners are activated at the same time to firmly locate any occupants in their seats.



A new feature is the distinctive, mono-colored Surround Trim, highlighting the transition zone between the car's exterior and interior. It is a U-shaped line that extends rearwards from the base of each A-pillar, incorporating slim panels along the top of the doors and rear side trims and most of the tonneau cover. It integrates the front and rear passenger areas, protecting and visually uniting the only top exterior surfaces that "come inside" when the top is up. The Surround Trim is finished in a "crackle", matt black paint, but can also be specified as shown in the exterior color for steel gray or lime yellow cars (USA).

Photographs and drawings courtesy of Saab Automobile AB. Captions are excerpted from Saab press releases.

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ON LINE CLUBS

The Saab Network
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post.

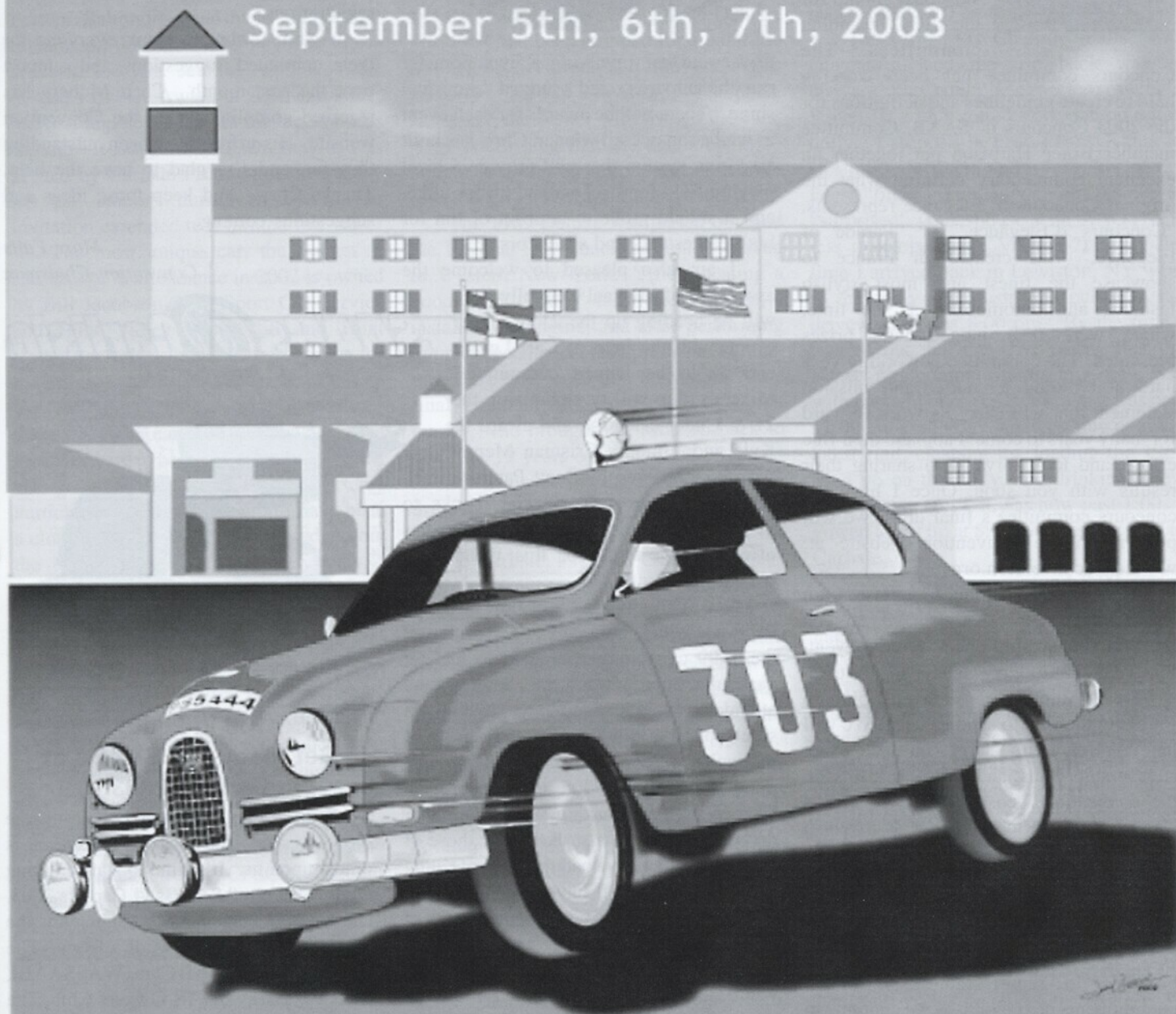
VSAAB, The Vintage Saab Mailing
List
http://www.vsaab.com

The Saab Club of North America, Inc.
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SAAB OWNERS CONVENTION

September 5th, 6th, 7th, 2003



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2003 Saab Owners' Convention Update

January was a very busy month for the SOC planning committees. The

Concours committee has been working hard to create guidelines and definitions for the 2003 Concours d' SAAB. Committee member Bruce Harbison put together an excellent commentary defining what the original Concours d' Elegance represents. "Concours d'Elegance," or "Parade of Elegance," was created in France to showcase the finest and most stylish fashions and automobiles at the time, which were then judged with prizes presented. The committee is working very hard at building a charter and mission statement that will carry its work forward for many years to come. I applaud their fine efforts and look forward to sharing their results with you soon. Once I have the concours committee's final draft, we will post it on the convention website at: www.saabconvention.org.

With January coming to a close, I am also happy to report that we have received the first sponsorship check for the event. Special thanks to Jerry Danner and his team at Mile Hi Auto Body in Denver, Colorado for being the first to send a check. We will be working with Jerry on his exact sponsorship goals, and will post a link on the convention website shortly. Thanks also go out to Rich Kushner at Swedish Motors in Marietta, Pennsylvania and Brad Schaffner at George's Imports in Kansas City, Missouri who have expressed interest in sponsoring the convention, and are reviewing the sponsorship kit. I hope to be able to report more sponsorship commitments next month as we continue to get more of the packages in the hands of potential sponsors.

Through January, Chris Moberg was able to add more information to the convention website, with more planned for February. We expect to finalize the rules for The Viking Challenge very soon, and post them to the website. Note the logo, which will represent The Viking Challenge event. This new event will be a contest of



driver and car involving a dynamometer run, the autocross, and a judged "show and shine." There will be awards for each event as well as an overall winner. Chris has built a scoring system that will provide a level playing field for strokers and turbos alike, and it should prove to be a lot of fun for both contestants and spectators.

I am also pleased to welcome the assistance of Michael Connolly, who will be heading up the 21 & Under event, with the help of Carl Levine and a "to be named committee." Mike's group will be organizing the 21 & Under category, and award the Kyle and Timothy Crisman Memorial Award, sponsored by Scott Paterson and The SAAB Network. Special thanks to Scott, Mike, Carl and everyone who has offered suggestions for this meaningful part of the event.

I've spent quite a bit of time studying the notes which Tom Nelson, chairman of the 1999 convention, supplied to me. Of particular note was the interest by attendees to join ride-along sessions in some of the vintage cars. This is of particular interest to me, having just purchased a 1960 93 restoration project. That in itself is amazing since I've never driven or ridden in a stroker. For those of us who may not have had the thrill of riding in a 2-stroke, you'll have your chance in Hershey, thanks to Bruce Turk and some of the vintage owners, as we organize some ride-along sessions for the uninitiated. If you'd like to participate, please let me know. You can email to neuswede@comcast.net or telephone at 717-215-4216.

We continue to work on the autocross event, and have had a great response from people eager to help out with the on-site work during the event. Dan Orzano is at work finalizing the tech sessions and working them around other events on the schedule. The entire event schedule will be posted on the website once we know "who,

what and when". Electronic registrations are ready, but are being held off temporarily until we have information completed on the event garments, along with pricing. Once we have all the details, and can get everything loaded on the website, we'll open the site for on-line registrations.

Again, I want to thank everyone for their continued suggestions and support over the past month. Chris Moberg has received compliments on the Convention website. His efforts have been outstanding thus far, and I'm glad to have the help. Thanks Chris. And keep those ideas and suggestions coming.

*Marc Fails
Convention Chairman*

SAABs@Carlisle



MAY 16TH - 19TH 2003

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.

Once again John Webber has come up with some terrific artwork and a limited number of T-shirts will be made available for SAABs@Carlisle 2003. This year's artwork, shown above, honors some of the truly unique cars in attendance in 2002 and

before. The 900 is non other than Jeff Proposki's, which won the Overall People's Choice Award in 2002, as well as the SPG category.

The 99 represents Dr. Bill Jenkins' 1974 99 that he and his bride purchased while on their honeymoon in Sweden. The Port of Baltimore windshield sticker still remains on the car, and is included in the artwork, too. Dr. Jenkins' 99 won the People's Choice Award in 2000 and 2001; the first and second years for the event as we know it today. In 2002, Dr. Jenkins was invited by Carlisle Productions to display his car indoors during the event; an invitation extended to a limited few cars.

The most unique car, the Sonnet 1, chassis #6, in attendance in 2002 is owned by Bill Jacobson from Sport Car Service and Hunt Valley Saab. Bill and Hunt Valley Saab also supplied several prizes for the event in 2002.

The Central Penn SAAB club salutes these fine Saab cars and their owners, and looks forward to being your hosts again this year as we again compete for the Club Participation Award. It couldn't have been a closer contest last year, as we edged out the Mid-Atlantic Fiero Club by only 1 SAAB. This year should prove to be another great contest pitting Saabs against all comers, including the MG camp who are rumored to be bringing nearly 100 cars. Of course we hope to see you there, along with our friends from WASSAAB, NJSOC, NYSOC, NESAs and the Swedish Underground clubs, for what has become the one of the largest gathering of SAABs in the Mid Atlantic Region.

To be sure your attendance counts toward the team trophy, CPSC is collecting the names and entry fees of Saab attendees. PLEASE contact me at neuswede@comcast.net or 717-215-4216.

Marc Fails

President, Central Penn Saab Club

The Last Saab at Carlisle in 2002

After reading about the Saabs at Carlisle in 2002, in the last issue of NINES, I thought that most, if not all, readers would like to know the story of my Vintage Saab (VSAAB) weekend, what was planned, what happened, and how a 1967 Mod 96 became the last Saab registered at the event.

First, a little history of the 1967 Mod 96. The Saab was discovered in the back of a parts store lot just outside of Welcome, NC. in 1994. I was taking my four-year-old son out for a drive, and I saw two Mod 96's rotting in a parking lot choked by weeds. One was a standard 1967 Mod 96, and the other was a 1969 Mod 96 Deluxe. The 1967 had been stripped for a paint job that never occurred, and the 1969 was partially burned in a field fire. I stopped, and asked the owner who owned the cars. After confirming that the Saabs could be bought, a deal was struck, and both were towed back to Winston-Salem, NC.

The 1969 Deluxe was parted out, and the 1967 sat in my backyard until I moved to Western New York. After locating a good used 1700 V-4 for the VSAAB, I installed the engine, and after performing as much mechanical restorations as I could, turned the 96 over to Charlie Melonic for a final tweaking. Charlie is a VSAAB master, who brought the Mod 96 back to life after 19 years of neglect.

After registering the 96, I had plans to drive the VSAAB to the "Saabs at Carlisle 2002" event. A few days before I made the trek to Carlisle, I wanted Charlie to check the Mod 96 out one more time. The Mod 96 made the 50-mile trip to Charlie's VSAAB haven with no problem, but on the return trip the Western New York weather went bad, and I wound up running the heater, lights, and windshield wipers at the same time for the first time in 20 years. Needless to say, Murphy's Law kicked in, and the Mod 96 quit in the left hand lane of the Northbound Grand Island Bridge. Unable to attempt repairs in a downpour, I paid \$100.00 for a 35-mile tow home. (I have AAA now).

I put the Saab in the garage, changed points, plugs, and distributor cap, and it fired right up. Since my now 11-year-old son Casimir was going to be my navigator on the 300-mile trip, I was considering towing the VSAAB behind my 1994 Chevy S-10 to the event. As luck, or fate, would have it, a FREE 1973 Sonett became available in Chagrin Falls, OH. I was the first VSAABer to contact the owner; I jumped at the offer.

The owner is a very generous VSAABer, and gave me a Saab that he could have made a few bucks off of. The only catch was that the only time that I

could pick up the Sonett III was the Friday of the Event. I figured that I would rent a tow dolly for the weekend, drive the 150 miles to Chagrin Falls, (East of Cleveland), hook up, drive back, roll the Sonett in the garage, drive the 1967 Mod 96 onto the dolly, and drive to Carlisle, sleeping in the back of the S-10 on the first night.

The trip to Chagrin Falls was uneventful, and the trip back was as uneventful as could be expected, towing a Sonett III with a rotted floor pan on a tow dolly. I stopped in Erie, Pennsylvania to call my wife Lucia and inform her of my latest "find." (Hey anyone out there ever "surprised" your spouse with ANOTHER less than operatable VSAAB?) By the time I arrived back in Lewiston, NY went to the spray and wash, and pulled in the driveway, it was 8:00 pm. By the time I figured out that the ONLY way that the Sonett was coming off the tow dolly was with the help of my engine hoist, it was past 11:00 pm, on Friday. After going over my latest find, cleaning up, loading the 1967 Mod 96 on the dolly, and drinking a few "adult beverages", it was now past 1:00. I vowed to get up at 5:00 to get on the road to Carlisle.

After waking up around 8:00 am on Saturday, I knew that we were going to be late. The Moment of Truth. Should I blow off the Saabs at Carlisle 2002 event, and start stripping the 1974 Sonett, or attempt the trip? Thankfully, the Mod 96 was pre-loaded on the dolly, or I would have stayed home. Jumped in the S-10, told my son to stay awake, and began the journey.

After driving through a snow squall, being held up by slow Canadians driving Lexus' at the New York/Penn state line, and the absolute horrendous directions given by Mapquest, we finally arrived at Carlisle at 4:00 pm on Saturday. By this time my son and I were both tired, but just happy to be there. After registration, we pulled into the parking area, and unloaded the Mod 96. After a few tense moments with the Solex 34 ICH carb, the VSAAB fired up, and we drove onto the show field.

One of the first VSAABers to welcome us was Tom Cook. He seemed happy to see another Mod 96 on the field. A small group of Saab enthusiasts gathered around my humble 96. My VSAAB is a solid, well running car that is about 95% complete. The Saab is basically unrestored, the seats

are ripped, the paint is a mess, the wheels aren't original, the bumpers are from a 1969, but it runs fine, and passes New York State inspection. It's my VSAAB, a work in progress, fun to drive, and my contribution to the VSAAB community. This VSAAB was the "one last car" that gave Saab the trophy. If some European import car collector snubs his nose at my VSAAB, I could care less. Chances are he didn't find his car in a field, save it, and bring it back to life.

I'm still learning about VSAABs, and if the car were ever complete, I would probably sell it, and start all over again. For Saabs at Carlisle 2003, I would say that if you have a Mod 92, 93, 95, 96, 97, 99, 900, 9000, or any of the new generation Saabs, bring it out. Who cares what it looks like, if you can drive it, show it. If someone were to ever question why your Saab was at Carlisle, chances are he has more money than brains. Every VSAAB or Saab has a story to tell, and everyone has a reason for attending. As hectic as this weekend was, I'm glad I showed up. If nothing else, my son will never forget this weekend. See you at Saabs at Carlisle 2003.

Kent Krul

Summer Events

Northeast Saab Owners have a tradition of meeting during the summer whenever the Saab Owners' Convention is not in New England. This has proven to be so popular that a meeting has been called for this summer, even though the 2003 Saab Owners' Convention is being held in New England.

On Sunday, July 13, the gathering will be held at the residence of Ed, Cameron, and Riley Lorenz in Oneonta, New York. Details will be printed in the next issue of NINES, but for now, those interested in attending should mark the date on their calendars.

Another annual event, held during July is the Pittsburgh Vintage Grand Prix. For 2003 the event will be held July 12-20, 2003. Considered the premier Vintage Grand Prix event in the United States, the Grand Prix Race takes place in Schenley Park. Again, details will be printed in the next issue of NINES.

Automatic Transmission Fluid

In the GM Powertrain website, EXXON T4 ATF is listed as the lubricant for the Aisin AF 23 and AF 33 5-speed automatic transmissions. We had heard that these transmissions feature a torque converter clutch slip mode, and that the fluid must have very specific properties. We sent an e-mail to Exxon for information and received the following:

Exxon T4 ATF is a proprietary high performance ATF jointly developed by ExxonMobil, Infineum (a joint venture between ExxonMobil and Shell to produce fuel, lubricant and specialty additives), and Toyota for use in Aisin transmissions. It is designed to provide excellent transmission performance and has been especially designed to provide superior frictional performance for use in transmissions that have controlled slip torque converter clutches which provide improved fuel economy. It also provides excellent anti-shudder performance.

Owners of Saabs with 5-speed automatic transmissions should avoid using any fluid other than T4. Saab dealers have access to the appropriate fluid through their spare parts network, but those who have their cars serviced at independent facilities, especially facilities that are not Saab specialists, should make certain that the correct fluid is used.

Stephen Goldberger
Editor and Publisher

More About Motor Oil

The group of technical articles on motor oil in the last issue of NINES generated considerable response. What follows is an email discussion that took place over several days between Gerard Muller and the Editor.

You are obviously a brave man for you have ventured into a field which has humbled any number of other brave souls. Before I launch into my comments let me establish my credentials. I'm a mechanical engineer who worked for many, many years for a major oil company and was intimately involved in a wide range of rotating and reciprocating engines. Along the way I had many opportunities to discuss lubrication issues with the specialists in the field. Now that you are undoubtedly suitably impressed let me say at the outset

that John Lippis, as nice and sincere a man as he undoubtedly is, is as qualified to venture opinions on motor oils as the stockbroker who advised me to buy Nortel at its peak. I didn't follow the broker's advice and others shouldn't take Mr. Lippis' views too seriously either.

Mr. Lippis may not understand how multi-viscosity oils function. I state this because he says, "In winter we (meaning Swedish Motor Service in Spokane) mix 10/30 and 15/50 for the proper viscosity." I would ask Mr. Lippis, "How do you know what is the proper mix?" How does he test to assure that or does he just go out on a cold clear day into the forest, and after a short benediction to the spirits of the North, makes various mixtures until by some mystical process determines when it's just right! I sure hope he doesn't taste it to determine if it's right.

I disagree with his views that SAE 10W multi-grade oil will not cushion the shock loads of the bearing adequately or that the bearings will be hammered and lose their proper fit. Connecting rod bearings do not sustain shock loads in normal service, nor are they hammered. The fuel-air mixture in cylinders burns very rapidly but does not explode to produce the shock loads or hammering that Mr. Lippis is so concerned about. Those phenomena only occur when you get things like pre-ignition (knock) during abnormal engine operation. Even then, the knock sensors change operating conditions to get the engine out of knock in a fraction of a second. The kind of heavy detonation that can cause the kind of destructive hammering that Mr. Lippis refers to occurs under such severe engine operation that only the most abusive of drivers will experience. And those people should be made to repeatedly pay for engine overhauls until they mend their ways.

Now a few words about ACEA and API standards. ACEA standards have been developed to respond to the unique driving conditions in Europe. There, it is not uncommon for people to cruise on their Autoroutes, Autostradas, and Autobahns at speeds of 100 mph and more for extended periods. This results in engines operating continuously at very high temperatures and producing all sorts of sludge and other ugly stuff in the oil that severely shortens engine life. API standard oils did not have the mix

of constituents to deal adequately with this operating condition so the Europeans established their own standards to deal with it. On the home front, though, SAE standards are quite good for our driving conditions since, here, we're lucky to be able to cruise at 75-80 MPH for any period of time, usually it's less. Our problems here have more to do with stop and go driving which requires special oil additives to deal with which, it turns out, are not necessarily compatible with the needs of oils when operating in high speed engines at high continuous speeds. The only people who fully benefit from ACEA standards here are those living in parts of the Southwest and Midwest during the hot months. However, ACEA standard oils are probably better than solely API standard oils for their added capability to deal with a wider range of driving conditions.

But now as to the real purpose of my message. In your reply to Mr. Lippis, you pointed out that you found only two 5W-30 viscosity oils which meet ACEA A3/B3 specifications, and they are not the labeled oils available in the USA. Then you went on to say, "This, unfortunately, excludes the oil sold under the SAAB label in the USA." When I read that I almost fainted! I had been using the semi-synthetic 5W-30 supplied by SAAB on my 2001 Aero and 1998 convertible, confident that SAAB would assure that the semi-synthetic would be consistent and maintained at their usually high standards. I asked myself, Could this be? Has SAAB, my trusted and only supplier of cars to transport me and my loved ones since 1964, finally come under the spell of their evil new master and compromised their standards? When I regained my composure I rushed to my garage, opened the latest case of SAAB 5W-30 semi-synthetic Turbo oil, yes, I still change my own oil, and with trembling hands looked for the specification labels. I first spotted the API SJ, CF, but that offered no comfort, and then there it was! Right next to it, in a font size designed to test the strongest bifocals, was the designation ACEA A3-96/B3-96. Re-trieved! The SAAB oil had the necessary ACEA specs after all. My faith restored, I went back to NINES and stared at the new convertible until my composure was fully restored.

We did ask John about his mixing of oils. Apparently he received assurances from a Mobil representative that Mobil 1 motor oils may be safely mixed together. This is an exception to the rule that mixing different oils, even from the same manufacturer, should be avoided. They mix in the least amount of 10W30 necessary to achieve the desired ease of starting in Spokane's winter weather.

The ACEA test sequences are similar to the API tests. What is not similar is the choice of engines used during the test: European car engines rather than US domestic products. Only synthetic blends and full synthetic oils seem to meet ACEA requirements, while conventional petroleum products are able to meet the most recent API standards. This tells me that the ACEA tests, while similar, are either more severe in their test procedures or are more stringent in their requirements.

As for your bottle of Saab "Turbo Oil" meeting ACEA A3/B3, the one in my garage (part of the label of which is printed on my editorial page) reads A1/B1. I would have expected Saab labeled oil to meet the specifications in the Owner's Manual, as does the oil the factory uses, and as does yours. One of us has a more current version of oil - hopefully it is yours.

I also questioned John about his damage assertions. Bottom line is he insists that when he takes the engines which have used oils like 10W30 or 5W30 petroleum apart, he finds bearing damage. Hence his recommendation to use heavy oil. While I don't agree entirely with his final recommendation, I think I have to reconcile with his experience which is based on real live broken parts. -Ed.

As I expected there's more to this motor oil stuff than I thought; there always is. First, the 5W-30 Saab Turbo Oil that I had was in fact A3/B3, but as you suspected, the newer carton of 5W-30 Turbo Oil that I just opened is only to the ACEA A1/B1 standard! The older 5W-30 container looks the same as the newer one, except that the older one (A3/B3) is labeled Semi-Synthetic while the newer one (A1/B1) is labeled Synthetic Blend. I'll be returning the new carton of Turbo Oil because my 2001 Aero calls for A3/B3 oil. Our 1998 900SE Convertible could use

the 5W-30, but I have to think some more about that. I'll be buying the 0W-40 Mobil 1 for the Aero which will satisfy its oil spec requirements per the manual.

I checked the Mobil 1 web site and found their description of their various blends informative. They summarized each multi-viscosity as applicable for the following applications:

- 10W-30 Higher Mileage Vehicle Formula (A1/B1 & A5/B5)
- 5W-30 Newer Vehicle Formula (A1/B1 & A5/B5)
- 15W-50 Performance Driving Formula (A3/B3)
- 0W-30 Enhanced Fuel Economy Formula (A1/B1 & A5/B5)
- 0W-40 European Car Formula (A3/B3)

These designations are intriguing because they reflect what markets they are really intended for. Until a few years ago 10W30 was a good choice for Turbo engines. I previously used Pennzoil's Turbo Oil version of 10W-30 which had fewer deposit causing additives. I only started buying 5W30 when it was explained in various articles that it was now an acceptable alternative to 10W30 because it was a semi-synthetic. That was also what SAAB said. Since then the issue of what constitutes a semi-synthetic has become quite gray. Apparently any amount of synthetic in motor oil allows it to be called semi-synthetic. This is not a confidence building measure.

It's also interesting that Mobil designates 0W-40 as a European Car Formula. That seems to support the notion that I discussed in my last message that European cars need a unique motor oil blend to deal with driving conditions there. Since only a small fraction of people drive here as they do in Europe, a fraction that is kept low by our road constabulary, I doubt if A3/B3 is really necessary here, but pure logic has never driven SAAB owners. So, I too will be using 0W-40 Mobil 1 in my Aero in the event that I suddenly find myself challenged by a BMW M3 on an open road momentarily free of oversight by the authorities.

Now as to older Turbo Saabs, you said that they should use any synthetic as long as it meets A3 or A3/B3. That means that as far as Mobil 1 is concerned that limits

the oil choice to 0W40 or 15W50. Clearly the 15W/50 is wrong for general use since it is intended mostly for racing or operating in very hot environments. The 0W40 may be OK, Mobil suggest that it is, but isn't that a bit of an overkill? It seems to me that if a car was formerly using, say, 10W30 non-synthetic or a 5W30 semi-synthetic, going to a full synthetic of the same multi-viscosity grade should give more than adequate protection for the driving conditions that the vast majority of SAAB owners experience.

There's another wrinkle too, I looked into Pennzoil's, Castrol's and Shell's web sites, and of those I believe only Castrol mentioned compliance with ACEA standards. The others stayed with API standards, which suggests that API standards are what is appropriate for cars here while ACEA is most appropriate for European cars.

Now didn't I say you have to be a brave man to enter the world of motor oils?

I believe that the distinction between "semi synthetic" and "synthetic blend" is that the latter term, being a semantically more correct description, has been adopted across the industry. There has apparently been a change in the formulation of Saab's synthetic blend as well, judging from the change in rating on the label.

Many oils sold in the US meet ACEA specifications. Shell's "Helix Ultra" synthetic oil, factory fill in Ferrari automobiles, is ACEA A3/B3, although the "Formula Shell" synthetic and synthetic blend oils are not ACEA rated. Valvoline synthetic and synthetic blend motor oils are ACEA rated, as are Castrol full synthetic oils. The answer to the question of whether a "synthetic blend" is any better than conventional oil, in the absence of industry standards as to what may be called a synthetic blend, lies in the ACEA rating, if any. So far as I know, there are no conventional oils which meet the requirements of any of the ACEA grades, let alone the more stringent A3/B3 or A5/B5. The appearance of an ACEA rating on a package of synthetic blend oil is a good indication that the oil quality is sufficiently improved over conventional oil to warrant a higher price. - Ed.

Having started this unexpected journey into the wonders of Mobil 1, I wanted to share with you what I've learned and done:

While I agreed that 0W-40 Mobil 1, with its A3/B3 rating, was clearly indicated for my 2001 Aero, as it is for later models, I had some reservations about using it on my 1998 SE Convertible which only requires 5W30 or 10W30. My concern was that, like all non-synthetic wider range multi-viscosity oils, the additive package used to achieve that performance may have resulted in some undesirable and unnecessary side effects, as was the case in former years with very broad multi-viscosity oils, particularly for turbo engines. However Mobil says that 0W40 can be used instead of 5W30. In fact, they say 0W40 can be used to cover any combination of viscosity requirements between the 0 and 40 limits.

I spoke to a Mobil tech rep who confirmed that 0W40 could in fact replace all the other ranges they offer for Mobil 1, except for 15W50, of course. They said they keep the ranges more for marketing reasons than technical ones. Having learned that 0W40 can be used instead of 5W30 in my Convertible, my lingering doubts were assuaged when I realized that since that it has about 40k miles on it, the engine could benefit from a heavier oil having now increased all of its running clearances.

Thus, by a roundabout path and with slightly different reasoning I have arrived at the same conclusion as you have regarding the use of 0W-40 Mobil 1. Since we are now in total agreement on this subject this constitutes absolute proof of its correctness in my world. Now all that is left is to continue this crusade, an activity that you appear eminently qualified for.

Gerard Muller
Morristown, NJ

Just to be careful and avoid misunderstanding, our specific endorsement of Mobil 1 0W-40 oil is for owners of Saab vehicles with engine oil monitoring calibrated for oil meeting GM-LL-A-025. This is currently used only in the 9³ Sport Sedan. For other turbocharged Saabs, our recommendation is for the owner's choice of synthetic oil meeting ACEA A3 or A3/B3 specifications - that is, oil meeting Saab's most recent grade recommendation. Mobil 1 0W40 meets these requirements, as do a number of other motor oils. It is also widely available and meets the requirements for ILSAC GF-3 (fuel saving). -Ed.

Model 9000 Serpentine Belt

Anita called me at work yesterday. She said that when she was leaving the office to go to lunch, the '93 9000 CSET made some ugly noises after starting up, and then proceeded to emit a less-than-delightful aroma of burning rubber.

Hmm, I thought, must be those German plastic belt pulleys crapping out (after only 76k miles). Anyway, she was now back at her office after lunch, and was worried about getting stranded on the way home. I couldn't get to her office after work in a timely manner (to avoid the worst traffic), so she drove home anyway, again seemingly without incident.

After I got home, I called IPS. It was 5:45pm central time. This morning at around 9:30am, a package appeared on my doorstep with the two pulleys. That's what I call awesome service!

Another personal-best was set: It took me 30 minutes to replace the pulleys and belt, including getting the tools out, jacking the car up, removing the wheel and splash shield, putting everything back together, and putting the tools away. The belt I used was a Made-In-Canada Kelly-Springfield (Division of Goodyear Rubber Co.) belt from AutoZone (under \$15), in-stock, part number 1005K6 (100.5 inches long, 6 ribs). SAAB says the belt should be 2553mm (100.35") long.

Wondering why I didn't drop forty bucks on the Continental belt? Well, it turns out that the one-year-old Kelly belt that was in the car survived the following:

1. Fixed idler pulley bearing seizure.
2. Melting/disintegration/disappearance of all of the plastic that originally constituted this pulley.
3. 30 minutes of running on the steel outer race of the seized pulley bearing.

During all of this, the belt did not get derailed, and none of the belt-driven auxiliary components got turned slower or less-consistently than normal. I've got a BIG thumbs-up for this Kelly-Springfield belt, and the Canadians who make it!

David Prantl
Alpharetta, GA



**What's
in
a
VIN???**

The VIN, or Vehicle Identification Number, is a unique number assigned to each Saab that is manufactured. Back in the early days, this was simply the serial number of the car manufactured. 00101 came before 00102, which came before 00103, etc. This was all fine and well for a single car model on a single manufacturing line, but over the years, things got more complicated.

By the time the Saab 99 came on the scene, the VIN had taken on a structure which told one something about the car. With 4 models (95, 96, Sonett & 99) and 4 assembly lines (two in Trollhättan, one each in Arlöf, Sweden and Uusikaupunki, Finland), a simple serial number would no longer do.

From 1969 to 1971 99 VINs were simple extensions of the earlier systems. In 69, the VINs were 99001001 to 99014259. The first two digits – 99 – meant it was a Saab 99 model, and the remaining six digits were the serial number of the particular car. Why did they start with 1001 and not 0001? Most likely, cars below 1001 were prototypes, test cars, and the like, and it's easier to figure out how many you made if you start with a simple number like 1001.

In 1970, things got stickier. 99s made in Trollhättan carried the serial numbers 99020001-99043053. Note the beginning serial number of 20,001. Saab started making 99s in Finland that year, and those cars carried the serial numbers: 90600001-90601640! The '6' as the third digit would let the shop know the car was made in Finland. The second '9' was dropped as an early way to indicate simply the model year. In this case, '0' for 1970. VINs for 1971 continued in much the same way, with 99050001-99075331 for cars made in Trollhättan, and 91600001-91606152 (note the '1' for 1971) for cars made in Finland. In 1972, Saab realized this was an untenable situation. This, coupled with likely regulatory pressure to make a VIN that was easily decoded, resulted in the 1972 to 1980 VIN codes, i.e. 9972200001.

VINs don't get a lot simpler than this. The first two digits indicate the model, 99 in this case. For 900s this was shortened to 90. The second two digits are the last two digits of the model year; 72, 73, etc. The fifth digit is the assembly line code. 1 and 2 are for the two lines in the Trollhättan plant, 3 is for the 99 line in Arlöf, Sweden, 5 for the Sonett line in Arlöf, 6 for Uusikaupunki, Finland, and 7 for Malines Belgium (99s only). The last six digits are the serial number of the particular car from that assembly line. Saab was hoping for big things then as they left 6 digits for the serial number! With a little practice, you'll be able to tell that 99777002001 was a 1977 99 made in Belgium, and 90802014568 was a 1980 900 made in Trollhättan.

In 1981 worldwide standardization arrived. 1981 was the first model year for the new, international, 17-digit VIN code. Developed to provide a standard set of guidelines for all manufacturers to follow, it provides a truly unique VIN for each vehicle. In actual fact, there are a couple different 'standards', depending on the destination market for the particular vehicle. However, since most manufacturers – including Saab – sell their cars in the USA, they follow the USA market specification.

A sample Saab VIN might look like this: YS3AD75L6M1000012. The breakdown goes like this:

YS3 – This is the international manufacturer designation for Saab (place 1-3).

A – This digit indicates the chassis or car line (place 4)

D75L – These characters tell you something about the car. This varied by model year (place 5-8).

6 – A check digit. This digit, calculated from the other digits validates the VIN (place 9)

M – Model year code (Place 10).

1 – Plant or assembly line code (Place 11)

000012 – Serial number (Places 12-17).

Don't worry, it's not that hard. Saab is blessed with few options, models & bodystyles, so it's not like decoding a Chevy VIN. Place by place, here is a chart of the common sections. For these, there is no difference in the meaning of the place in the VIN.

Places 1-3: International manufacturer designation. There are many potential codes here, but since we're only talking about Saab, I won't go into the full breakdown. 99% of all Saabs you will see carry the 'YS3' characters here. For 1981 through 1983 cars, it is possible to see 'YK1' in these places. 'YK1' designates cars made in Finland. For 1984 and later, only 'YS3' is used.

Place 4: Chassis or Car Line. For our purpose it is simple. 'A' designates all 900s, and 'B' designates the Saab 99 or 90. For those interested, 'C' is 9000s, 'D' is New Generation 900s and 9³, 'E' is the 9⁵, and F is the 9³ Sport Sedan.

Place 9: The check digit. There is a formula used to verify the VIN. The result of this formula gives the check digit. This helps prevent fraud. In this place, you will find either a number from 0 to 9, or the letter 'X'.

Place 10: Model Year Code. Each model year gets its own code. Letters and numbers are used, with I, O, Q, U, Z and 0 omitted to reduce confusion. See the chart below:

B	1981	M	1991	1	2001
C	1982	N	1992	2	2002
D	1983	P	1993	3	2003
E	1984	R	1994	4	2004
F	1985	S	1995	5	2005
G	1986	T	1996	6	2006
H	1987	V	1997	7	2007
J	1988	W	1998	8	2008
K	1989	X	1999	9	2009
L	1990	Y	2000	A	2010

From 2011, the designators pick up from 'B' and go through the same 30-year cycle. I suppose, in theory, one could have two identical VINs 30 years apart, but that is pretty unlikely.

Place 11: The plant and production line designator. Each plant, and sometimes each line in a plant, has its own designation.

- 1 Trollhättan, Sweden, line 1
- 2 Trollhättan, Sweden, line 2
- 3 Arlöf, Sweden (1981-1986)
- 5 Malmö, Sweden (1990 & 1991)
- 6 Uusikaupunki, Finland Saab 99/90 (to 1987)
- 7 Uusikaupunki, Finland, Saab 900

Places 12 to 17: Serial number. Beginning with 000001, and stopping at the last car produced on that line in that year. On rare occasions, Saab has 'pulled' a set of VINs for specific cars out of regular circulation.

The rest of the story

I kept places 5 to 8 out because these change year to year. I will go through them based on the model year of the car in question.

1981-1983

Place 5: 'Trim Level'

G 'GL' model, or 'Base' 900 in North America

E 'GLE' model (not applicable in North America)

S 'EMS' or 'S' in North America 3 door

T 900 Turbo

W 900 S 4 door

Place 6: 'Body Type'

2 2 door sedan (2SN) - 99 only at this point

3 3 door hatchback or Combi-Coupe (3CK)

4 4 door sedan (4SN)

5 5 door hatchback (5CK)

Place 7: 'Engine'

6 Single Carb motor

7 Twin Carb motor

8 Fuel Injected motor

9 Turbocharged, fuel injected motor

Place 8: 'Safety Equipment'

A Airbag (a little before their time, I think)

P Passive Seat Belts (ditto)

S Active Seat Belts

1984-1985

Place 5: 'Series' (model within a car line)

L Low trim *

M Medium trim or 'Base' 900 (N.Am.)

H High Trim or 900 S

T Turbo trim

E Extra High trim *

*- n/a North America

Positions 6, 7 & 8 were pretty

standardized from here on, and will only be mentioned once.

Place 6: 'Body Type'

2 2 door sedan (2SN)

3 3 door hatchback or Combi-Coupe (3CK)

4 4 door sedan (4SN)

10 5 door hatchback (5CK)

11 4 door sedan, extended length (CD-made in Finland up to about 86)

12 2-door Convertible 1986- (CV)

Place 7: 'Transmission Type'

4 4-speed Manual

5 5-speed Manual

6 3-speed Automatic

Place 8: 'Engine Type'

C Single Carb

T Twin Carb

J Fuel Injection 8 valve non-turbo

D Fuel Injected 16 Valve non-turbo

S Turbocharged with Fuel Injection

L Turbocharged with Intercooler

1986

Position 5: 'Series'

There is some conflicting data in the Saab sources I consulted about this digit for this year. Several sources merely say 'A-Z For internal use only'. However, I have found the following for the USA:

B Base model

C 'S' model

D Turbo model

For other markets, use the same as for 1985 & 1985

1987-1994

Position 5: 'Model Series and Restraint System'

The same note from 1986 applies here. The following should be good for USA models:

R Base model Active restraint (i.e. regular seatbelt)

S 'S' model Active restraint

T Turbo model Active restraint

K 'S' model passive restraint (i.e. motorized seatbelt or airbag)

L Turbo model passive restraint (i.e. motorized seatbelt or airbag)

Since most of my data is particular to the USA market, I can't guarantee much in the way of applicability to non-USA markets. Particularly the position 5 for 86 & later. There may well be other codes used in Europe, the Middle East & Far East that are

perfectly valid, but unknown in the US market sources.

Glass and other date codes

Someone was poring over my 1980 99 this fall, trying to figure out the model year by looking at the date codes on the window glass. I wondered why they didn't just look at the VIN, as they were coming up with the wrong conclusion based on the glass date codes.

Date codes are placed on parts at the time of their manufacture. They do not necessarily correspond to the model year of the vehicle they are on. In my case, all the original glass has a date sometime in '79', which is appropriate, especially since the car was built in December of 1979 (the doors are from an 83 900, and their glass has 1981 or 82 date codes).

What they may be able to do is tell you if a specific part is likely to be original to the car or not. Last fall, I removed the dash pad from my 1986 CV. Being on a 16 year old 900, you expect it to be cracked. But this one is not. The car has been garaged much of it's life, and has had a 'carpet' dash mat over the dash for a long time. When I pulled the pad, there were two stamps on the underside. They both had date stamps just a week or two before this car was assembled in Finland. That makes it highly likely that the dash pad is the original.

Since our Classics are getting older by the day, relying on anything but the VIN to tell you exactly what the car was originally is foolish. If you don't believe the VIN on the windshield, check the one stamped into the chassis, on the rear seat beam up to 80, and on the metal seam under the spare tire cover for 81 & later.

Is it an SPG?

I am often asked this question, and if the VIN can tell you. Well, the VIN alone cannot tell you if a car is an SPG, only if it is not an SPG. The SPG trim level was never better than you could get on a regular turbo, and Saab had not begun specifying exactly which motor was in the car by way of the VIN, which it has since about 1996. The modest power increases or chassis changes were never reflected in the VIN.

If the VIN contains codes for an

Classic Corner

automatic transmission, or any body other than a 3 door, or any motor other than a 16 valve turbo w/intercooler, it is certainly not an SPG. The only way to know if your car is a "real" SPG without having the original window sticker or dealer invoice is to contact the Saab USA Customer Assistance Center at 1-800-955-9007. You must ask the attendant to look up the VIN (not to decode the VIN) in the warranty database. The information you need is the model code. This was an internal shorthand used by Saab and their dealers to quickly specify a car model, body & transmission. The proper model code for an SPG is "943M".

By and large, most of the SPGs out there are the real thing. Telltale clues to the contrary are cloth seats, the wrong color paint (SPGs were either Black, Edwardian Grey, Talladega Red or Beryl Green), wrong color leather (only the 1985 SPG had tan leather, all the rest got dark grey), wrong bumper extensions on the 87 & later cars, automatic transmissions or the presence of all the 'normal' turbo badges.

Once again, I hope this has been an informative article. Please send any ideas or comments to NINES.

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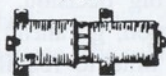
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Farewell

Viggen, the Rally Dog, has passed into that Great Canine Valhalla. She was 14 years, four months old. Many in the Saab Club had met Viggen at one Saab gathering or another, and her photo graced the pages of this magazine several times. She was a stray that came into my life on St. Patrick's Day, 1988, about eight weeks old and stuffed-teddy-bear soft. Her parentage was unknown, but the German Shepherd part was easy to identify. Any other parts were more difficult, though Yellow Lab was a popular guess due to the curve of her tail. Her brownish color led me to tell inquiring folks, "She's part Shepherd, part White Tail Deer."

Though some considered Viggen to be a big dog, I always thought of her as "medium," or "just right". Not so big as the giant breeds, but big enough that it was unlikely you might trip over her. Though her adolescent years were difficult, once she passed two years old she mellowed and became a friend to all. When I would take her for walks in the tourist areas of Duluth, people would ask if they could take her photo. She became known as a gentle, happy dog who loved to travel.

Travel she did, to a couple of National Saab Conventions and many regional ones; on many local rallies and a few SCCA Nationals. For many years we were constant companions. She often slept under my desk while I would work on

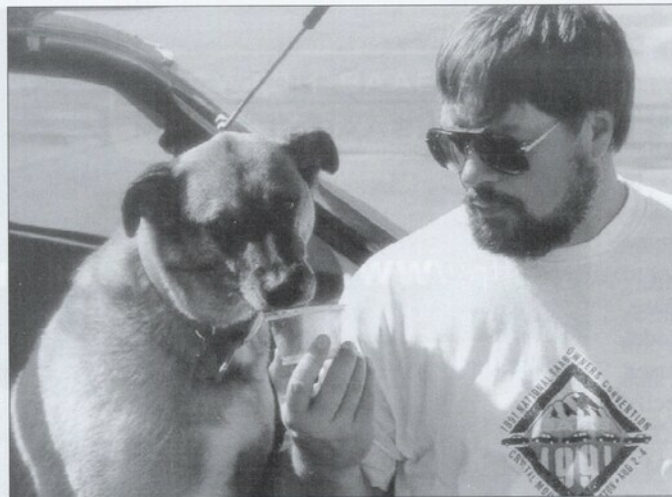


Photo showing a very young Viggen sharing water with a young Tim Winker

NINES, my stockinged feet wedged underneath her body for warmth.

A couple of years ago it was becoming obvious that age was catching up to her. It became more and more difficult for her to get up, and eventually she quit walking up stairs. I built a ramp so she could bypass the back steps when going outside and it kept her going for about another year.

We finally determined that she had a condition that caused a slow deterioration of muscles in the hind quarters. By then, of course, it was too late to do much but keep her as comfortable as possible. Eventually it became nearly impossible for her to get up without assistance, or even to remain walking without tipping over, and we knew the time had come. I tried to make her final hours special, made her a breakfast of fresh eggs and gave her an extra dose of ascriptin to mask the pain, spent extra time with her that day, and took her to visit the old house in town where we had lived for six years.

Every writer, it seems, has a need to share their feelings on the passing of a beloved animal companion. My purpose, however, goes beyond our pets. I need to make a similar decision on another trusted companion of many years: a Saab 99.

The NINE-T9 was purchased about the time I became editor/publisher of The Saab Club Newsletter (now NINES), and it became my first Project Car for this publication. I drove it daily for a few years, then had it re-painted and added a few personal touches, most documented in these pages. Over the years it has been a faithful steed,

carrying me on several cross-country journeys.

In recent years, however, age has taken a toll on the NINE-T9. The odometer passed 200,000 miles a couple of summers ago, and various systems have become intermittent or inoperable. Despite regular visits to Andrews in Princeton for rust touch-up, Minnesota's humidity has oxidized the metal throughout the vehicle. When I went to fire it up for this summer, it became obvious that engine work was in order, to correct an apparent blown head gasket. The clutch disc is stuck to the flywheel (probably due to rust), the brake rotors are rusted as are the caliper slides. The battery needs replacement, and much of the wiring is corroded. The headliner is falling down and the seat upholstery is faded and torn. The fuel system seems okay, though the fuel gauge sender does not like Minnesota's mandated Ethanol blended gasoline.

The original transmission and lower end are intact as from the factory in Trollhattan, though the head has been rebuilt or replaced a couple of times. If I were to repair the other systems, it would make sense replace piston rings, bearings, and other wear parts in the engine and transmission all at once.

In other words, to keep this car on the road it would need considerable rust repair, a drive train rebuild, brakes, interior work: nearly everything. Like a trusty animal companion who is ailing, it is time to make the big decision. Should I give in to emotion, go ahead and spend the money and time to rebuild the NINE-T9? Or should I just pull the plug(s), part it out and go on to another project? I'm leaning toward the latter as cash flow and time are against the emotional choice. Fortunately with something mechanical, the ultimate decision can be postponed.

I am looking for a 1976 thru 1978 99 3-door chassis: preferably an EMS without sunroof, something without rust, something that I could drive halfway across the country (since Duluth is sort of centralized to the rest of the U.S.). I don't expect to begin this project any time soon, but leads would be appreciated.

Photographs by the Author



Recent Photo of Viggen and the NINE-T9

Saabs in Competition

Preparing an Autocross Sonett for Road Racing

I want to drive my 1973 Sonett autocross (SCCA Solo II) car in historic racing programs. The car has been very successful in Solo II racing in the mid-Atlantic area and at several of the recent Saab Owners' Conventions. However, it needs several changes and additions to satisfy road racing's much stricter safety rules.



Steve Church's race modified Sonett

With the invaluable support of several generous sponsors including AutoScandia (Herndon, VA) and Viking Automotive (Gaithersburg, MD) I can finish the changes necessary to compete. I'll write about the modification process, and the successes or disappointments in my historic racing adventure, over this coming year.

It's challenging to build a racecar that will satisfy the different rules established by different sanctioning bodies. Some drivers would like to enter their cars in more than one racing series. However, a vehicle that meets the guidelines of one sanctioning body might easily fail when scrutinized by a similar, but different, rule-making group. The reality is that major sanctioning bodies usually don't coordinate their rules language. The solution, then, is to prepare a car to the stricter rules of one sanctioning body and then also run the car with a group that has 'looser' rules.

The greatest difference between the rules for autocrossing and road racing is in the language calling for safety devices for both the drivers and the cars. For example, autocrossing clubs usually allow M-rated helmets – with motorcycle safety criteria - to be worn. M-rated helmets may have interior materials that ignite at low temperatures, but the materials of helmets rated "SA" ("Special Applications") will ignite only at extreme temperatures. Race car drivers might be trapped briefly in a burning vehicle, so they need this added burn protection. Autocrossing is considered to be so safe that M-rated



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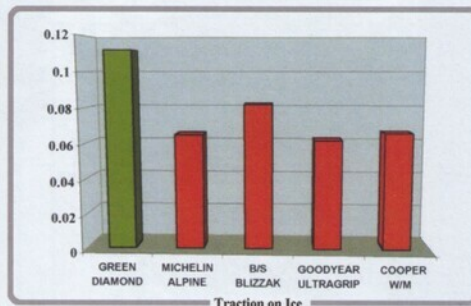
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Saabs in Competition

helmets are OK to wear. Furthermore, autocrossing rules don't require fire-retardant clothing, but road racing rules require no less than two layers of *Nomex* (or equivalent) flame-retardant material be worn.

Driver safety is a major concern in road racing today. Recent deaths of famous racing personalities – Dale Earnhart, Bob Akin, and several others – have shocked the racing world. In response, private industry, racetracks, and sanctioning bodies have developed new safety equipment and new rules in hopes of dramatically improving driver safety. The HANS (head and neck support) device is one of the products that have come out of these safety initiatives.

My Sonett is already well prepared for racing except for deficiencies in its safety-oriented subsystems. I was thinking ahead when, over time, I installed a 6-point roll cage, racing seat, and 5-point harness system. A complete description of the car's previous modifications can be found at <http://www.vintagesaab.com/vsrg/vsrgsaabs.htm>. However, it lacks the following important items:

First, it lacks an authorized fuel cell and a metal bulkhead (barrier) that separates the fuel cell from the driver's compartment. My

current fuel container is a simple, hard plastic fuel cell strapped down to the rear floor, and the original interior barriers have been removed. Fire is a serious threat to a driver if a crash damages any part of the fuel system. Modern rules demand that a fuel bladder manufactured from advanced, flexible polymers be enclosed in a metal container, and that the container be mounted in the vehicle in a location that's totally isolated from the driver.

The second critical safety item I need is a fire suppression system or hand-held fire extinguisher. The risk of fire exists following a crash no matter how skillfully a car is built to avoid it. An automatic or manually triggered fire suppression system, which sprays fire-fighting dry chemicals into the car's various compartments, addresses this danger. Alternatively, some sanctioning groups allow cars to carry a hand-held fire extinguisher that the driver will use before, or after, he/she escapes.

The third important item is a window net in the driver's door window. A window net, installed in a "closed" car (sedan), will keep a driver's left arm constrained within the car during a violent crash. The driver of an "open" car (convertible) must wear arm restraints, which are straps attached to both

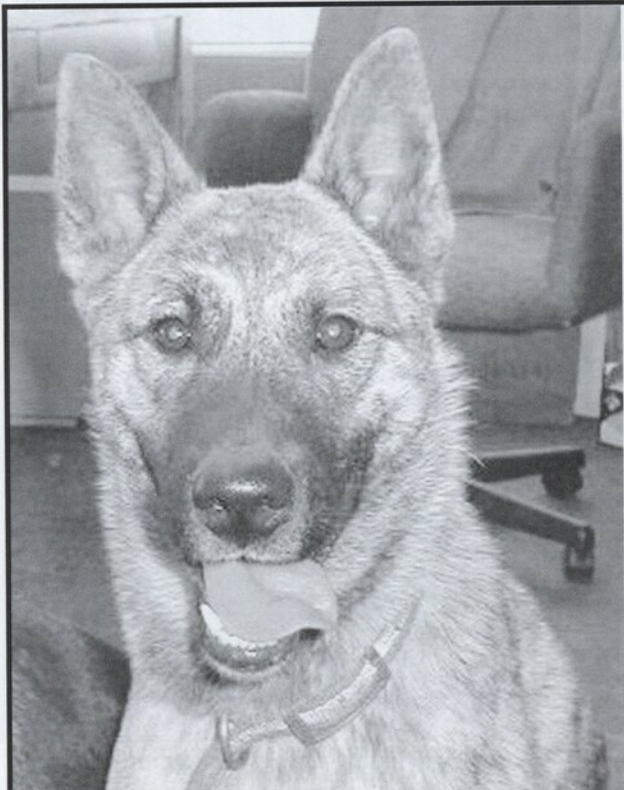
arms near the elbows that limit the driver's arm movements to the cockpit. Some racing organizations allow closed-car drivers to wear a left arm restraint only, but most drivers consider arm restraints bothersome. They install a window net instead.

The last safety-oriented item I'll need to install is an external power cut-off switch. Clearly labeled, and easily accessible from outside of the car, this switch disconnects the battery power from the car's electrical system. The possibility of fire is greatly reduced when the primary source of sparks – the electrical system – is disabled. Safety workers responding to a crash will run up to the damaged car and immediately disconnect this switch.

Sometimes the setup of an old vehicle violates the "spirit" of originality when it competes in an historic racing event, but the car is allowed to run, anyway. However, the rules for safety items are never relaxed. My car *must* have the modifications I mentioned here or it won't be allowed on the track.

I'll summarize the modification process, and let you know how my transition from autocrossing to historic road racing works out, throughout 2003.

Steven Church
Moseley, VA



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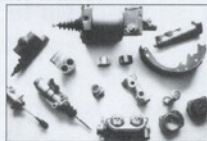
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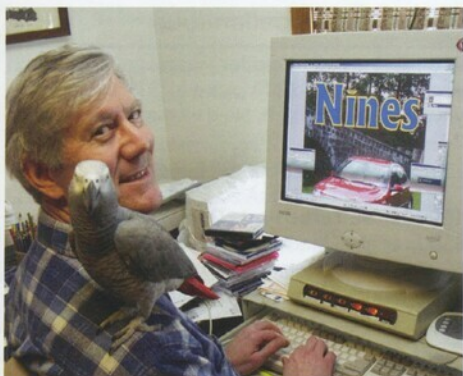


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When we first took on Nines we were asked by several of our subscribers if we would print only politically "correct" articles. We responded by saying we would print what fellow SAAB owners and our subscribers submitted, if written acceptably in terms of decorum and civility. We openly encourage submissions on any and all SAAB topics. We want Nines to be a forum for our subscribers. We do not mean to offend anyone but we want Nines to reflect the thoughts of our subscribers and like everything else, there is no unanimity on a variety of topics.

This particular issue has two articles which discuss different perspectives, one on the Club and the other on oil. There's quite a bit of Rumbling in this issue's "Rambling Demand" from Phil Lacefield Jr. Some of the rumbling, as I see it, is a "failure to communicate." The issues of Bylaws, elections, and election procedures are all matters which the Board has debated over and reached policies and decisions. What has been lacking is the communication to the membership. The scheduling of the Business Meeting and the timing of the next elections are other issues where the Board might have solicited opinions from the broad membership, which could have avoided what appears to be an exclusionary policy.

Nines may not be the best forum for publishing the By laws and/or minutes of the Board Meetings, but we will print them if the Board requests it. We feel that these should be posted on the web and Nines will be glad to publish the location of the web site.

We were told that the dismantling of the SCNA website was a consequence of the changing the Club's mailing address

from the Post Office Box that Phil had been using. People had been mailing membership dues and requests for information to the P. O. Box, and naturally getting scant attention as that is no longer the Club's address. I don't know why the Webmaster didn't just change the address and leave everything else alone, at least until it could be replaced with functioning pages.

I feel that the Club needs a permanent contact: someone other than an elected board member who can handle the member communications on a permanent basis. For the time being those needs are quite modest, but at the BMW CCA headquarters I've seen the potential for a club of enthusiastic car owners. Their Club is headquartered in a spacious, modern office suite and is manned by both full-time and part time paid employees. The Saab Club is many years away from requiring such facilities, but the Board should be working with that ultimate end in mind.

We've gotten pretty good at ferreting out information at the North American International Auto Shows. This is one of the premier auto shows in the US and it attracts auto executives from around the world. That includes product people from Detroit: the working managers who have intimate knowledge of both the engineering and marketing for their vehicles. I had read the rumors and innuendo in the press regarding the possibility that Saab would design and sell a version of the Cadillac SRX Crossover vehicle and Cadillac's supposed hostility. It was quite instructive to chat with the Cadillac people, and they were genuinely sorry that the project isn't moving forward. We see as well a competitive spirit throughout the GM divisions. With Saab being ever more tightly integrated into GM, the continued vitality of Saab's product offerings depends on that corporate spirit.

Naturally it's the Saab people with whom we are most interested in talking when we visit the show. In our interview with Debra Kelly-Ennis we were afforded the same time and attention that the other writers, those from the New York Times or Wall Street Journal were afforded. It was our first opportunity to meet with her, and we have no doubt that Saab's USA presence will grow during her leadership. Anthony Lo, and Michael Mauer, whom

we interviewed last year, will be guiding the design at Saab, possibly for decades if Saab can keep them interested and if their designs resonate with buyers. As Dan Chasins indicated, the position of President of Saab Cars USA is a GM Corporate post, and we can expect executives to rotate through that position every few years.

As a long time Saab owner, and more recently as Editor of NINES, my perspective is that the executives seem to have been selected as much for the needs of SCUSA as for the needs to give rising GM managers "a company to run." I could be completely wrong, but look at the credentials of the Presidents over the dozen years that GM has been involved. First was Jim Crumlish, who came through the financial side of GM to work first in Trollhättan and then in Norcross. It is understandable that the first thing GM would want is to get a handle on the finances of the business they had just "bought." Following Crumlish was Joel Manby, previously from Saturn, apparently charged with overhauling the dealer body. More recently, Dan Chasins was promoted from within the Saab organization, lending a sense of continuity as Saab's "new" models went through development and into the market. Debra Kelly-Ennis is a marketing professional, and at this stage Saab needs, more than anything else, to increase sales.

As we reported in NINES #259, the buyer of a 2003 9⁵ Aero sedan or SportWagon is invited to participate in the Aero Academy, a two day performance driving school hosted by Saab at Road Atlanta. We have been invited to cover the Academy, and we will be on site during the May 24/25 school. Any of our readers who have purchased a 2003 Aero and would like an opportunity to grace these pages are encouraged to select those dates. The digital camera is ready, and we look forward to meeting and saying "Hi" to our new and old subscribers. Don't fear that we would ever criticize what you do on the track. The Managing Editor herself is a bit nervous at driving with an instructor and has visions of not doing what she's been asked to do first time around. We expect that we'll have a lot of fun learning how to handle the cars in a variety of conditions.

Classifieds

Cars for Sale

2001 Viggen 9-3 Convertible Silver - Trans: Manual - Mileage: 12,500 - Price: \$34,900 Always been garaged and rarely driven during the winter. Have two sets of tires and rims, one of them fully studded. 2.3L Turbo I-4 engine 230 hp, 5 speed transmission, power convertible top, on-star, full leather, bucket seats, cd players, Marcia Longmaid, Camden ME <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030210mlong> (207) 236-3028 **TSN**

1999 9-3 Viggen 26k. \$25,600. BBS piece Wheels. Fully Serviced w/ 6k/6mo. 100% Warranty plus Balance of Factory. Call for Details Swedish Motors 717-426-2202

1999 9³ SE Turbo Convertible Cayenne Red - Trans: Auto - Mileage: 57,650 - Price: \$19,683 OBO: Automatic Transmission, Tan Leather Interior, Dual Heated Power Seats, Wood Dash, Upgraded Wood Door Grip Handles, Upgraded Leather Front Console, snow Tires, two sets Saab Floor Mats. always garaged, professionally detailed Saab CERTIFIED 6 Year/100,000 Warranty, Michael T. Krumrine, Nashua NH <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030225mkrum> (603) 321-1402 **TSN**

1999 9⁵ SE Dark Blue - Trans: Auto - Mileage: 58,107 - Price: \$13,900 TAN/BEIGE leather, perfect condition eye-catching Saab 9-5 is all powered by a very powerful 4-cylinder 2.3 Liter DOHC 16 valve turbocharged and intercooled Turbo engine that runs and drives as excellent as it looks and handles so great you honestly would think it is brand new! Beverly Hills Unique Sport Cars, Beverly Hills CA <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030102bhusa> (323) 646-0989

1996 900 Sedan Dark Red - Trans: Auto - Mileage: 77,000 - Price: \$7500 w/ sunroof. Auto tr. Gray cloth interior. Excellent cond. Car is located in San Francisco CA. Gary E. Hicks, Manchester NH <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030106ghick> (603) 623-2233

1995 900 SE Turbo Coupe Black Manual Mileage: 137,500 \$6000. highway miles by Lexmark salesman. Black leather walnut shift knob, center arm rest, 6 disc CD player, new clutch cable, stainless sport exhaust, Pirelli Vizzola P8000s, Mobil 1 engine and Saab synthetic gear box fluids. Roe Lyle, Knoxville, TN. mflatche@ix.netcom.com. (865) 609-0159 **TSN**

We have become aware of a scam on used car sellers. The "buyer" claims to be a foreign national who is owed money by a US resident. A cashier's check for the entire amount of the debt, which is in excess of the asking price of the vehicle, is presented. The seller is then asked to send a cashier's check for the difference, along with the title, to the buyer after the first check clears. While the bank assures the seller that a cashier's check "clears in 24 hours", they fail to point out that a counterfeit check can take weeks to come back, at which time the fraudulent amount is deducted from the seller's account. Beware!

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>.

1993 900 Turbo Convertible nocturne blue - Trans: Manual - Mileage: 115,000 - Price: Best Offer Rust Free, Dent Free, California convertible new blue top, rebuilt engine- heads-valves-seals-gaskets, fluids and using Mobil 1 full synthetic oil, HP Upgrades for over 200+ horsepower: Upgraded suspension and, brakes—Other New misc. stuff light grey power leather seats. I'm moving to Colorado and would like large 4x4. John Roth, Santa Cruz CA www.saabnet.com/tsn/class/classmail2.php3?tag=030224jroth **TSN**

1993 900S Convertible Royal Blue - Trans: Auto - Mileage: 137,000 - Price: \$8800 dual power seats w/heaters, am/fm cass w/cd changer, fairly new top, garage kept or under cover, second owner, fairly new tires, recent major service, gray leather, top boot, dealer maintained, anti-lock brakes, drivers side airbag, A/C, power windows and locks, remote keyless entry w/alarm, great car! Chuck Lamarche Jr, Slidell LA www.saabnet.com/tsn/class/classmail2.php3?tag=030305clama (985) 774-9232

1991 900 Turbo Convertible Black - Trans: Manual - Mileage: 87,860 - Price: \$7,200 tan interior - new gasket, maintained regularly. Original Clarion stereo and equalizer, top boot. There are some nicks and dashes, and some imperfections (hence the low price), but it has the signature Saab ride and engine sound. A. C. Squadriilli, New York NY <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030305asqua> (646) 824-8379

1989 900 S Sedan Red - Trans: Manual - Mileage: 115,000 - Price: \$2,500 Excellent mechanical condition - new timing chain, clutch master cylinder, battery, brakes, thermostat. All service records available. Good exterior/interior. Recently passed inspection. Call for details. Brian Hook, Timonium MD <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030221bhook> (410) 345-4645

1989 900 S Red - Trans: Manual - Mileage: 155,000 - Price: \$1,500 obo Recent repairs include new muffler, brakes and rotors, battery, and ignition. Well maintained - oil change every 3000 miles. Problems: Cracked dash, head liner, AC recharged, and front axle work. CD player and moon roof. The body is in great shape. No rust. T.J. Petronzio, Bridgewater NJ <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030202tpetr> (908) 595-1266

Parts and Miscellaneous

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

1996 900SE Turbo Parts Complete cylinder head \$300; engine block \$200; rods and pistons set \$225; A/C compressor \$125; A/C condenser \$50. everything is in excellent condition. I'm building an engine and have no need for these parts anymore. email for pics. Matthew Keperling, Lititz PA www.saabnet.com/tsn/class/classmail2.php3?tag=030220mkepe (717) 201-3575

Front Model 99 Fenders 1977 to 1980 with large turn signals, new old stock in perfect condition p/n 8236309, 8236291. one of each available \$350 each. Gerald Sweet, Oakridge NJ <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021222gswee> (973) 697-2146

Four SPG 3 spoke alloy wheels for either a 990 or 9000 series Saab. Wheels are in good condition, tires are fair. Asking \$400. (shipping costs if required.) Douglas Doben, Swampscott MA <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030102ddobe> (781) 581-5511 evenings

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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.

Wanted

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

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: Two Stroke Sonett with little or no rust. Running preferred. Former owner of SN 235 (turbocharged by previous owner). Robert Bondurant, Melbourne FL <http://www.saabnet.com/tsn/class/classmail2.php3?tag=021231rbond> (321) 726-1206

Wanted - Snowflake rims to fit '02 9⁵. Roddy Baze, Kennewick WA www.saabnet.com/tsn/class/classmail2.php3?tag=030204rbase (509) 539-4899

Wanted - Set of 4 Silver vane Shelby style 8 spoke Ronal rims for 88 and later classic 900 bolt pattern. Proper lug nuts preferred. willing to refinish an ugly set, as long as they are straight. also, need a set of the fog light grills for the factory Bosch fog lights. Pete Duvall, Silver Spring MD <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030118pduva> (301) 524-5350

Wanted: Sonett II or V4, years 66 through 69. Prefer lower mileage, clean. Willing to pay for the right vehicle. Contact: Pat Quinlan, Chevy Chase MD <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030206pquin> (202) 646-5038

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Wanted: 9000T Engine Block Need engine block, with or without head for Saab 9000 turbo 1995, it can be also 1994 or 1996. Jose Rodriguez, Carolina Puerto Rico <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030116jrodr> (787) 642-5555

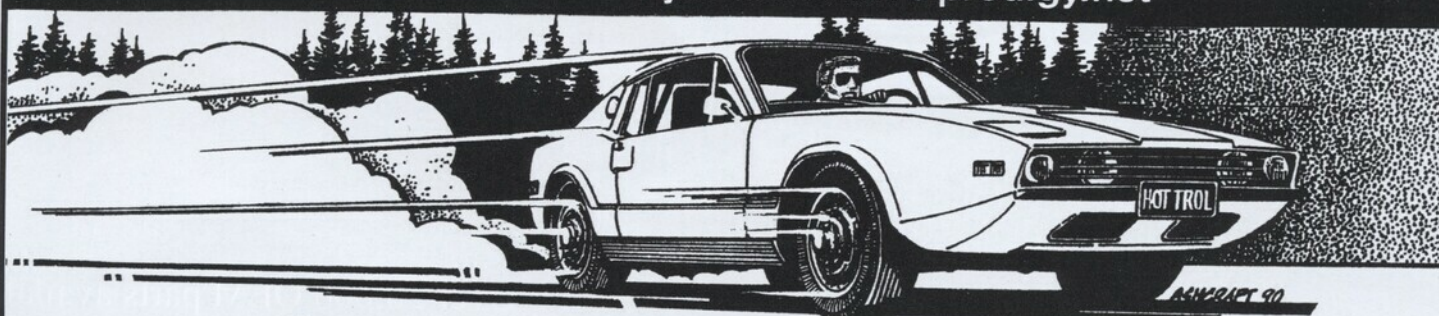
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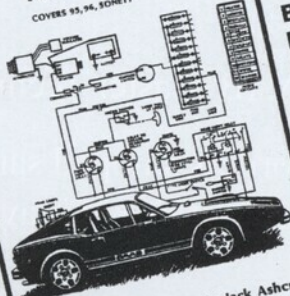
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