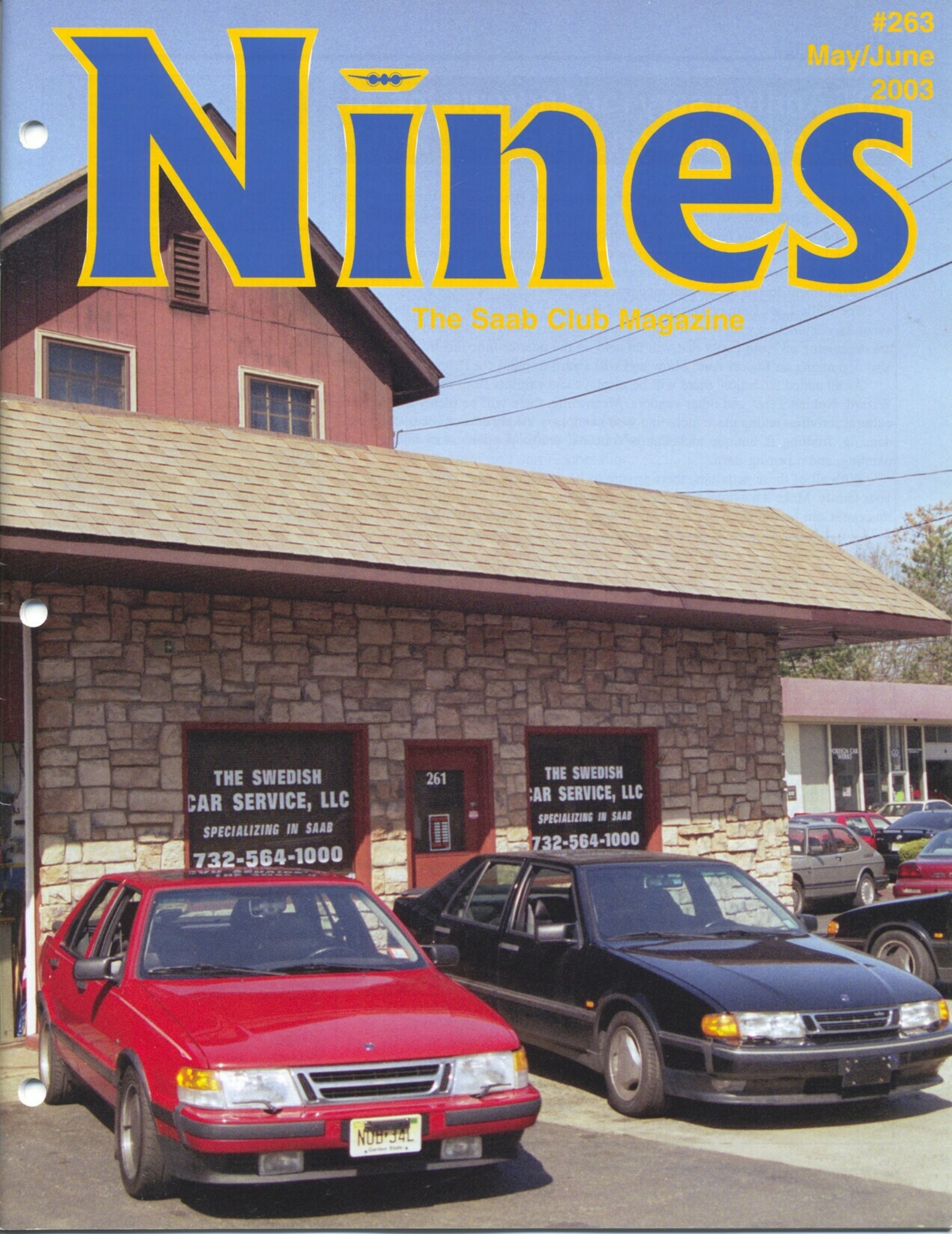


Nines

The Saab Club Magazine



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30th Anniversary for Andrews Inc. at Princeton, MN on June 14th, 2003

Every year Andrews Inc. of Princeton hosts an Open House during the Rum River Festival and participates in the city's parade. This year's extravaganza celebrates 30 years of business for this family-owned Saab independent service facility, co-owned by Chuck and his son, Don. Andrews Inc. is a one-stop shop offering used car sales, full-service provided by certified mechanics and body shop technicians, plus a world-wide parts department for all makes and models of vehicles.

The Mille Lacs County Fairground and Racetrack will be the site of this year's event. In conjunction with the MN Saab Club, members Dean Nelson and Chris Luick are organizing an Auto Cross that will be held on the quarter-mile dirt track. They are also organizing an Import Auto Show and will award trophies for People's Choice.

As an added attraction, there will be displays and exhibits from PPG Paints, Dent Wizard, Nokian Tyres and other vendors. Meanwhile, there will be plenty of Swedish cultural activities taking place including food vendors, a Viking encampment, clogging, dancing, fiddling & antique nickelharpas concerts, crafts, puppets, story-telling, face painting, and a petting farm.

With all of these activities, there is sure to be something "just right" for you and your family. Make it a whole-day adventure and plan to attend. Other information about this event can be found on our web-site at www.andrewsofprinceton.com.



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Editorial contributions are welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Machine readable formats are preferred. We cannot answer every inquiry and reserve the right to edit materials submitted. For those wishing to submit material on 3½" IBM-formatted disks, or for E-mail submissions, we prefer an ASCII text file or attachment, but we can read most word processor files.

Photos: Preferred sizes are 5"x7" or 8"x10". Good contrast color photos or full range black and white can be accommodated, no smaller than 3½"x5", please. Photos used on the cover will be rewarded with a one year subscription to NINES and must be submitted in 8"x10", with the original negative or transparency, or as a TIFF file with 300 dpi resolution at our 8 1/2 x 11 cover size. For return of photos, include SASE of correct size and postage.

CHANGE OF ADDRESS: Eight weeks notice is required for change of address. PLEASE mail new address and old address, including zip codes, to the SAAB Club at the address below. e-mail OK.

RETURNED CHECKS: There will be a fee of \$25.00 charged for any returned checks.

NINES The SAAB Club Magazine (ISSN 1530-0730) Issued May, 2003.

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

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

SAAB Club of North America

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WEB SITE: http://www.saabclub.com

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

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

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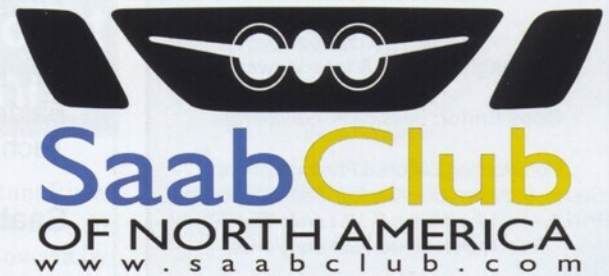
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Front Cover and Cover Wrap: The Swedish Car Service, Bound Brook, NJ, high bidder for the "Cover of NINES" auction at the 2002 Saab Owners' Convention. Congratulations and best wishes from NINES and the Saab Club of North America.

Photographs by Larry West



Views
from the
Midwest
Board
Members



As we began drafting this column in early April, we couldn't help but think how trivial the stuff we as a board have to deal with compared to the efforts and sacrifice being made daily by our soldiers in Iraq. A friend and colleague of Dan's has a great saying, "If it's not fun, we're not going to do it." So it should be with running the SCNA and so it should be for the members.

Since the officers were elected in early August, a lot has been accomplished, despite what some would have you believe. And we would have accomplished a lot more if not for having to deal with the rather unpleasant process of getting the SCNA on the straight and narrow after a rough beginning. However we are moving forward and, like creating a new government from scratch, it isn't going to happen overnight. We have a long road ahead, but your elected board continues to work – in their free time as volunteers who love Saabs – to make this a viable club. We took on this job because we felt we could make a difference. We hope you will continue to allow us to do so. We're members, too, and we want what's best for everyone involved.

We also have to keep things in their proper perspective. We are a very small club in terms of paid members, and we emphasize paid because most of you reading this publication are not, in fact, members of the SCNA. It is especially interesting that several of the most vocal dissidents are not members of SCNA, according to our official membership records on the day of this writing. So, although they are free to speak, you should not take what they are saying as gospel truth. Having a column in NINES doesn't automatically make one a member of SCNA and it certainly doesn't automatically come with credibility. Columns are by nature, opinions, and like all opinions they are a reflection of the columnist. We certainly value highly the experienced opinions of such NINES columnists as Larry West, Chuck Andrews, Chip Lamb, Bruce Turk, and Jack Ashcraft. They are people we trust for Saab advice.

Let us address some specific issues raised recently about club activity. At the club formation meeting August 4 during the 2002 convention, we asked those in attendance, some of them paid members at the time, how they would like us to proceed on the bylaws of the club. It was agreed then that posting suggested bylaws on The Saab Network (TSN) would more than satisfy their need for review and comment in a timely manner. All of the details of how we proceeded on that issue are documented in meeting minutes and posted on TSN. The final draft of the bylaws were posted on TSN and e-mailed to NINES for publication. We received comments from only one member. Because the Board and SCNA does not own or have any editorial control over NINES Magazine, we could not guarantee publication of anything we submitted. As you know, the bylaws were not printed in NINES.

The bylaws adopted by the Executive Committee allowed for the appointment of a Board of Directors to help oversee, manage and perform the many functions required and desired of a National Club, so five people were appointed to fill those director positions. The Executive Committee decided not to have an Executive Director at that time since we only had about 400 paid members. SCNA has since grown to approximately 800 paid members, but we are far from the BMW club with 65,000 members and the Mercedes-Benz club with 38,000 members. As the needs of SCNA change, the Executive Committee and Board of Directors can address that issue again. In the meantime, under the spirit of teamwork, the Board shares the myriad responsibilities of managing the club.

The Board had intended to hold elections for Board Member positions during the 2003 convention at Hershey, PA. However, our Election Chairman, Larry West, pointed out that we had not properly worded this intention in the bylaws and now must look to correct this omission on our part. Regarding the annual meeting of the club being held on Thursday rather than Sunday of the convention: everyone the Board spoke with on this issue agreed that the vast majority of people would be more interested in making final parts deals or leaving early for home than attending a business meeting. Under the concept of business before pleasure, it was decided to hold the business meeting the first day of the convention. Our convention chairman reports many positive comments made by SOC2003 registrants over this decision.

As for publication of all SCNA activity in NINES, as stated earlier, NINES is a privately held publication of which this Board has absolutely no control. Also, be aware that less than half of the NINES audience has a dues-paying interest in SCNA. In many cases, publishing all SCNA activities, business or events in NINES is not entirely practical because of the publishing and delivery schedule of the magazine. The Web simply is more efficient and timely. We intend to post all future SCNA information on TSN (www.saabnet.com), the SCNA Web site (www.saabclub.com) and in NINES.

We are open to hear your ideas and feedback and we appreciate a lively debate as the club continues to develop into something of which we are all proud. Thank you very much for your time reading this. Please remember to renew your membership when it comes due or consider joining SCNA if you have not yet done so.

Happy Saabing,
Dan Orzano, Vice President
Jon Hochstetter, Membership Director

Remembering Larry Williams

Larry Williams loved old Saabs and anything powered by two-stroke engines. Starting with go-karts, he was able to make them faster than most of the competition. After racing big block V-8s including a Corvette at the drag strip his focus shifted to the diminutive SAAB cars. They had only two and three cylinder engines with 25 to 65 horsepower.

Believing old Saabs were meant to be driven and enjoyed, Larry would use any excuse to drive one across the country in search of adventure. His annual trek to the Saab Owners' Conventions was usually in the 42 horsepower white over red 1962 SAAB 96 known affectionately as Sadie. He and Katha made it to most conventions starting with what I think of as the first one in Galena, IL, in about 1980, through to the 1997 convention in New Hampshire. After a letter to the editor published in Autoweek chiding Chrysler Corporation for delaying introduction of its two-stroke engine, he was invited to test-drive one of the prototype three cylinder Neons at their "skunk works" near Detroit.

Encountering Larry at any car gathering was a treat. He would invariably have the hood tipped forward and be entertaining the gathering crowd with his latest adaptation of readily available parts to keep his collection running. And quite a collection it was. The earliest car, a 1950 model 92, was his biggest mystery because importing and support of SAAB cars did not begin until the 1956 model 93. Then there was the early '60's model 95 station wagon called "Mouse" because of its beige color. The Getaway Car got its name from the bullet hole in the bodywork and was also a model 96. The fastest in the collection was a Sonett two-seater with finicky triple carbs and sleek fiberglass bodywork. The final addition to Larry's vintage SAAB collection came from Ohio where a low mileage SAAB 93 had been stored in a shed with a dirt floor. Larry was working on repairing this car when he died five years ago.

Although friends knew Larry as an engaging storyteller he had a wider



Author Eric Johnson (left) with Larry Williams.

audience with his writing. Although not known for his love of report writing while employed in quality control with John Deere in Waterloo, Larry later published regularly in SAAB Sport and NINES with occasional letters showing up in national car publications. After his death Katha found the following article on his computer. She forwarded it to me for help deciding what to do with it. Seems now after five years without the pleasure of Larry's writings it is time to enjoy this last example of sharing his enthusiasm for collecting old SAABs.

*Eric Johnson
Northfield, MN*

Eric Johnson is a two-stroke enthusiast and was a long-time friend of Larry Williams. Larry wrote a regular NINES column until his death in March, 1998, the last of which was published in NINES #239. The following story was recently discovered by Katha and sent to me by Eric. Each year at the Saab Owners' Convention the Larry "Stroker" Williams award is given to a person who is judged to have contributed to keeping two-stroke Saabs as fixtures on the road. -Ed.

"Horse Trading"

I recently read a book by the same name and found the fun and games of that time period will nicely fast forward to our sport of Old Cars.

One chapter dealt with a professional trader being stung by another professional when he bought a team of dapple-gray

mules. The price was right, the team was sound, and they had an added value package from Mother Nature, i.e. "colored dapples." The problem with the deal showed up later when the purple hue of the dapples washed off during a rain storm! Now if anyone was ever aware of "Caveat Emptor" this guy was it, but his downfall was listening to the seller's story and not thoroughly checking the mules! Of course pay backs are a bitch and by the next year the buyer had learned how to dye dapples on a

mule. He then sold back the same team to the same guy's son-in-law who was now working as a mule buyer for his father-in-law!

What the hell has this got to do with our kind of old cars? Nothing really, because you people know where to look for possible rust spots on an old Saab, the current prices and the differences between a standard model and a GT.

Just in case you are new to this game, lift the mat to look at the area of the front floor, wheel house and side rail where together they form the "Rust Triangle." Then remove the back seat to look at the floor next to rear wheel wells. Also look on top of the rear spring towers in the trunk. The floor in the engine bay is usually pretty good in a Stroker due to the oiling down it gets from the fuel system, but poke around the base of spring towers with something other than your finger! Lines of rust on top of front inner fender panels over the spring area look scary, but it is the vertical tower and the big arch under the fender that carry the spring. You will also find there is one rust spot on every Stroker that is unique to just that car and you won't find it 'til sometime later!

Have your own important information book with you to verify what you see. You may find there is one of those "added value packages" hidden under the grime, but more often you may just hear the story of added value! Let me put it this way- Stroker's Law sez, "Red paint on a cylinder block does not make it a Sport Engine!"

To help you here's a list to identify Sport Engines. Just for the hell of it I left off the year, ccs and model information. I

Letters

put them in order of age! Block casting numbers are 713005, 716503 and 732515. Head casting numbers are 713004, 716508 and 731012.

Actually in the time-honored profession of horse trading is a form of gambling. For instance, there is a horse shit and gun smoke movie wherein John Wayne's mother is referred to by the livery stable man as, "The only person to sell me a blind horse!" Then the buyer laughs heartily! Partly because The Duke was packing a six-gun but mainly because he had played the game and he learned by the experience.

MyDad said of George Leo, his good friend and Ford dealer, "We have been screwing each other out of cars and trucks for 30 years. It is how we keep score in the game!"

That same game crosses over into motor racing. A.J. Foyt got disqualified at Daytona one year and was quoted in the press as saying, "There's a difference between being smart and cheating. Cheating is doing something with no finesse."

Recent print in club news letters (from three different car marques) state that a car's condition rating varied by which side of the ocean you were standing on. Hell! Roe and I have that problem when we are standing right next to each other looking at the same car! Obviously the real problem is a lack of communication between buyer and seller. I've found that a video will not show actual condition, it only narrows the field of choices. I also learned from phone calls and hard copy that some people actually believe S U B A R U spells Monte Carlo! The latest misuse of information is the price guide number ratings system for a car's condition.

I don't have any answers for these long-distance game players, but then I never wanted a car bad enough to buy it sight unseen.

The Late Larry "Stroker" Williams

Gibson Motors "Out of Business" Disposal Auction

The auction at Gibson motors April 26th was incredible! Die hard Saab fans from several states descended upon Perrysville, Indiana for the "out of business" disposal auction. After 40 years of sales and service, the doors closed and the professional auctioneers came in.



Gibson Motors in Perrysville, IN, one of the first Saab dealers in the country, closed for good.

There were about 100 - 150 people total, including many locals looking for shop or office equipment. From the Saab side, just from memory, so sorry if I missed your name: Jon Hochstetter, Lester Ewing, Marty Adams, Andy Federowski, Andy Saksa, Matt Scheidt, Perry Ellington and yours truly. What a load of loot we all came away with. Tables and racks of stuff were up for grabs along with a whole back parking lot full of more parts.

No cars, but tools and parts from stroker to 9000 were up for sale. First off, was some shop equipment. The auctioneers were a blast to listen to, and the whole event seemed well planned. The auction started at 10 AM and ran until about 4 PM or so. There were many brochures, books, new-old-stock, used parts, tools, radios etc. Imagine your Saab filled garage after many decades going up on the block.

Just for the drool factor, here's some of the items picked

up: soccer ball wheels, 4 and 5 bolt versions: \$2 each; V4 tranny rebuild jig: \$20; new in the box, 16 V distributor and two idle air valves: \$2; 8 rubber winter mats for 9000: \$1; cafeteria sized tray of brand new 96 and 95 rear lenses: forget exactly but around \$60; new 900 clutch master, C900 tranny gaskets, B motor complete gasket sets: \$15; about 100 parts and repair CD's: \$10.

If nobody was bidding on an item, the auctioneers added in more goodies, so your small pile kept growing. Things moved fast and it felt like you were spending a ton of money, but at the end of the day it was not much at all. I hope there will be some sharing and passing on of the good fortune with Saabers who could not be there.



Andy Saksa inspecting a 96 dash among the parts lined up outside the rear of the shop.



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Lester Ewing, Marty Adams, and Mike Adams discussing NOS "stroker" parts.

Smiles abounded everywhere. Lester Ewing had his Suburban and car trailer filled up. He had the room so he bought the parts! He scored some huge Saab signs and trays of stroker and V4 special tools. Jon Hochstetter engaged in a "ferocious" bidding war for a stack of Two Stroke to Turbo books, winning at about \$80 for the lot.



Racks of turn signal and stop light lenses.

Perry, Matt and I drove out in my '94 Aero. We filled the car to the ceiling and Perry and I had to return in his pickup on Sunday for the rest of the stuff. Perry had bought a 6 foot rack of used parts for about \$100 containing a complete turbo, about 10 starters, 10 alternators, boxes of door handles etc. The guys let us pick over some racks that had been sold and gone through. We did and found, among other items, a complete 9000 ABS unit, NOS 99 front lenses, an E code headlight and a new 9000 removable trailer hitch.

The new owners of the building were very friendly and accommodating, allow-

ing us to rummage through the shop. They were happy to get rid of the stuff; "Less to throw out," (painful statement there!), they said. Then they told us about "the basement". This was not open during the auction. After descending into the dark abyss we found stacks of glass, hoods, doors and trunks for the 99 and 96. Quite a few of the body parts were rusty on the corners from sitting on the damp dirt floor for decades, but there were many salvageable parts. There were also bumpers for 99, 900, 9000 and a C900 dash with just one small scratch! We nabbed a bunch of these items straight away.

Outside of paying for the one rack of parts, all of the other parts were free of charge!

We filled Perry's truck right to the top, tied it down and headed home. What a weekend!

*Tom Remedios
Indianapolis, IN*

Photographs by Jon Hochstetter

Don't Forget Your 5000 Mile Oil Change.

Here's a copy of my car's oil analysis at 5,000 miles, lots of crud in there which is good to drain out! The factory fill 0W-40 has sheared down to the lower range of the definition of a 30 weight oil. The car is an '02 9-5 Aero 5-speed MT sedan, which saw a mix of 50/50 city/highway use.

*Jason Velasco
Roslyn Heights, NY*

P.O. NUMBER: _____ UNIT NUMBER: 02 SAAB
 CODE: _____ OIL REPORT REPORT DATE: 3/18/03
 LAB NUMBER: _____

CLIENT	CONTACT NAME:	PHONE:
	ADDRESS:	FAX:
		E-MAIL:

UNIT	EQUIPMENT MAKE: Saab	OIL USE INTERVAL: 5,000 Miles
	EQUIPMENT MODEL: 2.3L Turbo	OIL TYPE & GRADE: Mobil 1 0W/40 (Gas)
	FUEL TYPE: Gasoline (Unleaded)	MAKE-UP OIL ADDED: 0 qts
	ADDITIONAL INFO: 2002 9-5 Aero	

COMMENTS: JASON: High wear and silicon are both common finds in new engines such as yours. The wear is high due to break-in of new parts, while silicon is from sealers and sand-casted parts. Universal averages show typical wear metals from this type of engine after 2,000-3,000 miles use. We suspect your engine will look that good or better in two or three more oil changes. The TBN read 6.5, so the oil has plenty of active additive left. A low reading would be 2.0 or less. Suggest staying with a 5,000 mile use until wear settles down, then we'll look at extended oil use.

	MI/HR ON OIL	5,000	UNIT / LOCATION AVERAGES		UNIVERSAL AVERAGES
	MI/HR ON UNIT	5,000			
	SAMPLE DATE	03/11/03			
ELEMENTS IN PARTS PER MILLION	ALUMINUM	11	11		4
	CHROMIUM	2	2		2
	IRON	50	50		30
	COPPER	21	21		4
	LEAD	36	36		11
	TIN	13	13		1
	MOLYBDENUM	7	7		3
	NICKEL	0	0		0
	MANGANESE	11	11		0
	SILVER	0	0		0
	TITANIUM	0	0		0
	POTASSIUM	17	17		1
	BORON	212	212		8
	SILICON	28	28		9
	SODIUM	8	8		11
	CALCIUM	2695	2695		1446
MAGNESIUM	263	263		428	
PHOSPHORUS	916	916		875	
ZINC	1026	1026		1037	
BARIUM	4	4		1	

PROPERTIES	TEST	40 °C	100 °F	INDEX	100 °C	210 °F	IN °F	%	%	%	%
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*EPA estimated MPG for Saab 9-3 Arc Sport Sedan 22 city/30 hwy.
[†]For 210 hp Saab 9-3. MSRP of \$33,085 for model shown. Taxes, insurance, title, registration fees and optional equipment extra. © 2003 SAAB CARS USA, INC.

Saab **93** Sport Sedan



What I Carried in my Saab

Five discontinued "new in box" BBS "RK" alloy wheels, a Saab SportWagon "Rolling Load Floor", and sundry small items. This is actually not about the size of the load, which is easily within the capacity of a 9⁵ SportWagon, but about where the items were purchased: the Saab Parts Tent at the 2002 Saab Owners' Convention. The savings from Saab's list price for these items was far more than the cost of

attending the convention. While there are no promises, those who aren't sure whether they want to attend the convention should consider the possibility of a "windfall." See page 21 for the Convention Chairperson's report, and visit www.saabconvention.org for registration details.

*(Editor) Stephen Goldberger
North Canton, OH*

Another Critic

I take great exception to the editor's statement in the "Looking Out" section where he stated "what follows is a direct, non-technical description..." Those of us who know him realize that the only direct, non-technical statement he ever made was "I do." (Well, actually, I think there was an "OH SHIT" when he got his Selective Service lottery number).

*Daniel Goldberger, MD
Portage, MI*



How many of them are there?

I was aghast at the shameless opportunism displayed by "Dr." Edward Goldberger in his transparent attempt to get his name placed on the NINES masthead.

*Robert Goldberger, Esquire
Mansfield, OH*

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Ramblings and Demands



by
Phil
Lacefield
Jr.

Bleed Curse Accept

I have once more paid my ounce of flesh to the mighty Old Car God. Nothing serious – well, at least as far as flesh wounds go. Four stitches, a week of wearing no socks, (like I ever wear them in the first place), and I'm mostly back up and running no worse for the wear. But this latest sequence of blood loss has got me wondering....

Is it just me, or do old cars seem to have a taste for human flesh? Think about it: when was the last time you changed an alternator on a 900 and didn't skin a knuckle or three in the process? And who hasn't removed a head from an engine still in the car without mashing at least one fingertip? My personal favorite is the fine art of balancing a wheel on the tops of your calves, attempting to line up the bolt holes to the bolts in three dimensions using nothing but shins. Are our favorite playthings really blood-thirsty vampires in sheet-metal disguise?

Even worse, have car makers been in league with Beelzebub from the beginning? We've all read grisly reports of crank-started Model Ts whacking their owners in the face, and I know there are still pieces of various nitrous tanks floating in the stratosphere from 1950s-era street rod detonations. Even in the gas-starved 70s there were folks scraping arms and bending back fingernails while pushing cars from one empty pump to the next. Could it be that the manufacturers have an evil, sadistic side after all?

I for one don't think so. I think the cars just know. They know when they've been rode hard and put away wet. They know when they've been fed good German water pumps, and they can tell the difference between Wal-Mart gas and the finest Saudi Select. They know when oil has been changed every 3000, or when they've been

driven to the point of meltdown for lack of topping off the radiator.

Worst of all, cars hear you. They know when you're talking about them, good or bad. They can sense when you're happy with them, and when you want to drive them off to the yard. They know if you've been bragging about recent trap times, or if you constantly berate them in front of their friends. They know when they have been left to rot in the back yard, and when they have lived the life of Riley under a fine roof. They will hear these things, and they will remember.

The next time you are forced to park this summer's project car in the weeds "just until it warms up," be prepared to cough up a few ounces of flesh when the time finally comes to get to work. And most importantly, remember to wear something other than sandals if you'll be pushing said car around the back yard with your riding mower. Otherwise, I see stitches in your future.

Last issue, you may have read my column and wondered if I had gone completely out of my flipping gourd. Usually, I try to keep my column in NINES

light, funny, whatever fits my mood when I sit down to write that particular evening. I have tried very hard to keep politics out of my columns in the past, in order to present you, the loyal reader, with something perhaps a bit more entertaining to read than yet another oil analysis (*Note to Ed. – please don't fire me, I like your oil analyses, really.*) It has always been my goal to provide you with laughs, or at the very least a grin, and I certainly heard plenty of non-smiling rumblings from what you read on this very page last issue.

Rest assured, that did not signal a radical departure from my normal routine. The intent of last issue's column was to be a Letter to The Editor. No more politics on this page, ever. It was supposed to be a letter, and got placed here instead. If you agree with me, or disagree wholeheartedly, or have something completely different to say, please feel free to write your OWN letter, care of NINES@saabclub.com, because without the active involvement from our membership, the SCNA is meaningless.

Now go out, cover those toes and try not to get bitten this weekend.



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Parts and Knowledge

I saved a 1986 900 Turbo from the Kidney Foundation yard last week. Not really my line of work, but the vintage business has been slow as of late, and I needed a good distraction. Our racing friend, Chuck Christ, was on his way back from Sebring. I had promised him a trip to my favorite Pick-N-Pull to get the last parts he needed to convert his '79 Chevy Van to fully functioning air conditioning. As the Kidney Yard is on the junkyard's premises, the allure of buying a nice cheap fixer-upper is usually too hard to pass up.

Said 900 showed its wear but also a lot of long term care and feeding. These cars are fast approaching vintage status, (you 900 guys already call them "Classic" - I like John Moss' term: "real 900s"). I thought it would be fun to tell this sordid tale as well as segue into something relevant not only to our vintage community but also to the readers of this magazine as a whole. In any event, the car seemed worthy enough of my attention to get me back out to my truck to pick up my JumpStart battery pack to get it fired off, if it would. It did! A rather disconcerting rattle came from the motor, but it ran well and shifted through all gears. I surmised, after a minute or so of listening to its clack, that it was not a timing chain issue but merely a failed water pump bearing. With the other flaws this car exhibited, (AMM/AIC failure, broken heater valve, etc.) it was clear that someone misdiagnosed this sound and prompted the owners to throw in the towel.

Upon disassembly, I found the water pump to be of inferior make and quality, a poor knockoff out of the burgeoning after-market parts industry. A Laso or Hepu pump will last many years in an older 900. This fine example of third world craftsmanship was put on by some rank amateurs, as evidenced by the excessive use of orange RTV silicone, and not that long ago either! Needless to say, a proper pump was fitted, along with new hoses and a host of other bits to make sure this 180,000 mile beauty had many more miles left to go. Hey, you can't fault a 17 year old car whose AC blows ice cold and the cruise control even works!

If you've got an older SAAB, and I'll even credit some of you 9000 owners, you must have a fair amount of perseverance. Having one of those cars up in years and miles, you need to be careful about where your parts come from if you do any of your own work. The surest line of defense against premature part failure is to go directly to SAAB for all of your replacement parts. Yes, Virginia, this can be a pricey endeavor, but if you absolutely don't want to think about anything other than putting your car back on the road, this is not a bad idea. Of course, we independent parts guys who specialize or stick strictly with SAABs tend to know a fair amount about the best part for the best price. Independents are a great resource for cars which in many cases are older than your local SAAB dealership. Radiator hoses for an older 900 are a good example. Buy your hoses from SAAB, and you could be in the hundreds of dollars. Pick up a set of hoses from an independent Saab specialist, who researches and uses hoses from the after-market, and you are pretty likely to avoid low quality stuff as well as save a bundle of cash in the process.

The first and highest step on the learning curve is to avoid shopping price with no consideration of the source. Forget about loyalty to those of us who write you these articles and support the Clubs and events and go right to the bottom line - lowest price. These are the folks on the Internet who do nothing but move import car parts for a dime over their invoice cost, be it on eBay or on their websites. I will not name names here but I think most of you have run into a few of these in the past. These guys have overhead in advertising costs, many employees, and vendor obligations, yet they sell for the lowest price. Why would one think that they are not buying second or third rate parts in bulk and turning them around on an unsuspecting price-fixated end user? In order for the price shopper to ensure that he or she has the best chance of getting the best price for said part, he or she needs to have a very good knowledge of the parts in question. Major manufacturers in the USA and abroad typically sell about three quality ranges of every part they sell. Many times, the low grade part will carry a major recognizable brand name and be indistinguishable from the real McCoy - until it fails! To make

matters worse, often the "white box" part offered at an unbelievably good price, carries with it a liability that you may not wish to inflict upon yourself, let alone your spouse or significant other who may be driving the car.

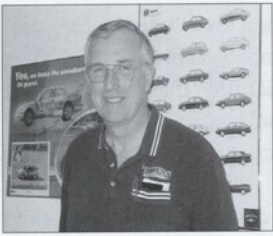
This learning curve step also applies to those who sell as "Jobbers" to independent shops who have little to no care and/or knowledge of what they install in customers' vehicles. Shop Owner X apparently ordered a water pump for the aforementioned 900 with no knowledge or consideration of the quality grade of the part. For those of you who hire out your SAAB's maintenance and repair to a shop perhaps less than attuned to SAAB parts purchasing on a regular basis, you may wish to suggest that they buy from SAAB dealer or a qualified independent parts vendor, rather than going to his or her Jobber parts supplier and taking a risk with your car and your money. The same rule ought to apply to those of you doing most or all of your own work to your car. Unless you think yourself up to date and attuned to the parts business as a whole, respect those of us in the parts and service industry with at least a little bit of trust. Retail in a niche market is a service unto itself; we possess the knowledge that few have, and are an oft-harvested source for said information when dealing with our valued clientele. The relatively few dollars that you "lose" by dealing with us over a "cheapparts.com" may well save you an inconvenience down the road, if not off to the side of one, and may well save a lot of money in the long run!

I hope those of you with your vintage rides and projects have had a productive, if cold, winter. It's into another warm season yet again. Time to get those cars on the road!

As usual, happy to help with SAABs old and new.

You may hear more about the red 900T described in this story. Our Sometimes Copy Editor will be learning the joys of Saab ownership with this car as she studies her way to Chief Counsel, at Case Western Reserve University. -Ed.

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>



Perfect Car

While the perfect car has yet to be built, new and used cars are better than ever! Consumer Reports (April 2003 Issue, which can also be found on-line for Consumers Union members at www.consumerreports.org) features several reports on categories that should be of interest to Saab owners. Hurray, for our side! We finally got some good press for the better cars that Saab is now building.

In the report entitled "Which Vehicles Hold Up?" statistics show that for three-year-old cars, the 9⁵ scored better than average with 37 problems in that time period for every 100 cars. The best car in the report had 21 problems per 100 cars and that was an Acura. When you think about the consumers' expectations that sometimes are transmitted into perceived problems, the Saab score was very, very low.

In the report about upscale cars entitled, "Would You Buy the Car Again?" the 9⁵ with a 4-cylinder engine took 3rd place as customers were most satisfied and likely to buy again and the 9⁵ v6 held 6th place. Both cars were in the "over 70% definitely would purchase again" category. These statistics show the 9⁵s in a great position. They have few reported problems and owners are willing to state that they would buy another Saab just like the one they're driving.



9³S First indication of heater box problem. The knob breaks from part of the drive rod.



9⁵ SID panel shows the segments failing. The display should say, "Test Brake Lights" plainly and the time at 9:22

In another report, "Reliable Used Cars," using data drawn from 1995—2002 models, the Saab 9⁵ (2000 through 2002) and the Saab 9³ (2000 through 2001) are listed. When you see the feature report on "The Best and The Worst Used Cars" you will find the Saab 9⁵ listed with the best, which includes all years. Overall, the reports reflect the time and money Saab has invested in new product development, quality control and a better dealer network.

Now the other side: what are the common frustrating problems that these 9³s and 9⁵s have that could be avoided? There are a few things that you might look for if you are in the market for a pre-owned Saab 9³ or 9⁵ that may or may not still be under factory warranty. There have been campaigns or recalls for early 9⁵ computers and there have been a number of service campaigns issued regarding the turbo chargers, etc. but we'll assume that the dealers have taken care of most of these things. I think the four issues that Saab and the dealers could address on both the 9³s and the 9⁵s are:

- 1 SID Panels (Saab Information Display) failure of blocks or segments in the readout.
- 2 Mufflers that rust out prematurely.
- 3 Heater Boxes with internal parts that break or bind.
- 4 Serpentine Idler Pulleys failing prematurely.

You might say that these seem like trivial things. But, how would you like to purchase a car that had all four of these defects and they were not covered any longer under factory warranty? If and when the serpentine idler pulleys break, and they can without warning, it is a tow-in situation. Here are the prices:

- **SID panel for 9³:** \$350 plus \$250 core charge and installed in about .2 of an hour.
- **SID panel for 9⁵:** \$530 plus \$250 core charge and installed in about .2 of an hour.
- **Front Muffler for 9³:** \$231 and installed in about 1.3 hours.
- **Rear Muffler for 9⁵:** \$235 and installed in about .6 hours.
- **Heater Box for 9³:** \$161 and installed in 4 to 14 hours depending on shop's experience.
- **Heater Box for 9⁵:** \$1,984 and installed in 12 to 20 hours depending on experience.
- **Idler Pulleys:** \$35 to \$45 each installed in about one hour.



9³S Heater box with rod in place. Notice: For you Saab fans, this isn't a GM part! It says "Made in Sweden" in English so even I can read it.

The Consumer Reports rating was favorable over a three-year period. How much better would it be if Saab had improved or replaced these components before the cars moved down the ownership chain? How many of these satisfied Saab owners would commit to buying a new 9⁵

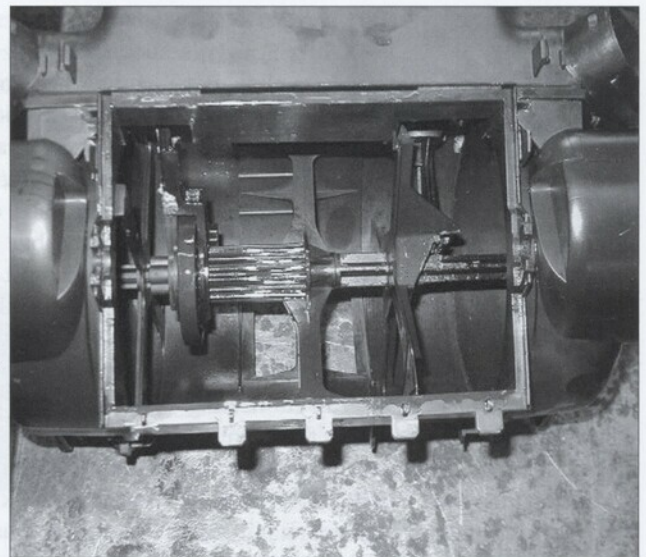
or 9³ if their current Saab was out of warranty and faced with these potential repair costs?

Saab seems to have a logical way to deal with service issues. If there is a safety problem, a recall is issued and these recalls never expire. All cars affected by the recall are repaired by the authorized dealers—free. Service campaigns are issued for problems that are not safety-related but are problems or trends that Saab has identified and has decided to repair under warranty by the dealerships. Any other problems would be handled on a case-by-case issue whether under warranty or not. Even a car out of warranty could have some repair possible. The decision would be up to the dealer and

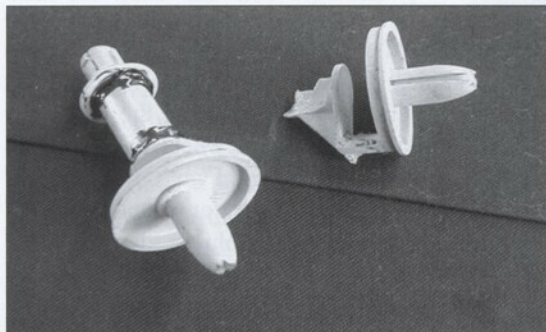
Saab Customer Service Rep for that region.

It seems possible that the four problem areas I outlined could be regional. I would accept that and I also agree that a muffler, SID panel and idler pulleys may be wear items. But a heater box? It stands to reason that the 9³ heater box is a bum part. There are a number of service campaigns that have been issued to lubricate and otherwise adjust these turkeys. Very seldom is it possible to save the box long-term if it has this problem.

At a meeting during the Hilton Head Saab Owners' Convention in 1998, Joel Mamby, the Saab CEO at the time, talked about Saab's commitment to maintain their cars from cradle-to-grave. Joel is long gone along with his successors but we still have the cars. I hope that Saab will see the connection in working with their dealers and independents to take care of some of these problems.



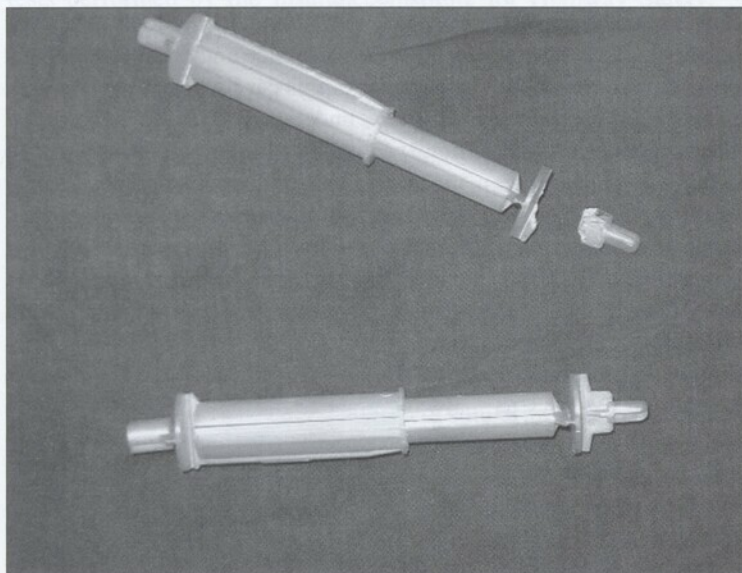
9³ S Heater box (inside view). Nothing to repair. They can be lubed which sometimes helps. The center shaft running through the middle and the doors bind for no visible reason. At least this part is relatively cheap.



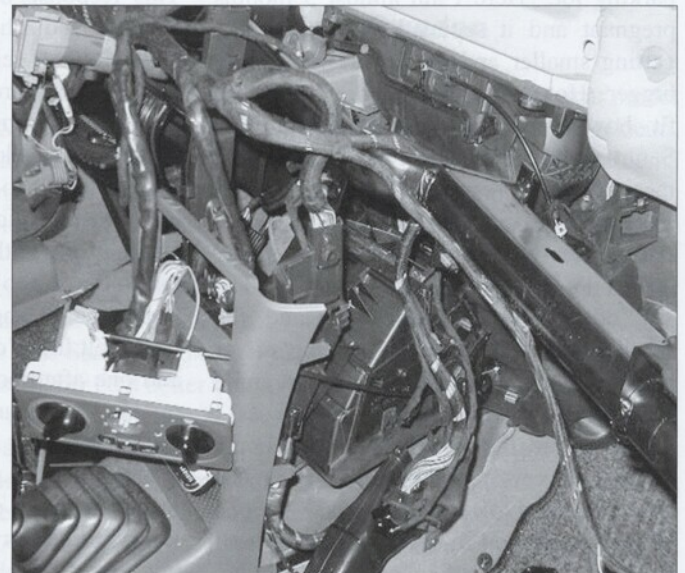
9⁵ left side heater box bell crank. The example on the right is broken and the one on the left has an unauthorized repair. The part is not available from Saab. Either repair the bell crank or replace the entire box.

It would be great if these problems were either sought-out and repaired under warranty, or owners allowed some great discount for those repairs on cars that are past the 4 years—50,000 mile warranty. This kind of demonstration would go a long way in cementing customers to Saab.

SAAB—Even if they aren't perfect, they are still the best!



9³S Connector between the heater knob and box. Bottom rod is the good part. The top rod has not been able to move the internal doors in the heater box and has broken.



9³ S The last thing to come out under the dash is the heater box. (View from the passenger side). Unless you are pretty handy, I wouldn't try this at home!



**View from
a Saab:
A
woman's
perspec-
tive**

I had a moment this past month. I actually considered it and I don't know why. Blame it on the hormones or the impending planning/obsessive itch that is starting to hit me. Some call it "nesting" when pregnant moms want to clean and organize. I call it an overwhelming obsession to figure EVERYTHING OUT NOW! Men will never understand it; in fact, my advice to you to-be dads is to just shake your head and say "whatever dear". It will truly get you into the least bit of trouble.

I love my 9³, I really do: the bells and whistles, the memory seats, the heated seats, the computer dashboard, the on-star, etc. I think it really is the coolest car I've ever owned. Leased or not, the car is worth it's weight in gold to me after the five years I endured of car repair and double trips to Andrews Saab in Princeton. (Of course they always did a great job, but car repair really stresses me out!) So why the quandary this month? I was loading our 4x4 stroller into the back of the 9³ and suddenly it hit me as I looked around the parking lot. Here I am almost 5 months pregnant and it seems like the trunk is getting smaller and the stroller is getting bigger. How on earth will a double stroller fit - how on earth will I manage? Minivans, Saturns, and various other SUV's surround me and I think, "egad I need a bigger car!" The stress begins and holds me in it's path until I am returning home and I see my husband's 9000 Aero in the driveway. The sky opened, the choirs sang, and the spotlight landed squarely on the silver beauty we actually already owned. A smile crossed my previously pursed lips as I bounded into the house to announce my genius in my problem solving. The amazing thing of course is that the one thing I've learned in my marriage is that I do not always excel in problem solving. Mostly I just want to hem and haw for a few days and then I deal. Not so for hubby - he dons a "fix-it-all-in-five-minutes" cape

and with my mouth gaping open rattles off something I rarely understand and in his mind the problem has passed and is over. Of course upon my genius idea, hubby was not even aware there was a problem. He backpedaled, he stammered; instead of the loving pat I expected, I was greeted with nothing but horror. "Not my 9000" he cried, almost wailing, "I thought you loved your car, I thought you were happy with it!" I am a little befuddled as I thought it was a great plan. I never said I didn't love my 9³ did I? "I do, dear, but the trunk space, the double car seats after the new baby is born, really it's the best option!" Again a look of sheer panic turns his face white. It was almost as if I said, "Dear, I gave away my 9³ to a lovely woman who just learned to drive". It is not the look I expected! I tried to explain to him that maybe we should just try it for a little bit. Maybe he should just think of it. But as he went down the stairs to the computer I realize I have crushed him. I have metaphorically taken his beloved balloon and let it go free into the sky. (Cheesy? Yes, but keep reading anyway.)

Of course I heard nothing but attempts to problem solve my problem solving. Exasperated, I looked at him and told him that it's just a car and he should share! It was like two kids on the playground fighting over a ball. Is it a wonder they say that two first borns should never marry? This response of course didn't gain any ground, and he went to another Saab enthusiast for reinforcement. I scoffed at this meager scare tactic. I'm surprised he didn't plead for mercy on the 10 p.m. news or take out an add in the paper entitled "My wife is trying to take my car!" The Saab enthusiast did mourn with my husband, and I was informed that I was now being rattled out to the Turbo! group online. Yeah that scared me, like he's never done that before!

I felt like I'd won. It felt really good, and one afternoon he intended to take off my snow tires and handed me the keys to the 9000 for my beauty day away. I drove off with the sun shining, the wind blowing my soon to be perfect hair, to the salon. Everything is as it should be right? Well, not exactly. Upon arriving at the first salon, (yes the hair expectations fell with everything else), I tried to turn around to retrieve something from the back seat. The

captain chair, while phenomenal to some, can be somewhat of an obstacle to a short person. My arm got stuck and pinched as I tried to open the door. I tried to adjust the seat once I got back into the car, but alas the chair just wasn't comfortable. Then off to the next salon stop. While on my cell phone I tried to turn down the radio. Hubby installed a different stereo, and I can't even figure out how the hell to get off AM! This day did not go as planned. I was not comfy driving, I couldn't let loose with the radio, heck the sound isn't even right for *Car Talk* - it was either too loud or I couldn't hear it at all over the blasted sport exhaust! Then to top it off, the heating system air was blowing cold right at me. I think the car was taunting me, trying to remind me that I'm not cut out for a classic like a 9000 Aero! I turned the entire thing off returning home. I thought of my 9³ and its comfortable seats, stereo at the push of a button on the steering wheel, etc. What on earth was I thinking? I can't drive this car permanently. It's just not meant to be. I'd have to resign my column, due to hating this car I thought would solve all my problems! I shuddered and sped home.

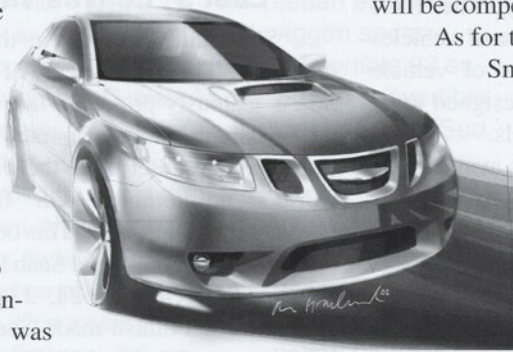
Upon my return, I made a decision and tossed the keys to my husband, who was overjoyed at my frustration. "I can't do it" I proclaimed and tried to explain its idiosyncracies. He just smiled and heaved a sigh of relief. Yes, the hormonal "nesting" is over for now and we have both escaped unscathed. I now look at his car with some reverence and enjoy just being a passenger of this car I will never bond with or truly understand. I do respect it, however, and whatever it possesses to make my husband love it so much. I know next time not to problem solve too quickly - really it's his line of expertise when it comes to cars. I consider myself lucky as he didn't even ask how much I spent on my hair!

The moral of the story? "The grass is always greener on the other side." Even better, "My 9³ is a perfect fit for me." Why mess with perfection?

Traci now happily drives her 9³ all around the Twin Cities and plans to ask for a 9⁵ before August...well, maybe a new diamond anniversary band after the baby is born!

Saab to Bring AWD 9² to US Market in 2004

Continuing with their "biggest ever product offensive," Saab at the New York Auto Show announced a car to compete in the small premium car segment, the 9². The 9² will be built in conjunction with Fuji Heavy Industries, Ltd. of Japan, maker of Subaru cars. Saab had been hunting among GM's brands and affiliates for a product that could be molded into a Saab fairly easily and inexpensively. The Saab/Subaru alliance was almost natural, and quickly gained acceptance and enthusiasm through both the Saab and GM organizations. The sketches shown of the new car were drawn by Ola Granlund in 2002. Ola is a Saab designer and was project manager for the 9^X Concept Car under Anthony Lo and Michael Mauer. In an unusual twist, the 9² in its first release will be available exclusively in North America.



No detail specifications are available, but the 9² will be available in two models, a 'base' model with a 2.5 liter non-turbocharged engine, and an 'Aero' model with a 2.0 liter turbocharged, intercooled engine. Both models will have All-Wheel-Drive, and a 5-door body based on the 5-door Subaru Impreza RS. The Impreza has performed well in laboratory crash tests performed by the Insurance Institute for Highway Safety. This will be Saab's first AWD car. The 9² is scheduled to be on sale in the late spring of 2004 as either a 2004 1/2 or 2005 model.

When asked about pricing, Kevin Smith, Director of Corporate Communications for Saab Cars USA, stated there are no prices as yet, but they are aiming to have the 'base' 9² come in "significantly below" the entry point for the current 9-3 Sport Sedan. With the 9² Aero, however, there will likely be "some overlap" in pricing with the 9-3 Sport Sedan.



Author Larry West produced this composite of a Saab Griffen inserted into a photo of a Subaru dashboard.

When asked how Saab would put the "Saabness" in the 9², Smith indicated that there are already a lot of similarities between Saab and Subaru. "Both companies started building aircraft and both have a long rally heritage". The 9² will get the suspension 'tweaked' to provide for a more Saab-like ride and handling. The engines, however, will as likely not

receive much in the way of upgrades or modifications. "The engines are very good already," said Smith.

On the interior, Smith indicated that the level of materials would be upgraded to match the market segment in which the 9² will be competing. Other than that, no major changes are planned.

As for the ignition key position? "We are looking into that," Smith stated. The complexity and expense of moving the key to the console will be the determining factor.

Asked if the 9² might be an indication of Saab returning to Rallying, Smith indicated that was not likely, at least in the short term. "None of Saab's direct competitors are in the World Rally Cup competition. Unless they are there, there is little reason for Saab to be there". With the 9², Saab hopes to bring their cars to a younger audience and the company closer to profitability.

*Text and Photograph by Larry West
Drawings Courtesy of Saab Automobile AB.*

GM award for Saab 9³'s Crash Safety Team

The Saab 9³ Crash Safety Team has been awarded GM's Chairman's Honor Award 2002. "They have inspired everyone within GM," wrote Rick Wagoner, GM's President and CEO. The prize is awarded teams within GM for their exceptional contributions toward achieving GM's

business targets. The Saab Team has made a car so safe it was the highest ranked, 5 stars, ever in EuroNCAP. Martin Ohlsson, project leader of the 9³ Crash Safety Team, is pleased: "It's satisfying to get such a fine prize," he said. "I think many people at Saab Automobile have played a part in this. Everyone here has, one way or the other, contributed towards making Saab 9³ such a safe car."

Safest Car in Sweden

On April 4, 2002, the Saab 9⁵ was rated as the safest car model in Sweden by the leading Swedish insurance company, Folksam, following publication of a study of real-life road accidents involving more than 100 cars. The Folksam report, "How Safe is Your Car?" is updated every two years and its findings are based on an assessment of personal injuries suffered in real-life accidents on Swedish roads. The statistics are used to produce an injury risk measurement for each individual car model.

The Saab 9⁵ is the only car to achieve an injury risk rating "at least 40 per cent better than average" and was found to be the safest car overall, as well as best in the large car category. The Saab 900/9³ also performed extremely well, achieving the top injury risk rating of "at least 30 per cent better than average" in the medium-sized category, as did the Saab 9000 in the large car category. The 1979-1993 Saab 900, the Classic 900, showed a credible "at least 20% better than average" despite its having been designed almost 4 decades ago. The findings of the report verify the outstanding safety attributes of the Saab 9⁵, which was also the first car to be awarded a four star rating in EuroNCAP crash tests, as well as Saab's long time commitment to passenger safety.

The Folksam report follows an similarly strong showing by Saab cars in the Highway Loss Data Institute's (HLDI) annual rating, as reported in NINES #262 (March/April, 2003). The Folksam study is a more rigorous test of occupant protection since it correlates occupant injury severity to crash severity. The HLDI measures the ratio of reported injuries to the number of vehicles registered, and therefore factors the demographics of vehicle ownership into its rating. The HLDI result seems designed to be more useful for calculating insurance premium levels.

The Folksam report, "How Safe is Your Car", is available on the website http://www.folksam.se/forskning/trafik/sakra_bilar/2003/bilListaStorlek.htm.

GM Merges Opel, Saab Product Units

In a story by Richard Johnson and Georg Auer, Automotive News reported that General Motors is folding Saab's independent product development and manufacturing operations into Opel's, effectively creating a single European organization for the two GM brands. The new structure grows out of Saab's emergency turnaround strategy called Vigen.

"There will be much more cooperation and the two organizations will grow together," Opel Chairman Carl-Peter Forster was quoted as saying. "Is it one organization? Things aren't that black and white. There will always be shades of gray. But the direction is clear." As previously reported, Saab will eliminate about 1,300 jobs, or 14 percent of its work force, after suffering a \$132 million loss in the first half of 2002. Combining Saab's autonomous engineering and production organizations with GM Europe's will help bring down costs at Saab.

GM Europe engineering boss Hans Demant will reportedly add responsibility for Saab. GM Europe production chief Timothy E. Lee now oversees Saab manufacturing operations as well as Opel's and Vauxhall's. GM Europe will eventually be structured similar to General Motors in North America, outgoing GM Chairman Jack Smith was quoted as saying, "What you'll see is what happened here. There'll be one organization. You'll converge it. There will be a Swedish (engineering) operation and an Opel operation, but in Sweden they will not just work on their stuff, they will also do work for Opel and vice versa. The same with manufacturing." In North America, GM has over the past decade combined division engineering staffs into a single corporate engineering staff. "That's where you get your advantage," Smith said. "We haven't taken advantage of that [in Europe] and now we have to."

Schroder Salmon Smith Barney automotive analyst John Lawson was quoted saying, "I think they've had it with Saab, frankly. They had to bite the bullet and recognize the way Saab is organized it is not going to be successful. That doesn't mean it has to sell Opels. But it can't be cut as much slack as it has in the past. The financial record of Saab is an amazingly poor one. Its survival has been due to the ownership changes it has had and certain distraction among owners. At this point it has to be taken closer in hand." Saab President Peter Augustsson denied rumors that Saab has canceled new model development projects as a result of Vigen.

Saab plans to increase global sales from 120,000 in 2002 to about 135,000 this year with a goal of 200,000 cars annually to reach "the right level" of profitability.

Last 9³ Leaves Valmet Assembly Line

"She stands apart from the others - protected, radiant and maidenly. The straying eyes of outsiders are not to gaze upon her. She is jealously protected like a blushing oriental virgin." Thus the Helsingin Sanomat quoted a reporter of the evening tabloid Ilta-Sanomat describing the first-ever Saab to roll out of the world's northernmost car factory, the Valmet facility in Uusikaupunki, Finland. This occurred on November 13, 1969 and the car in question, was a Saab 96, carrying the licence plate EKA-96 (First 96). On April 24, 33 years and 738,134 Saabs later - the "so far" last Finnish-made Saab drove out of the same factory. While most of the Saab Cabriolets produced at the Uusikaupunki plant ended up in North America, this one is bound for Sweden and the Saab Automobile Museum.



End of the line - the last 9³ produced by Valmet.
Next stop - the Saab Museum in Trolhättan.

The Uusikaupunki car factory was the brainchild of Urho Kekkonen, who wanted Finland's economy to be closely tied to the West, not the Soviet Union. It came to fruition when Swedish industrialist Marcus Wallenberg offered that Saab (then controlled by the Wallenbergs) could establish a production line in Finland. In return Finland was to buy two nuclear power plants from the Swedish Asea-Atom, also owned by the Wallenbergs. Sweden overlooked Finland's war debts, worth FIM 100 million, as part of the deal. The deal was struck, and the resulting car plant in Uusikaupunki was owned 50/50 by the Swedish Saab and the Finnish concern Valmet.

Since that first EKA-96 some one million cars have been manufactured at Uusikaupunki. Most of these have been Saabs, but the factory has also produced Opel Calibras, Chrysler-Talbots, Lada Samaras, and most recently Porsche Boxters, the manufacturing of which will continue according to a contract until 2008. Thanks to the Uusikaupunki plant, related automotive industries now employ about 10,000 people in Finland, and parts and components to the tune of around EUR one billion are exported each each year.

The biggest mistake made was failing to invest enough of the profits into research and development. The Finns had built every single Saab convertible, but the Austrian Magna Steyer won the bid for the new generation 9³ convertible on the strength of their ability to help design the car. What will become of the Uusikaupunki car factory is yet to be seen. The factory's current part-owner, the German Thyssen Group, has the option of purchasing the entire factory by the end of November. Thyssen is a massive automotive subcontractor, but the company does not have a car factory of its own. Nobody quite knows if they want one. What they do know is 759 workers will leave the Uusikaupunki car plant. Some of them were already there in the 1970s making the Saab 96s. And speaking of 96s, the first one of these legendary cars, EKA-96, has finally returned back to Uusikaupunki - to the local Car Museum.

For additional detail, you may view the article on which this story was based at the Helsingin Sanomat's web site, <http://www.helsinki-hs.net/news.asp?id=20030429IE22>.

Sales

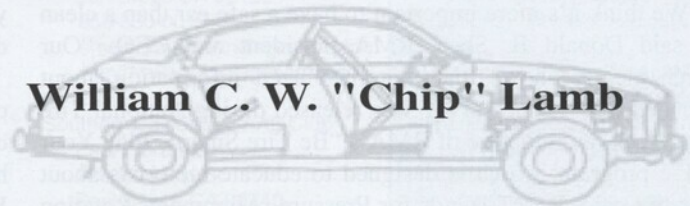
Led by the 9³ Sport Sedan, sales over the period were the best in the history of Saab Cars USA. February's total was the best February ever for the USA. The numbers for March, though slightly below March 2002, when substantial incentives helped the successful clearance of last 9³ Hatchback Sedans, were sufficient to cap the best first quarter in US history. April's result was the best month ever for Saab in the USA.

Throughout the period, 9³ sales were approximately triple that of the 9⁵, following several years when 9⁵ sales generally matched the sales of the steel-roofed smaller brandmate. This 3:1 ratio is approximately the same as BMW, comparing "3 series" to "5 series" sales, as well as Audi's A4 to A6 sales ratio. 9⁵ sales were healthy, averaging just under 1200 cars per month.

According to John Schoblocher of Dave Towell Cadillac Saab, "This is a great time to be a Saab salesperson. It's always good, but now it's great." Schoblocher told us that even though sales are on a record breaking pace, he could sell still more 9³ Sport Sedans if he had more cars to deliver. John expects supply constraints to ease in June, when Dave Towell Saab will receive 60 cars. By comparison, Towell's predecessor, Dave Walter Saab, sold just 70 cars during all of 1998, its last year as the Akron, Ohio Franchised Saab dealer.

	FEB 03	MAR 03	APR 03	period
coupe 93	0	1	0	1
viggen coupe	5	3	0	8
sedan 93	1	0	3	4
sedan 93 se	25	22	8	55
viggen sedan	4	2	1	7
convertible 93 se	512	757	952	2221
viggen convertible	1	0	2	3
Linear Sports Sed	2092	2491	1824	6407
Arc Sport Sed	0	107	559	666
Vector Sport Sed	0	82	385	467
total 93	2640	3465	3734	9839
				0
sedan 95 Linear	334	553	540	1427
sedan 95 Arc	133	150	142	425
sedan 05 Aero	220	255	233	708
wagon 95 Linear	168	190	186	544
wagon 95 Arc	47	69	56	172
wagon 95 Aero	56	49	76	181
total 95	958	1266	1233	3457
				0
IDS	0	1	9	10
				0
total (2003)	3598	4731	4967	13296
last year (2002)	2699	4864	3437	11000
percent increase	33.31	-2.73	44.52	20.87
total year to date	6149	10885	15852	
previous year	4274	9138	12575	

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The Saab Network Serves 100 Million Pages and Sets Monthly Record

During December 2002, The Saab Network served its 100 millionth page to site users. The Saab Network began in 1988 as a mailing list and later expanded to include a web site. During January 2003, the site record for the number of pages served during a single month was broken and now stands at 3,467,265 pages. The monthly visitors record was nearly broken in February 2003 with 171,435 visitors, but the record remains at 171,804 set in April 2002.

To celebrate, the "Share Your Saab Knowledge" contest will resume in which a prize is randomly awarded to a BB user each week who has answered a question on one of the TSN bulletin boards. Past awards have included gift certificates to Amazon, Starbucks, Home Depot, and many TSN Sponsors including subscriptions to NINES magazine. One lucky user will also attend the 2003 Owners' Convention free of charge (registration fees reimbursed). The Share Your Saab Knowledge contest will run throughout the rest of the 2003 calendar year!

In addition, a new 2.4Ghz server has recently been installed. This replaced the 1Ghz server previously in use. Additional bandwidth was also made available through a newly installed dedicated "T1" line. The Saab Network recognizes the sponsors who make the site possible at www.saabnet.com/tsn/sponsors.html.

Consumers More Likely to Have Clean Cars than Correct Tire Pressure

U.S. drivers are more likely to wash their cars than correctly check tire pressure, according to a national survey released by the Rubber Manufacturers Association (RMA), which represents tire manufacturers. The survey found that three out of four American drivers wash their vehicle at least once a month, while only one in seven correctly checks tire pressure.

"We think it's more important to have a safe car than a clean car," said Donald B. Shea, RMA president and CEO. "Our research clearly shows that motorists need information about proper tire care." The survey was released during National Tire Safety Week, an initiative of RMA's "Be Tire Smart - Play Your PART" program, which is designed to educate motorists about proper tire care. PART stands for Pressure, Alignment, Rotation and Tread, the four key elements of tire maintenance. RMA's survey, conducted nationwide in February, also found: Motorists rank tires as the second-most important safety feature in vehicles after brakes.

- Only 14 percent of drivers properly check their tire inflation pressure. Properly checking tires means checking at least once a month before tires have been driven even a mile and inflating them to the vehicle manufacturer's recommended pressure, not the pressure listed on the tire sidewall.
- 45 percent of drivers wrongly believe that if they are taking a trip with a fully loaded vehicle that they are better off if their tires are a little bit underinflated.
- Nearly 7 out of 10 drivers don't know how to tell if their tires are bald.

- 71 percent of drivers do not check their tire pressure in their spare tire.
- Almost half of drivers, 49 percent — named a tire industry source as the most trustworthy to provide the right information about proper tire care.

Other research conducted in recent years by the National Highway Traffic Safety Administration (NHTSA) and AAA, is alarming. NHTSA found that one-fourth of passenger cars and one-third of light trucks/SUVs have at least one significantly underinflated tire. In 2002, AAA reported that member calls for emergency road service involving flat tires increased to more than 3,552,647; or 12.5 percent of total road service calls answered by AAA. "Making sure tires are properly inflated is one of the easiest and most important maintenance procedures consumers can do for themselves," said John Nielsen, director of AAA's Approved Auto Repair Network. "By acquiring the habit of checking tire pressure each month, motorists can improve road safety for themselves, their passengers and other motorists."

AAA provides tire care advice through club publications that reach 46 million members in the United States and Canada and online at www.aaa.com. A free tire safety brochure is also available to members and the public. More than 7,500 AAA-approved repair facilities — including independent shops, car dealerships and tire retailers — provide free maintenance and safety inspections of AAA members' vehicles when other work is performed. These inspections include a check for tire wear and inflation.

A number of tire retailers have partnered with RMA to promote tire safety including: Big 10 Tires, Big O Tires, Discount Tire Co., Firestone Tire & Auto Centers, Goodyear Auto Centers, Les Schwab, Merchant's Tire, National Tire and Battery (NTB), Peerless Tyres, Pep Boys, Sears Automotive Centers, Sullivan Tires, STS Tires, Tire Kingdom, Towne Fair Tires and hundreds of other independent tire dealers. The companies are distributing RMA's educational brochure on proper tire care and maintenance and some are hosting events to teach motorists about tire care. This year, more than two million RMA tire safety brochures have been distributed to more than 4,000 retail stores.

RMA and its members also have conducted government outreach to promote tire safety. RMA materials have been distributed to every member of the U.S. House and Senate. State highway safety agencies from Arizona, California, Connecticut, Kentucky, Nebraska, New Mexico, South Carolina, Texas, Utah, Vermont and Wisconsin will offer RMA's tire safety materials. Ohio and Georgia governors will issue statewide tire safety proclamations and California Assemblyman Lou Correa (D-Santa Ana) introduced a resolution to declare this week "California Tire Safety Week." Also, California Senator Liz Figueroa (D-Fremont) has recorded tire safety public service announcements in English and Spanish.

Founded in 1915, the Rubber Manufacturers Association is the national trade association of the rubber products industry. Its membership includes more than 100 member companies that manufacture tires and other rubber products. RMA members include Bridgestone/Firestone Americas Holding, Inc., Continental Tire North America, Inc., Cooper Tire & Rubber Company, The Goodyear Tire & Rubber Company, Michelin North America, Pirelli North America, Inc. and Yokohama Tire Corporation.

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www.westernpasaab.com

ON LINE CLUBS

The Saab Network

http://www.saabnet.com

Turbo!

Send an email request to turbo-request@secret-secret.com. Place the word "subscribe" in the subject line and the body of the post.

VSAAB, The Vintage Saab Mailing List

http://www.vsaab.com

The Saab Club of North America, Inc.

http://www.saabclub.com
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The Saab Owners' Convention Permanent Web Site

http://www.saabconvention.org

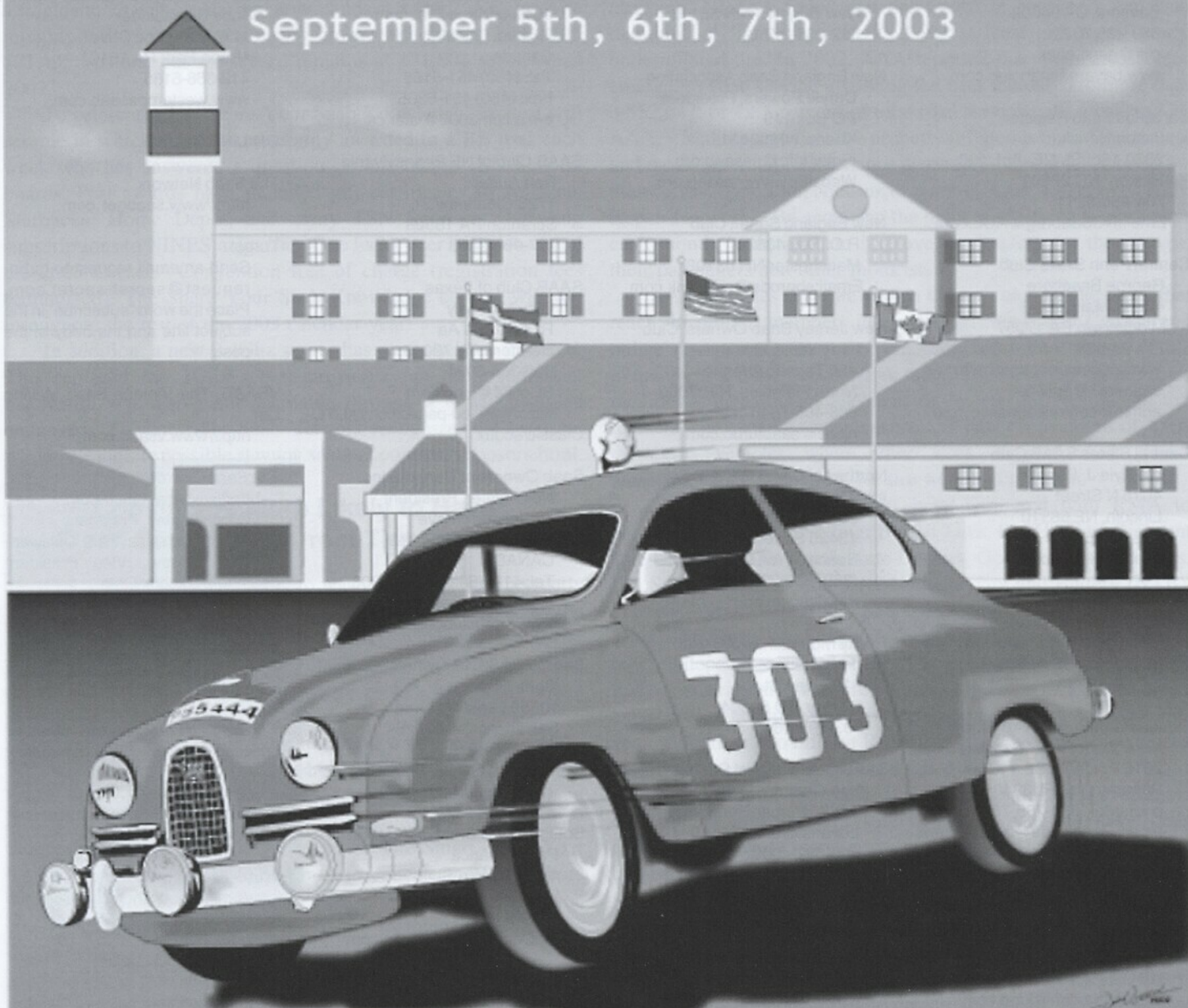
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For more information and Registration please visit www.saabconvention.org



2003 Saab Owners' Convention Update

Where did March go? And many of the other preceding months for that matter? The SOC Planning committees have been hitting on all cylinders and we have many results to report for the past month.

In terms of sponsor support, we have received firm commitments from Eisenhauer SAAB, Wernersville, PA (Platinum Level); Sports Car Service, Inc., Wilmington, DE (Silver Level); Roberti Motorcars, Kingston, NY (Bronze Level); Swedish Connection, Bergenfield, NJ (Double Patron Level); Swedish Motors, Marietta, PA (Patron Level); and Don Fatzinger Automotive (Patron Level). Lehman Motors SAAB in Harrisburg, PA has committed to the hole-in-one giveaway car for the golf outing on September 4th, and we should be able to announce details of their entire package within the next few weeks. These fine sponsors join SAAB Cars USA, Mile Hi Body Shop, The SAAB Network and Lititz Auto Service in support of SOC2003.

We are also working with several other potential sponsors including General Sales SAAB, Santa Fe SAAB, Gold Wing, Brewer SAAB, Hunt Valley SAAB, Viking Automotive, SAAB Savior, George's Imports, Paul Domitsche Motors and Haddle's Eurotech Garage and will continue making contacts with more potential sponsors over the next few weeks.

The 2003 full color convention poster is fresh off the printing presses and on their way to dealers and independent shops. The poster features the striking artwork of John Webber. Reminiscent of racing posters from the 1930's, the 24" by 30" poster depicts Erik Carlsson's 1964 96, in a maneuver that he made famous racing to victory in Monte Carlo in 1963, rounding the railroad station curve on nearly one wheel. The building in the background is The Hershey Lodge and

Convention Center, as it stands today. The poster is printed on 80 lb. Corniche cover stock and is expected to be another coveted SAAB collectible. Special thanks to Mike Beare and the team at Acorn Press Inc. in Lancaster, PA for a great job.

The posters will be used to promote the event, and reach far more potential attendees than a mass mailing ever could. Thus far, the sponsorship team has personally distributed over 60 posters and we are working to distribute about as many in the next month. Additionally, we will be mailing posters to the remaining businesses on our list. If your favorite mechanic or dealer doesn't have one yet, pass along the contact information, and we'll get one out to them, provided they agree to display them. Posters will be available for sale, at \$10 each, plus postage.

The Hershey Lodge reports that we have sold 13% of the rooms in our group block, but in reality we are aware of some registrants who didn't get the group price, and we are working to correct that. As we point out on the website, when calling 800-HERSHEY to reserve your room, please indicate that you are calling to reserve your room for the 2003 SAAB Owners' Convention. This will ensure that we up our room block per our contract with Hershey, and you get the group rate of \$129 per night, plus (9%)tax. My current room pick-up report from Hershey indicates we have crossed the 20% occupancy for our room block, with 4% of the rooms booked preceding the start date and for Sunday, so a few folks at this early juncture are making a trip of it.

Chris Moberg still toils away adding new material to our website, including several more advertisements for our sponsors. I am pleased to announce that on-line registration will be operational. Did I really say mid-February last time? What was I thinking? Thanks again to Chris for putting up with my endless pleading for more, more, more. It seems that we have repaired some of the user incompatibility issues we faced early on, as I have received no complaints in over 30 days, although some users have found that they need to update their Adobe Acrobat reader to Version 5. This is free, downloadable software from www.adobe.com, and will allow you to



view the downloadable documents we have on the website.

We are also working on the technical sessions and speakers for the SOC, and sadly I must report one of our biggest disappointments to date. For several months we had been working with Satch Carlson as our main speaker, after receiving many suggestions from you. Unfortunately, Satch must be in Germany on the Monday morning following the convention, and it just was not logistically possible for him to join us. He sends his regrets, and he will be supplying an interesting story that we will publish in the event program. Satch promises to join us at another event soon. We have secured a guest speaker for Saturday night, and once we have his bio and information, we'll include this in the next update as well as on the Convention website.

Speaking of the schedule, I do want to answer a question that I have only heard asked once, but in this publication. Yes, the SCNA board meeting will be held on Thursday morning, from 8:00am until noon. Why? Because in most working organizations, the business functions precede the non-business functions. Contrary to assertions I have read, we have many members who are making a vacation of the trip, by reserving extra nights before the start of the event. The meeting will include such functions as required for eligibility of SCNA's non-profit status; committee reports; financial reports; reports from SCNA's advisory members (accountant and attorney), etc. At the conclusion of business, the meeting will adjourn, and we will kick off the convention activities with the golf outing and other non-golf programs. Hidden agendas and conspiracy theories don't mix well with chocolate. Remember that this is our hobby and we are focusing on the fun quotient.

Other committees report progress in their areas: The Autocross Committee has

finalized our arrangement with The Appalachian Sports Car Club (an SCCA affiliate), and they will supply their truckload of equipment and a timing team for us. We will supply cone setters, scoring team and other staff members. We will also have help from several members of the WASSAAB Club, who have volunteered. The committee is working on the course layout, rules and tech inspection requirements, as well as coordinating the insurance issues between the clubs involved and Hershey, who is supplying a nearby parking lot. Rules and requirements will be posted to the website once we have everything firmed up.

Tom Nelson and team are assembling for The Club Participation Award. Tom is adding some folks to his team and reviewing changes and simplification to last year's rules. Once he has compiled some of the needed info, he can begin his process. If you have any suggestions for the contest you can reach Tom, as well as the other committee leaders from the contacts tab on the website. We currently have 12 contacts and will be posting the 21 & Under committee and Autocross Committee contacts soon.

Thus far, we have Bruce Turk and Gary Stottle who have volunteered for our vintage ride-along program I introduce in Nines #262. If anyone else would like to participate, please let me know. Thanks to Gary and Bruce for their support.

Again, I thank everyone for their continued suggestions, cooperative spirit and support over the past months. As I have said before, we have a terrific group of folks from across the country working to bring this event together, from Scott Paterson in California to Tom Nelson in Colorado and Chris Moberg in Maine, with more than 80 others to date somewhere in that vastness of middle America. Please keep those ideas and suggestions coming.

Until next time,

Marc Fails, Chairman
2003 SAAB Owners' Convention

The New England Saab Owners Gathering June 27-29, 2003 Sturbridge, Massachusetts

The New England Saab Association will be hosting its 3rd Annual New England Saab Owners Gathering June 27-29, 2003. This year we're moving the event to Sturbridge, Massachusetts with plans to reserve a block of rooms at the Sturbridge Host Hotel. There's plenty of room here for lots of Saabs - old and new. The format will generally follow the first two SOGs, with attendees arriving Friday, a Concours Saturday morning, a driving tour that afternoon, and a banquet and presentation that evening. Details for the



Concours field at the 2002
New England Saab Owners Gathering.

weekend are currently being finalized, and registration packages will go out soon.

Sturbridge has a wealth of area attractions for anyone who might not be living and breathing Saabs this weekend, and it's great for families as well since Old Sturbridge Village is right around the corner. To see what the area offers, try www.sturbridge.org. Details on the hotel can be found at www.sturbridgehosthotel.com. We'll update our website as well when we've got the whole scoop. You can find us on the web at www.nesaab.org, or email us at info@nesaab.org. Written requests for registration info can be addressed to:

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Keene, NH 03431
603-358-9928
Hope to see you there!

Minnesota Saab Club

The Minnesota Saab Club is hosting festivities on June 14 in conjunction with Andrews of Princeton Inc.'s annual open house, which this year celebrates Andrews' 30th year of doing business. Nelson and Chris Luick are organizing an Autocross that will be held on the quarter-mile dirt track Mille Lacs County Fairground and Racetrack. They are also organizing an Import Auto Show and will award trophies for People's Choice. Please see Andrews of Princeton Inc.'s announcement on page 2 for additional information.



Join the Western PA SAAB Club at the 21st Annual Vintage Grand Prix in Pittsburgh, PA. The Club is hosting its annual get together on Car Show Day, Saturday July 19th. VIP parking on the Schenly Park Golf Course with Western PA SAAB Club includes a view of one of the best race track corners! Saturday is both practice and qualifying day (for the Sunday vintage sports car races), and Car Show Day featuring an incredible array of clubs displaying their cars. Free shuttle buses cover the vast park. All SAABs are welcome. This is a world-class event. All entry proceeds go to charities. Call Andy Bittenbinder at 412-366-6165 for details, or see www.pittsburghvintagegrandprix.com for more information about the week-long festival.

West Los Angeles Saab Gathering

Walter Wong organizes periodic gatherings of Saab owners in west Los Angeles, CA. Join in for an afternoon of comradeship, picnicking, and best of all, Saabs! Contact Walter at 310-666-2406 for more information.

If your experience is like ours, getting replacement tires to run as smoothly as the original Saab mounted tires did when the car was new, is a frustrating challenge. The car disappears into the back room of the tire store, the old tires are removed and the new tires are mounted and "lifetime balanced." Then the question is whether the inevitable shaking is bad enough to warrant a trip back to have the tire mounters try again. Sometimes the ride is smooth at first, but soon gets rough. It is doubly frustrating for us because we have worked with rotating machinery and have a good knowledge of balancing. Computerized balancing machines sit in the back of every tire and alignment shop we've been in lately, and yet it always seems to take multiple visits to get a smooth ride.

Another frustration with new tires can be a tendency for the car to pull to one side or the other. This is often complicated by a tendency to have a wheel alignment performed when new tires are purchased, introducing another variable into the equation. Is it a bad alignment or a bad tire causing the vehicle to pull?



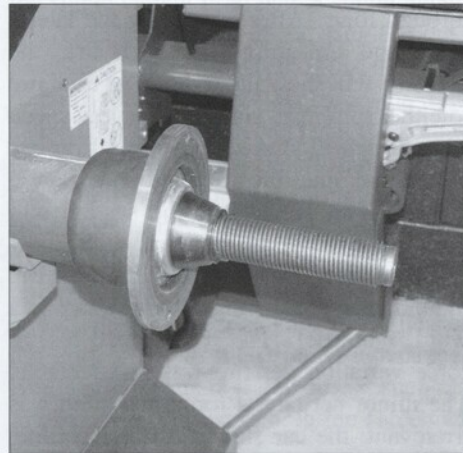
Hunter GSP 9700 balancing machine at the Hudson, OH training center.

At the 2002 International Tire Exposition and Conference, Hunter Engineering presented a talk about the GSP9700, their latest tire balancing machine, which not only balances wheel-tire assemblies, but also measures side

force and radial force variation in wheel tire assemblies. We introduced ourselves to the presenter and learned that Hunter Engineering operates a training center in nearby Hudson, Ohio.

William Hallock, a regional sales representative for Hunter, offered to demonstrate the model 9700 balancing system and Hunter's TC3500 Tire Changer at their Hudson training center. We visited with new rims which we bought at the 2002 Saab Owners' Convention and a set of Nokian WR winter tires we are evaluating.

The first item of business is to fit the wheel to the balancing machine. Modern cars feature "hub centered" designs, with the wheel fitting tightly to a ridge in the center of the wheel hub. The balancing machine must mount the wheel in the same way. They use a set of truncated cones, each of which will accommodate a range of

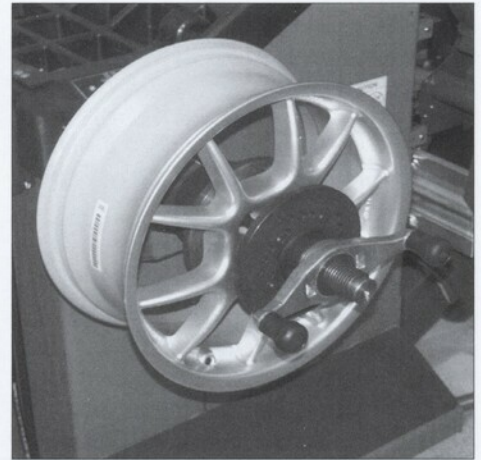


Balancing machine spindle with hub centering cone mounted.

hub diameters. This is the first source of potential error in balancing. If the wrong cone is used, the wheel will not be firmly



Conical pins clamp the wheel using the lug bolt holes.

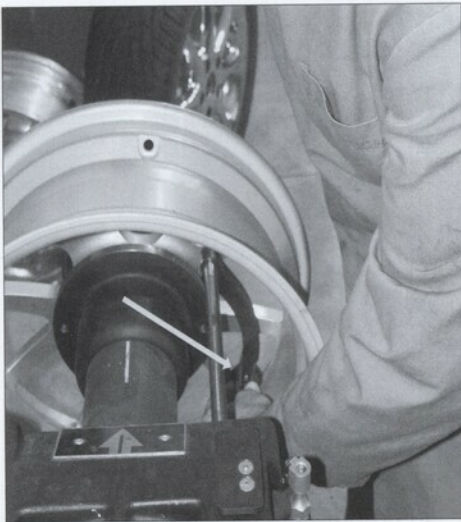


Wheel mounted on balancing machine in preparation for measurements.

positioned on the machine and the balance measurements will be useless. Bill showed us the difference between using the "right" cone versus the wrong one, and a careless installer could use the wrong one.

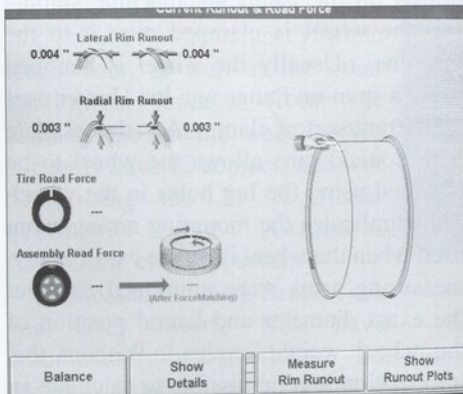
Once the correct cone is selected, it is placed on the balancing machine spindle and the wheel is clamped over it to the machine. Usually the wheel is clamped using a spun-on flange nut, but Hunter uses a different sort of clamp. An adapter plate with conical pins allows the wheel to be clamped using the lug holes in the wheel. This duplicates the mounting arrangement used when the wheel is on the car. Finally, measuring arms were employed to input the exact diameter and lateral position of the wheel weight circles. Without this information it is impossible to calculate an accurate balance. Most of the balancing machines we have seen have dials to indicate the rim diameter and width. Seldom do they seem able to recognize the difference in diameter between clip on and stick on weight positions. Seldom have I seen a tire mounter measure the width between the weight circles, critical for obtaining an accurate balance computation (see side bar, "Dynamic Balancing Theory"). Finally, the wheel is given a slow turn while the measuring arms record the lateral and radial runout.

All of the above is performed prior to even mounting the tire. Once the runout is measured, the operator is instructed to mark the "low point" of the wheel. When the tire is subsequently mounted and the tire and wheel assembly is balanced, the machine also measures the tire uniformity,



Data arm automatically enters the location and diameter of the weight circle

or the variation in tire stiffness. With that, the tire can be repositioned on the rim so that the stiffest point on the tire matches the high point on the wheel.



Hunter data screen, showing axial and radial wheel runout.

The balancing procedure begins by the machine loading the wheel and tire assembly against a roller with up to 1400 lb. of force to set the tire on the rim. This allows the tire to “relax,” so that the balance won’t shift in the few days after mounting. Then, the variation in radial force is measured. Lateral force can also be measured at this time, provided that option has been installed on the balancer. At this time, the operator is given the option of “force matching” the tire and wheel assembly.

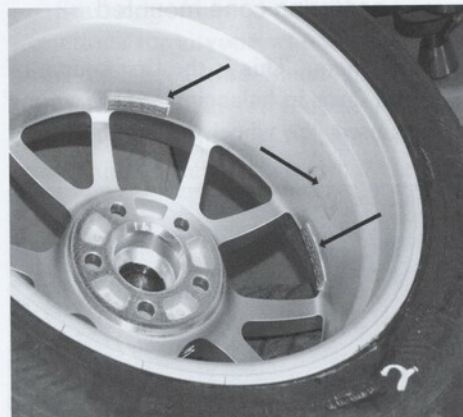
To force match, the stiff point in the tire is positioned to the low point in the wheel: in other words, the tire is taken off the wheel and repositioned. When we measured our first wheel tire assembly,

there was a force variation of about 10 lbs. After repositioning, the force variation remained at 10 lbs. And the machine requested that the tire be repositioned by 180°. We decided that the 10 lb. force variation was the best we would obtain.

After the radial and lateral forces have been measured and the force matching has been performed, the load roller is moved away from the tire and the wheel and tire assembly is spun at high speed. A graphic display shows the size of the weight to be positioned on each side. The measuring arms then perform the function of positioning the weights. The weight is placed on the arm and the machine rotates the wheel so that the arm places the weight in the exact right position. The operator is not left to “eyeball” straight up from the spindle.

During the entire process, each wheel and tire is assigned an identity number, one through four. After measuring the lateral force and uniformity for each tire, the machine will show the position of each tire to either minimize side force or low speed steering wheel shake. When the tires are directional and must be mounted on a specific side of the car, the system will optimize through the restraint.

How well does this state of the art tire mounting and balancing system work? In a word, fantastic! The reported 10 lbs. of force variation per tire was undetectable. The minor net lateral force measured was irrelevant: the car slowly drifts according to the crown of the road: to the right in



Location of weights on wheel assembly #2. Note mark from rubber clamp.

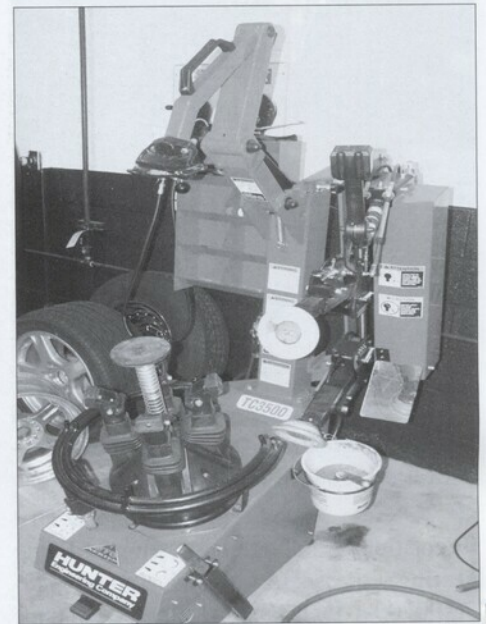
highway right lanes, and to the left in the left lane. The unbalance forces are undetectable up to the highest speeds we have driven.

There is one final bit of good news regarding the Hunter GSP9700: it is available through General Motors as a “Dealer Tool.” The photographs show a 9700 balancer at Dave Towell Cadillac Saab in “GM Blue.” Denny Zalmer, head



Hunter balancing machine in “GM Blue” at Dave Towell Saab.

of service at Towell, said that tire mounting and balancing capability is a great benefit in the Akron, Ohio area due to the amount of wheel damage caused by seasonal potholes. **Our opinion is that profitable or not, every Saab dealer should be**



Hunter tire mounting machine.

equipped with a 9700 balancer. It is quite unsatisfying to drive a car that constantly shakes at highway speed. While the driver may recognize intellectually that it's the tire mounter's fault, on an emotional level the shaking will be attributed to the car itself. Having the ability to correct the shaking, or at least to be able to diagnose the shake



"Bead stretcher" arm is tipped with a no-scratch plastic foot.

as uncorrectable due to a non-uniform tire, can only enhance the dealer's standing and the vehicle's standing in the mind of the owner. That's what leads to owner loyalty.

Companion to the Hunter GSP9700 Balancing Machine is the Hunter TC3500 Tire Changer. This machine has design features to make tire

mounting and removal easier and safer for the operator. From the car owner's perspective, its greatest feature is its rim and tire protection. From clamping to bead seating, bead breaking, and tire "stretching" over the rim, only rubber and plastic touches the rim or tire. Clamping is either from inside the rim or at the inner lip using rubber padded arms. The "tire stretching" mounting arm is tipped with a carefully shaped, slippery engineered plastic head, and conical plastic rollers unseat the beads safely. It is very unlikely to damage a tire or scratch a rim.

Balancing Theory

Balancing is routinely performed on rotating machinery to reduce vibration and increase bearing life. In the case of automobile tire and wheel assemblies, balancing also increases the life of the tire, shock absorber, and other suspension components.

Any cylindrical, or "thick disc" object which spins on its axis behaves as if it were a perfectly balanced disc with a weight attached. Balancing is performed by adding one or more weights to counteract that effect.

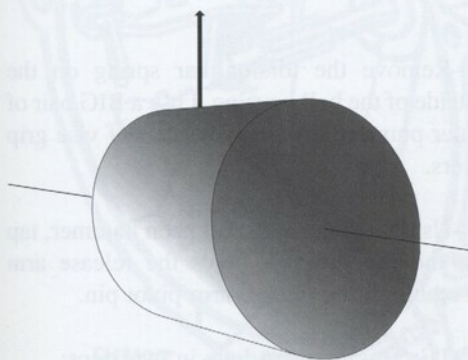
An unbalanced tire and wheel assembly, if free to rotate, will always rest with the heavy side down. One could then turn the wheel by ninety degrees and simply add just the right amount of weight to prevent

the wheel from rotating. This method is described as "static balance" because it can be performed without spinning the wheel. It can also be performed using a "bubble balancer." Technically this is known as a single plane balance, because the single weight used is in a single plane.

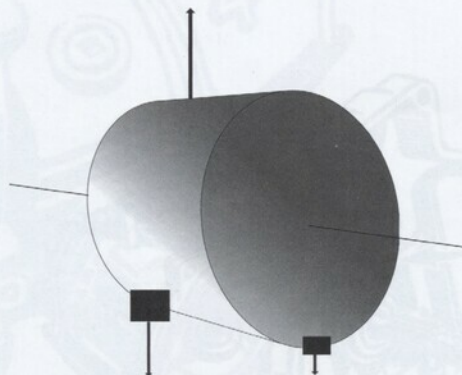
The problem with a single plane balance is that as the wheel spins, there is a rotating torque at right angles to the axle caused by the distance between the planes of the weights, causing vibration. To correct this vibration, weights are added to both faces of the wheel in such proportion that the resulting balancing force is not only the same magnitude as the original unbalance, but the resultant force lies in the same plane as the original unbalance. Automatic balancing machines, such as tire balancers, measure both the force and

the torque of the spinning wheel and calculate the size and location of the two needed weights. Because the measurement must be made while the wheel is spinning, this method is commonly known as dynamic balancing. The technical term is "two plane balance."

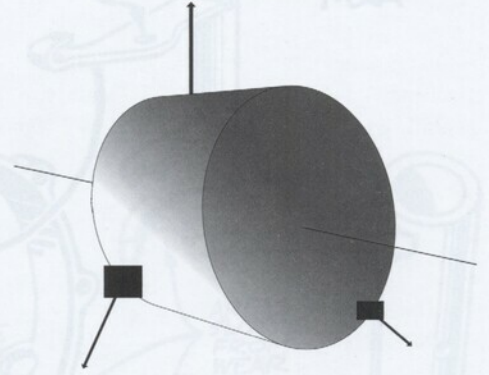
When one inspects a well balanced wheel and tire assembly, one might be surprised that the weights are not directly across the wheel from each other. The reason for this is that the weights are made in distinct sizes: typically 1/4 ounce or 6 gram increments. By comparison, a penny weighs about 4 grams. By spacing the weights at different angles as well as different sides of the wheel, one can precisely balance the wheel and tire assembly's initial unbalance using the available sized weights.



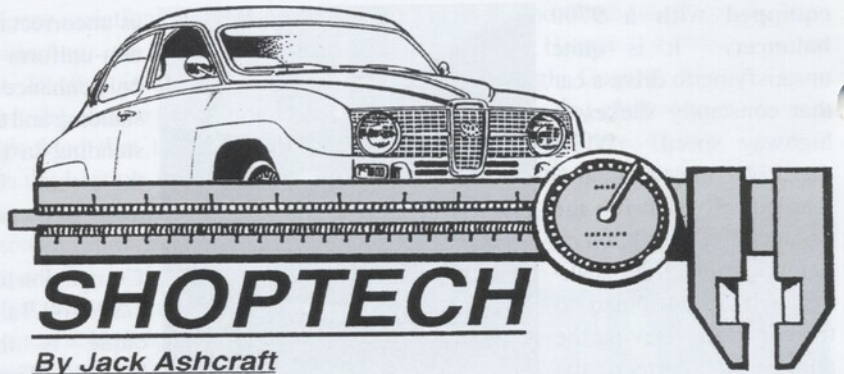
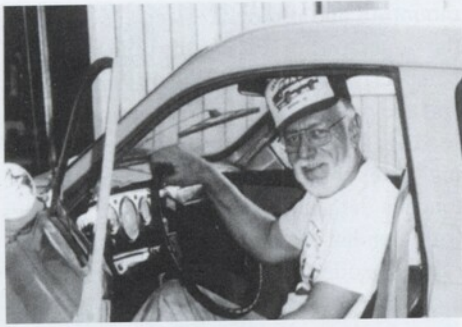
A non-uniform rotating cylinder will behave like a perfectly balanced rotor with a single weight attached.



To balance the rotor, a weight is attached to each face of the rotor. The sum of the weights equals the magnitude of the unbalance, and the center of gravity of the two balance weights lines up with the rotor unbalance.



When the weights are only available in discrete sizes, they sometimes must be offset around the circle. The combined effect from the weights exactly counter the rotor unbalance. This is why your wheel weights are often not exactly across from each other.

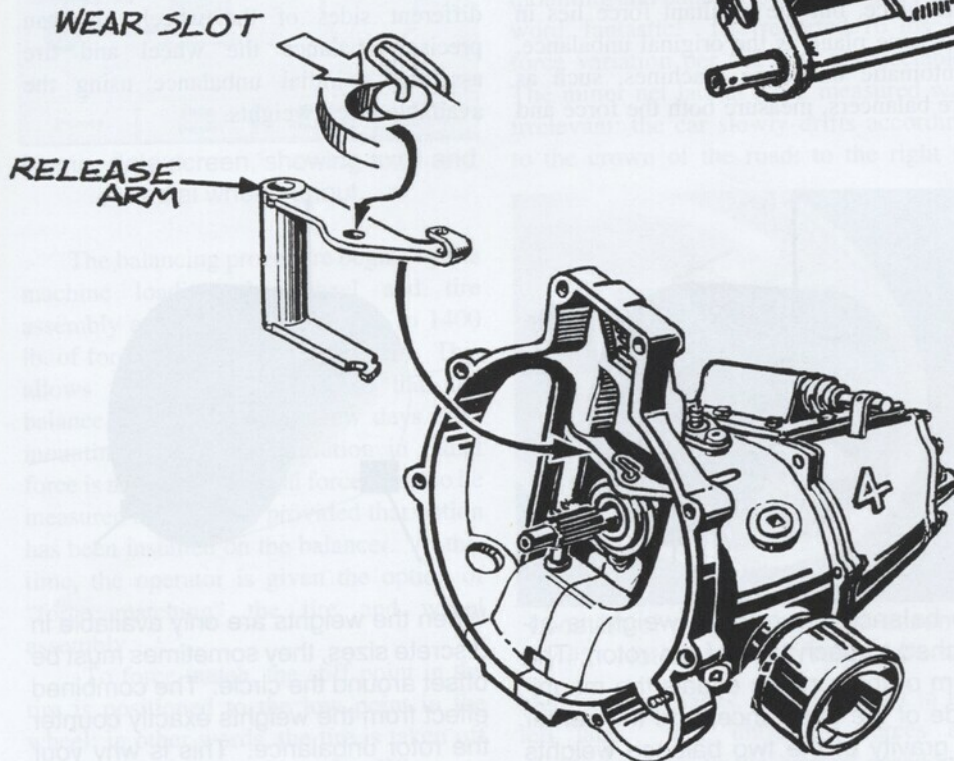
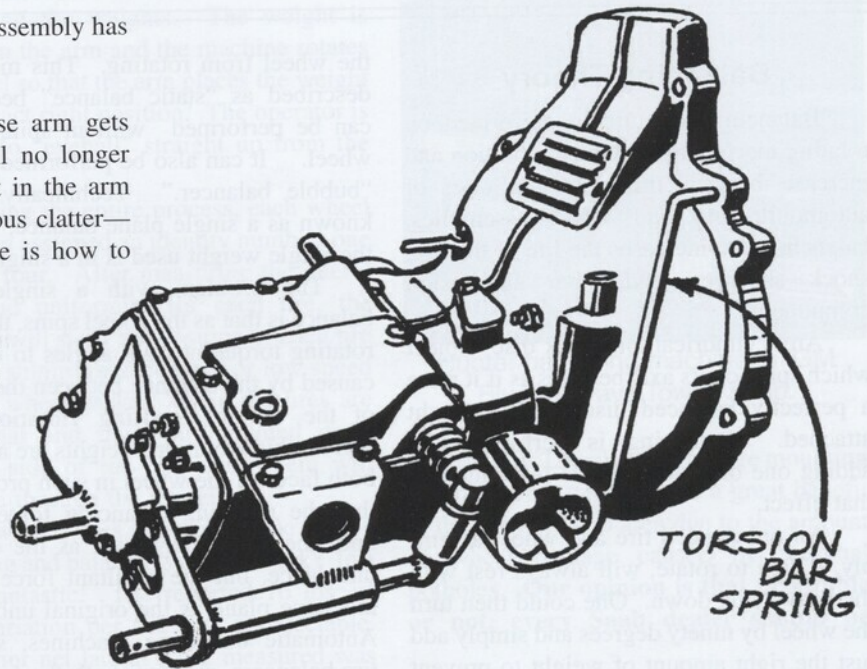


Rebuilding the Clutch Release Arm

NOTE: I assume in this article that the transmission assembly has been removed from the car.

Release arm wear is very common. The release arm gets slotted from years of use, and then the clutch will no longer release. Adjusting the clutch arm "stop" may result in the arm contacting the pressure plate, resulting in a horrendous clatter—and usually damage to the release arm itself. Here is how to rebuild the release arm.

1—CLEAN the inside of the bell housing. Remove the clips holding the release bearing in place, and remove the release bearing. (Spin the bearing. If it rattles or is anything but perfectly smooth, replace it.)



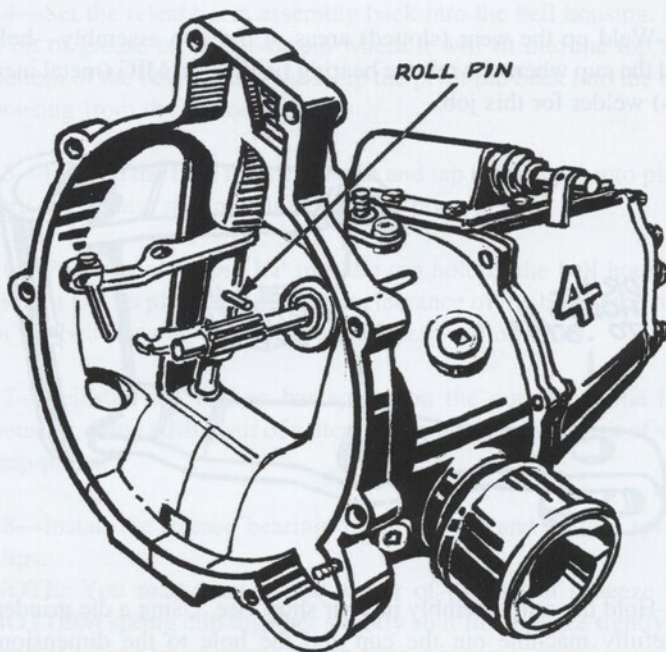
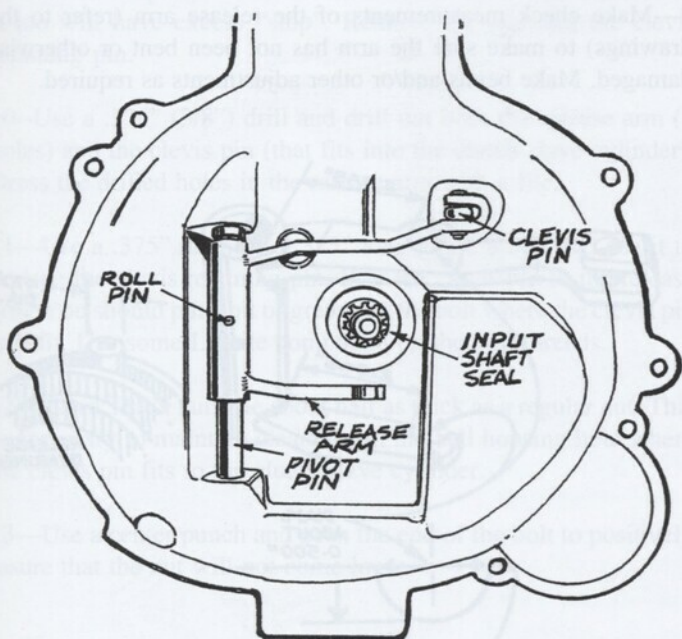
2—Remove the torsion bar spring on the outside of the bell housing. I use a BIG pair of water pump pliers or a BIG pair of vise grip pliers.

3—Using a punch and ball peen hammer, tap out the roll pin that holds the release arm assembly to the release arm pivot pin.

NOTE: This must be done in two steps:

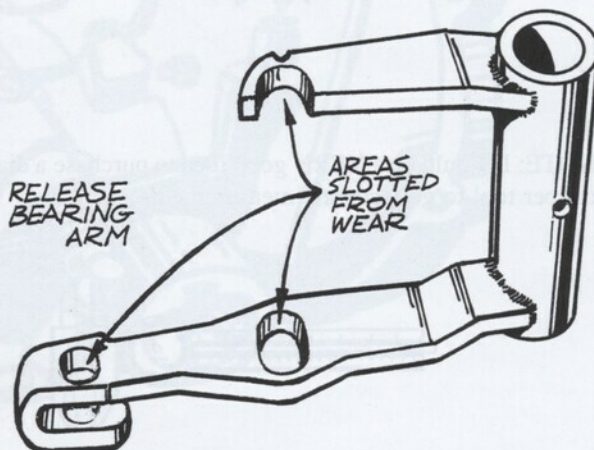
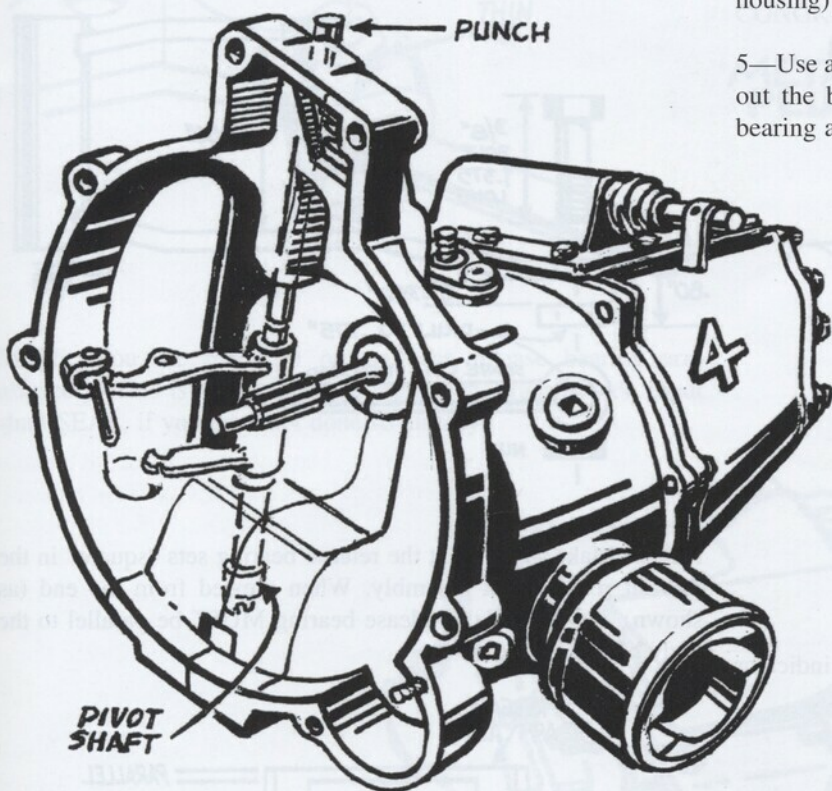
1) tap the pin as far as it will go. It will bottom out against the bell housing. Rotate the release arm towards the outside of the bell housing and tap the pin some more.

2) use a vise grip pliers to remove the pin the rest of the way. Grip the pin with the pliers and tap on the pliers with the hammer.

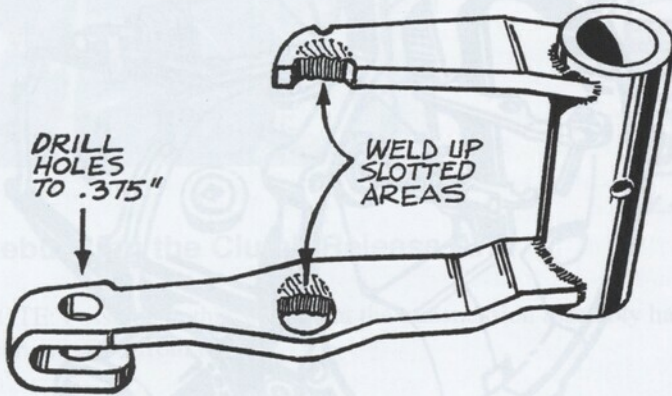


4—Slide the pivot pin DOWN as far as it will go. Use a punch and reach up thru the TOP pivot pin hole (from INSIDE the bell housing) and tap out the metal plug in the top pivot pin hole.

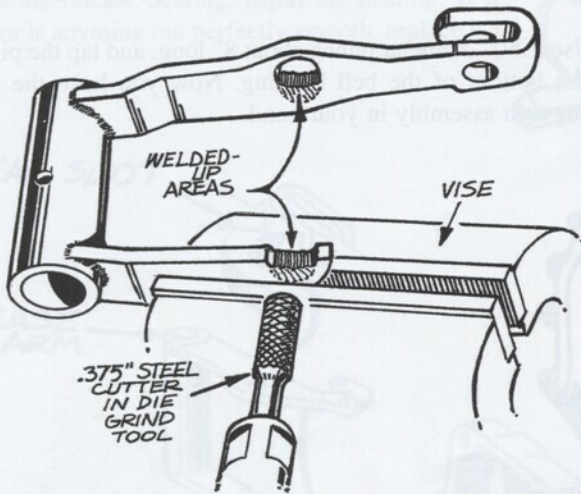
5—Use a .50" diameter punch about 8" long, and tap the pivot pin out the bottom of the bell housing. Now you have the release bearing arm assembly in your hand.



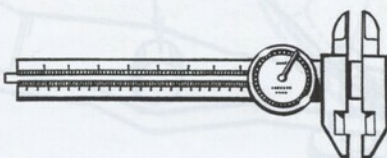
6—Weld up the wear (slotted) areas of the arm assembly—hole and the cup where the release bearing fits. I use a MIG (metal inert gas) welder for this job.



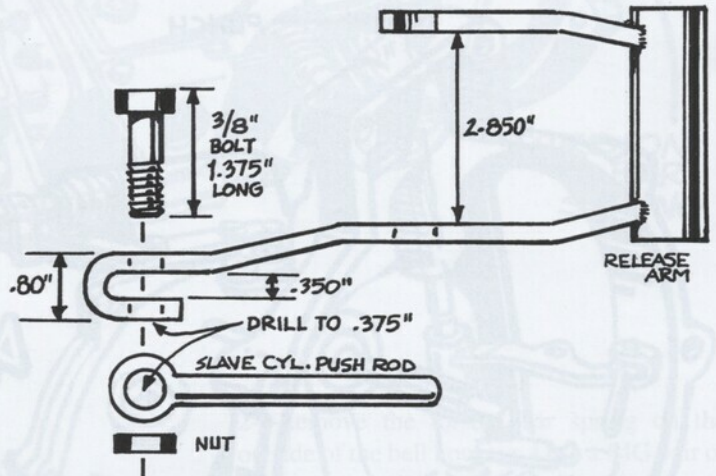
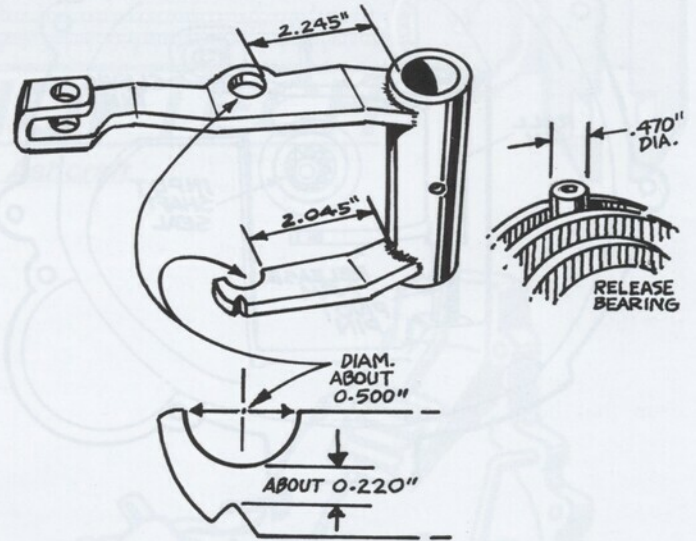
7—Hold the arm assembly in your shop vise. Using a die grinder, carefully machine out the cup and the hole to the dimensions shown. Take your time and make trial fits with a release bearing until you get the holes JUST large enough for the release bearing to slip into place.



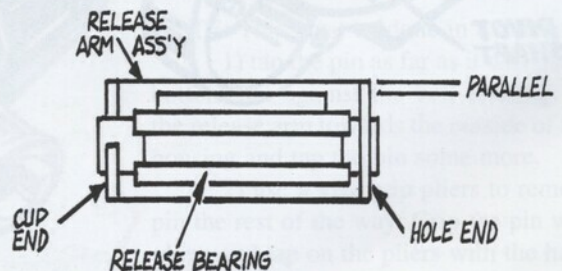
NOTE: It would be a VERY good idea to purchase a dial indicator caliper tool to get accurate measurements.



8—Make check measurements of the release arm (refer to the drawings) to make sure the arm has not been bent or otherwise damaged. Make bends and/or other adjustments as required.



NOTE: Make SURE that the release bearing sets "square" in the re-built release arm assembly. When viewed from the end (as shown), the face of the release bearing MUST be parallel to the body of the release arm.



9—The clevis pin end of the release arm must also be repaired as it too will have excess “slop”. Remove the clip and the clevis retaining pin.

10--Use a .375” (3/8”) drill and drill out both the release arm (2 holes) and the clevis pin (that fits into the clutch slave cylinder). Dress the drilled holes in the release arm with a file.

11—Use a .375” diameter, 1.375” long grade 8 bolt and use it to replace the clevis retaining pin. Bolt the clevis pin to the release arm. You should put a bit of grease on the bolt where the clevis pin will fit. Use some Loktite compound on the bolt threads.

12—Use a THIN nut, one about half as thick as a regular nut. This is necessary to maintain clearance in the bell housing hole where the clevis pin fits to the clutch slave cylinder.

13—Use a center punch and peen the end of the bolt to positively insure that the nut will not come loose.

14—Set the release arm assembly back into the bell housing. Put a bit of grease on the pivot pin where it will fit into the top and bottom of the bell housing, and slip the pivot pin back into the bell housing from the bottom.

15—Line up the hole for the roll pin and tap the roll pin into place thru the release arm assembly and the pivot pin.

16—Push the pivot pin UP into the top hole in the bell housing. Hold it UP, in place and check the clearance of the bolt at the hole in the bell housing where the clutch slave cylinder fits.

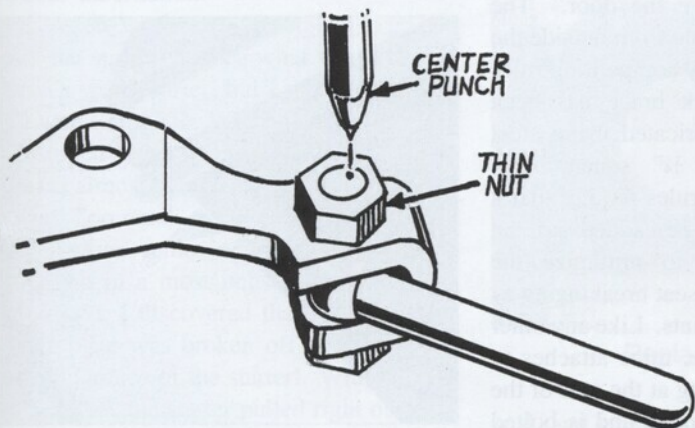
17—Reinstall the torsion bar spring on the outside of the bell housing, using a BIG pair of water pump pliers or a BIG pair of vise grip pliers.

18—Install the release bearing, using the top and bottom spring clips.

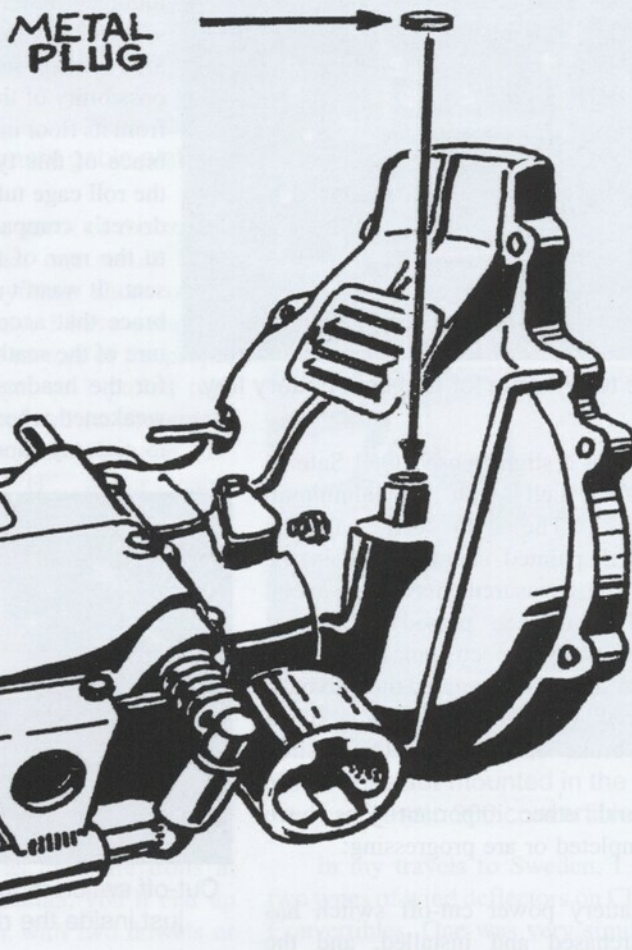
NOTE: You may want to use a pair of pliers and squeeze the BOTTOM spring clip together slightly so it fits in place tightly. A drop of oil or a bit of grease on the release bearing “pegs” is a good idea.

19—Reinstall the plug in the top pivot arm hole. Put the plug in with just a bit of sealer, from the OUTSIDE of the bell housing.

CONGRATULATIONS! You just rebuilt your clutch release arm!



NOTE: You are ready to reinstall the release bearing arm assembly. This is a good time to replace the transmission input shaft SEAL, if you have not done so already.

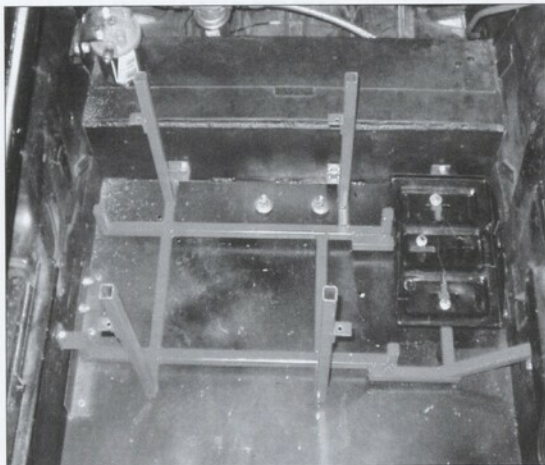


Saabs in Competition

An Update on My Upgrades for Historic Road Racing

After receiving very gracious and generous financial support from Viking Automotive, Gaithersburg, MD, I've been moving slowly but surely forward with important safety upgrades on my 1973 Sonett. The photos included here, and many other highlights about the car, can be found on the Web at www.vintagesaab.com/vsrg.

One of the major upgrades is to replace the existing simple, plastic fuel bladder with an FIA-approved fuel cell -- a requirement for almost all forms of road racing. Included in this improvement effort is the design and construction of a cage made of $\frac{3}{4}$ " square steel tubing to support, suspend and protect the fuel cell. In addition, a solid metal bulkhead must be built to completely isolate the fuel cell from the driver's compartment.

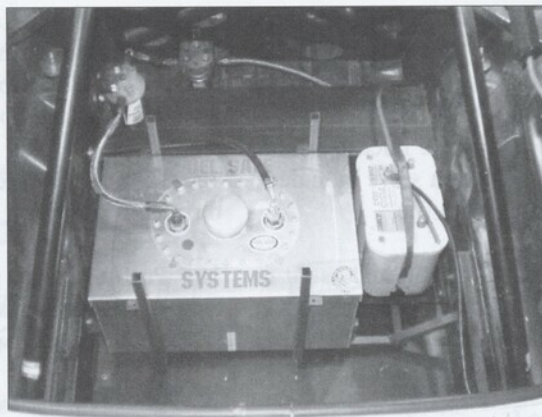


Square tube frame for fuel cell, battery tray.

I bought a slightly used Fuel Safe 8-gallon fuel cell with an aluminum container. The fuel cell cage is constructed, painted and mounted in the trunk. The measurements for a metal bulkhead have been passed to a local fabrication shop for custom bending of aluminum sheeting. I wanted the bulkhead job to look first-rate, and only a metal bending brake can produce the desired results.

Several other important jobs have been completed or are progressing:

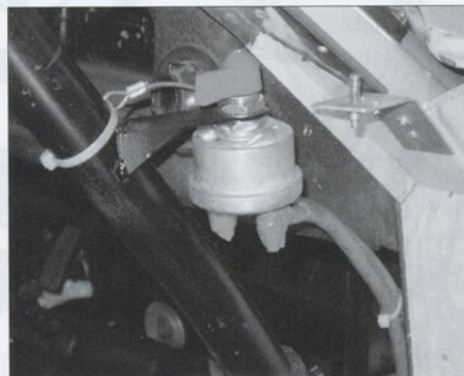
- A battery power cut-off switch has been purchased and installed, and the



Fuel cell and battery mounted in the car.

battery cable re-routed to and out of the switch. A metal bracket was fashioned from steel angle iron and welded to the existing roll cage behind the passenger-side A-pillar and above the door. The switch is easily accessible from outside the car, as required by competition rules

- A seatback brace has been designed and fabricated using steel angle iron and $\frac{3}{4}$ " square steel tubing. Modern rules require that a seatback brace be added to an aftermarket seat to minimize the possibility of the seat breaking away from its floor mounts. Like any other brace of this type, mine attaches to the roll cage tubing at the rear of the driver's compartment, and is bolted to the rear of my aluminum racing seat. It wasn't an easy job building a brace that accounted for the curvature of the seatback. I added support for the headrest, (my headrest was weakened when I cut material away to give my shoulder harnesses much

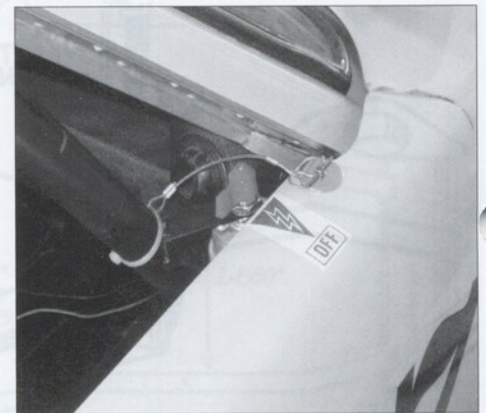


Cut-off switch mounted on the dash, just inside the right hand door.

needed room), and tied into the roll cage in a mechanically-logical way. The order of the fabrication was important for the final unit to come together successfully.

- A driver's-side window net has been bought and the mounting system partially constructed. The bottom mount is an aluminum rod that passes through the base of the net and two steel end tabs. The rod isn't meant to be removed often, so 'hairpin' clips keep it in place in the tabs. The mounting system for the top of the net hasn't yet been designed. This is the part of the system that's removed every time the driver gets into the car, so a spring-loaded or latched rod system is required.

- The majority of my stickers and decals were stripped off the car.



Decal highlights location of the cut-off switch.

- A 2.75-pound, BC dry chemical fire extinguisher w/metal mounting bracket has been purchased but not yet installed.
- My six-year old 5-point racing harness was traded in for a brand new SafeQuip unit that was custom-designed for the small dimensions of my body and the limited dimensions of Sonett's interior. SafeQuip harnesses cost little more than other high-quality harnesses, and they're hand-made in America. You can talk directly with the builder if you have unique requirements.

There are several more small projects, and one big project, yet to be completed. More on these in a future report.

Steven Church
Moseley, VA



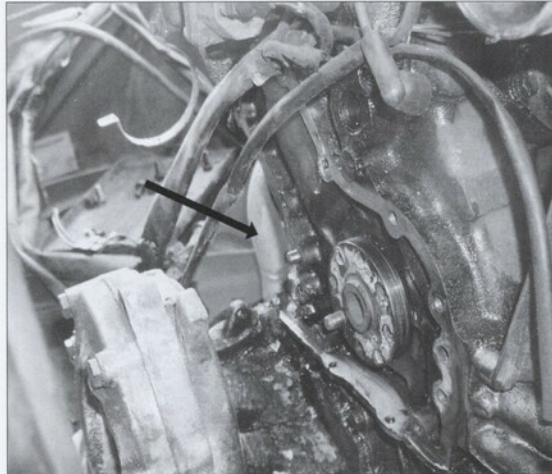
**Broken starter?
Not quite**

Back in January I was getting ready to drive Tomten, my 1980 99, some 300 miles to take a look at a Saab 9000, (don't worry, I'm not defecting). I was getting coffee at my local convenience store, and when I went back out to my 99 the starter was not turning the engine. Various grinding noises, and whirring noises were heard, but no motion of the motor. I called my roommate and we were able to push start Tomten. I drove the 99 home, parked it and brought the 1986 Convertible out of her winter hibernation.

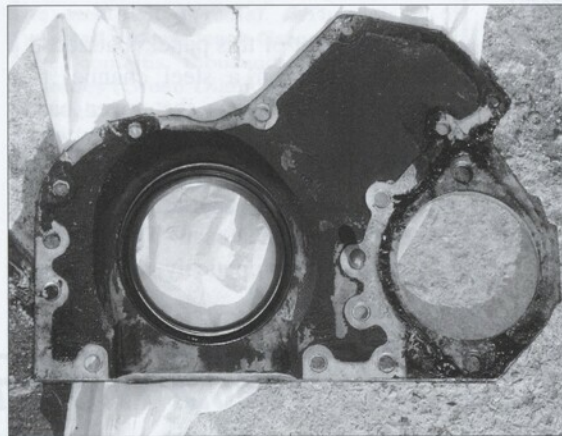
A few weeks later, I decided to go and pull the starter and see what was wrong. I have a spare starter, but I was not looking forward to the job. Why? The MSS header I installed makes removing the starter from the car almost as hard as doing it on an early turbo. Too much stuff is in the way.

As I was removing bolts, the starter was wiggling in a most unusual manner. As I continued, I discovered that the aluminum gable plate was broken off about half the circumference of the starter! With that out of the way, the starter pulled right out.

The so-called "gable plate" (and I call it that because Saab calls it that in the 99 service manual) basically finishes the end of the block, holds the "rear" crankshaft



Engine block with gable plate removed. Arrow points to where the starter motor is located.



Replacement gable plate.

seal, and supports the snout of the starter. It's hardly a part that one would think would break in anything short of an accident. Fortunately, I have access to spare motors of the proper vintage, so I pulled one, and ordered the new crankshaft seal. Note that "B" and "H" motor gable plates are not interchangeable.

Eventually the day came to R&R the gable plate. Nothing really odd to look out for here, other than the two countersunk screws with allen heads, and the alignment dowel pins. These have a tendency to stick in either part, and sure as there are trolls in Trollhättan, you'll end up either with two dowels or

none. Just keep an eye out. Pull the clutch cover, the clutch and flywheel, and remove the gable plate.

First, I cleaned the gasket surfaces and installed the crank seal in the gable plate. I didn't use a gasket, just copious amounts of Anaerobic engine sealant from Permatex, (same thing as Loctite 518). Since I was working on the starter to begin with, I slipped the starter in its hole before bolting the gable plate down, thus making the job easier. I bolted the flywheel in place, and also took care of another leaking spot, the clutch shaft seal. The old one didn't want to come out though! It took me a while, but I successfully replaced it. I Re-installed the clutch (no bleeding necessary!) and it's done.

No problems so far, but Tomten has only gone in and out of the driveway a few times since!

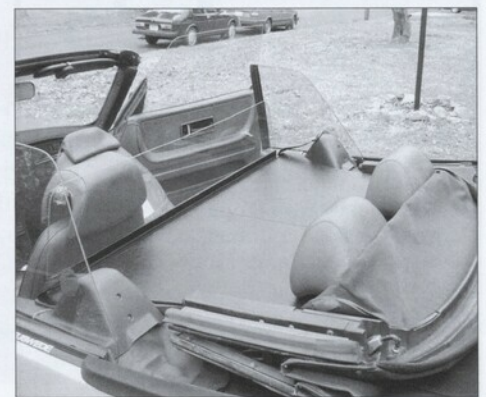
**Keeping the wind from
your hair.**

Owners of Classic 900 convertibles have been left in the dust, so to speak, as more modern convertibles come with or have available for them, a wind deflector. A wind deflector in this context attempts, when the top is down, to keep the

wind out of the car, and keep some heated or cooled air in. Typically, they block the air that is moving forward through the car and comes up between the seats.



Broken gable plate. Arrows point to fracture surfaces.



Wind deflector mounted in the author's Classic 900 convertible.

In my travels to Sweden, I had seen two types of wind deflectors on Classic 900 Convertibles. One was very similar to the

Classic Corner

unit sold by Saab for the 1995-2003 convertibles. This I found out was made for and sold by Abbott Racing in the UK for



The toneau is in place, while the lexan deflector is still in the carrying bag.

£199 (US \$ 312.57 on 4/3/2003). I had also seen some interesting wind deflectors that almost looked homemade, but decidedly were not. I tried for a long time to locate the maker, but was not able to until last summer. I contacted the maker, and purchased one in February.

Rather than the metal hoops and netting of the type Abbott and Saab sell, this one covers the rear seat with a panel color matched in vinyl to the seats of your



The wind blocker fits easily into the convertible's trunk.

car. To the front of this panel is attached a Plexiglas panel on a steel channel that straightens and stiffens the cover panel. Below the Plexiglas, another color-matched piece of vinyl serves to keep prying eyes from anything you have situated on your back seat. The whole kit and kaboodle folds up nicely, and will fit in

the trunk, along with the hard boot cover with little space lost.

In operation, I found it to be very effective at keeping air from blowing forwards between the seats, but not so effective at keeping it from blowing over my hair from the back. I am tall, so shorter drivers and passengers may experience a different effect. Most welcome was the retention of heat in the now much smaller passenger cabin. Addition of this deflector definitely makes top-down motoring more of a three-season sport, and perhaps 4 seasons in some quarters.

The vendor of this fine accessory is Sisa Design in the Netherlands. I contacted the company by e-mail and was quoted \$400 delivered to the USA. It took me a while, but I finally got with my bank and wired the money (sheesh! \$50 in bank charges!). Within two weeks, it was at my doorstep.

Their website is www.cabriodesign.nl. Check it out, and see if you would like one too!



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The back seat is hidden from view by the vinyl covering.



Easy Access to the back seat.

Postscript

In reference to the 9000 I was going to look at when the gable plate failed on Tomten, I did see the car that day, and placed a deposit on it. A month later, I picked it up, and a 1991 9000 turbo in Talladega red joins Tomten in the driveway, and the CV in the garage. The 9000 is quite a different driving experience than the Classics.

If you have any comments or questions about Classic Corner, please send an e-mail to classic.corner@saabturbo.com or phone 908-405-7640. Until next time, Happy Saabing!

Photographs by the author.



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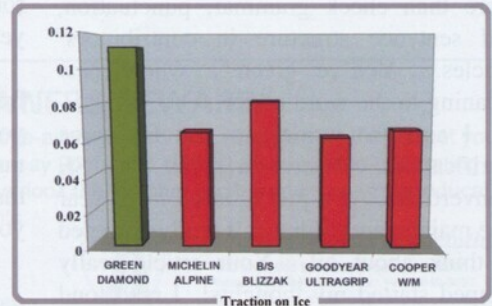
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More on Oil

I'm writing to you this time to say, "WOW." I just keep rereading your "editor replies" to the Tech Talk article on motor oil. I'm sure I can't be the only member and NINES reader to be sending accolades your way. That was one amazing article, you really did your homework. It was one of the best NINES articles I have read so far, (of course I have only been a member for a little less than a year). I think you have just proven that an editor does much more than check grammar, punctuation, and sentence structure in contributors' articles. You've given a whole new meaning to the word editor!

I am also writing to you for some clarification. I own a 1999 9-3 SE Convertible. As it just finished its' 3 year free maintenance, I haven't really bothered to think about oil. Your article really jumped started my thoughts! I read loud and clear the sidebar on what makes a

synthetic oil. Mobil 1 is my only choice now. That was a no brainer!

You mention using synthetic Mobil 1 0W-40 for my year. Or do you? You only specifically excluded the 2003 9-3. Is my model considered a later model Trionic or APC Turbo?

However, in your "looking out" end piece you mention the synthetic oil again, 0W-40, 5W-40, 10W-40, 5W-50, 15W-50, or 20W-50. Your very next line says, "If you live where the temperature approaches freezing or subfreezing, you should limit your choice to 0W, 5W, or possibly 10W formulations, and these oils can be used year around."

I live in San Francisco where it never freezes. Do I use 0W-40 as suggested in your "editor replies" article? Or, is 15W more my speed since it never gets lower than 45F on some extreme days? What can you tell me to clear up my dilemma?

Michael Laflamme
San Francisco, CA

Mobil 1 0W-40 is an excellent product and it is the ONLY oil I would recommend for the 2003 9³ Sport Sedan or following models. The reason is that it is the only oil I know of that meets both ACEA A3/B3 and GM-LL-A-025 (long life gasoline engine). The on-board oil life monitoring is calibrated against oil meeting the GM long life spec. Saab Turbo fully synthetic 0W-30 also meets GM LL-A-025 but not ACEA A3/B3.

Mobil 1 0W-40 is also a good choice for other Saab turbocharged cars, but it is not the only choice. Absent the on board oil monitoring, you will be changing your oil on a schedule, and probably a conservative schedule. You can safely use any ACEA A3/B3 oil, although I believe a fully synthetic product provides sufficient margin of safety to be worth the extra price. People in hot climates could benefit from using a heavier grade oil, such as Mobil 1 15W-50, but I would not consider San Francisco to be a hot climate. A hot climate to me is the desert in the summer. -Ed.



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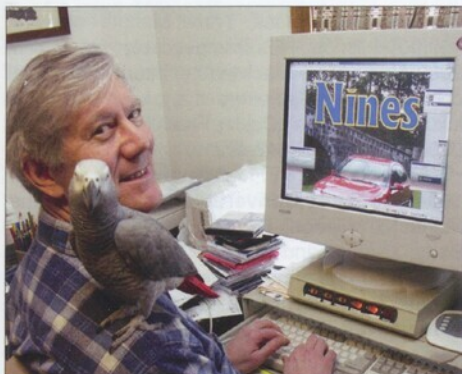


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Who's been minding the store? Rumors have also been flying about a Saab branded version of the GM midsize truck based SUV, essentially a "badge engineered" Chevrolet TrailBlazer. As of this writing the rumors are just that, but they may be confirmed by the time this is read. To paraphrase a famous movie line: of all the platforms in all the divisions that could have been picked, why did they have to pick this one?

The first interview I conducted as Editor of NINES was with Dan Chasins in August, 1999. Dan was clear that Saab was going to produce an all wheel drive vehicle in the near future, that it was no longer a question of "if", but of "when" and "how." Since that time, statements from Saab officials suggested they would build two such models: a larger product designed primarily for the North American market, and a smaller one with global prospects. Statements were made that Saabs would always be assembled in Sweden and sold globally.

The smaller AWD model has been well telegraphed. With the release of the 9^{3X} prototype, Saab went on the record stating that a 2005 model very similar to the prototype was in the production plan. Saab has also just announced a "hurry-up facelift" of Fuji Heavy Industries' "Subaru Impreza" into an AWD 9² Hatchback. The 9² will anchor the low-end of the Saab product line as well as provide an additional AWD entry. The large SUV, however, has been more problematic.

First there were rumors of an AWD version of the 9⁵ SportWagon. The Saab enthusiasts were intrigued, but the "word" was that the platform was incompatible with AWD. This is despite the 9⁵ chassis having room for a rear differential, not to mention conspicuously large round openings in the rear suspension trailing arms that beg for a drive shaft going through.

Then there were rumors of a model based on the Buick Rendezvous, itself an adaptation of the GM Minivan platform. The Saab enthusiasts howled. Car and Driver magazine went to the trouble of producing a "Photoshop" image of such a car, saving Saab's designers the trouble. The "word" was that the project was discarded because the platform could not be made to deliver a "Saab-like" driving experience. Saab enthusiasts gave a big cheer, while US dealers grumbled about Saab's lack of participation in the strongest market segment in North America. In 2004, Buick is introducing the "Rendezvous Ultra," with the high performance "Global 6" engine we described in the last issue.

Then there were rumors of a Saab version of the Cadillac SRX "Crossover SUV." The Saab enthusiasts howled

again. Thinking "Cadillac SUV," they no doubt thought "Escalade", a monstrous black Chevrolet Suburban sized truck with an imposing grille and a huge Cadillac wreath emblem. The SRX is not like that. It's based on the same platform as the CTS, a 9⁵ sized sedan developed to deliver driving characteristics to match any premium European car. Early press reports about the SRX praise both its basic handling properties and the sophisticated integration of active shock absorber control with stability control. "It would be too expensive to make into a distinctive product," sniffed Saab management, and the proposal was buried. Saab enthusiasts gave a big cheer, while US dealers complained mightily and sent a very nasty letter to Saab management.

Saab wouldn't build a large SUV on the 9-5 platform, on the Rendezvous platform, or the SRX platform. That ruled out just about every possibility save the truck-based, which was thought to be out of the question for Saab. That also left Saab as the only premium brand in the US other than Jaguar without an entry in the SUV market, and Ford, Jaguar's corporate owner, has Land Rover and Volvo to cater to those seeking upscale, European SUVs and Crossovers. Lexus has announced their second generation minivan based Crossover, the RX 330. BMW, Mercedes, and now Lexus manufacture their SUVs in North America.

Perhaps Saab's disdain for any kind of large SUV could be tolerated by GM Corporate Management if they were running a profitable business. Saab's profit and loss figures however, are known to be heavily in the loss column. I have no inside track, no "mole" in the company leaking information or secrets. I do have access to Saab's own press releases, and in the past few months there has been a wholesale replacement of Saab's upper management. In finance, engineering, manufacturing, product development, and marketing the leadership positions have been filled mostly with US Corporate executives. The engineering staff has been slashed. Product

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development will no longer be performed by autonomous groups within Saab, but by corporate groups, including Saab employees, on a project basis. Saab's own engineering staff will complement the Corporate engineering staff. Coming immediately on the heels of the 9³ Sport Sedan introduction, these changes suggest Corporate was not pleased by its development process.

The Fuji-built 9² is the same story: after years of study and rumor, Saab still found itself without a lower-priced entry level vehicle. GM and Saab have essentially made a crash project to follow the lead that Volvo showed well over a decade ago when its "440" and "480", based on European made Mitsubishi cars, were introduced. The story ends on a happy note this time because the Impreza happens to provide an excellent basis for a Saab branded vehicle.

This brings us back to the opening question. Being unable to bring themselves to broaden their product line while failing to attend to the cost side of the business they do have, suggests that Saab has not been minding the store very well. Is it any wonder that GM Corporate has decided to take a more prominent role in Saab's management?

As a stopgap measure, a "Badge Engineered" truck may be shoved into the Saab showrooms. Saab says that most of its owners who purchase other brands do so because they want a much larger vehicle. We believe that existing Saab owners would seek larger vehicles that also deliver the advanced engineering and road behavior that Saab car owners have come to expect. BMW, Mercedes, Lexus, Infiniti, and Volkswagen have SUVs and Crossovers deliver those qualities. So does GM, most notably with the SRX and even somewhat with the Rendezvous, but the Trailblazer is not in that league. If the TrailBlazer derivative Saab is built, will Saab manage to sell enough of them on the strength of their reputation to validate the decision? If they do so, will GM management take that as an indication that Saab cars do not need to be the finely honed product they have become? There is more to the car business than making great cars, as Saab is learning.

NOTE: There is a new email code for Classifieds. If identified as TSN email 123456abcd use: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=123456abcd>.

Autos for Sale

2002 9-3 SE Convertible Blue - Trans: Manual - Mileage: 5,300 - \$35,000. Matching blue top, sport steering wheel, wind heated seats, and a hood deflector. 5,000 mile service complete. Take over payments of \$534.06 also available. No sport package. Andrew Nychka, Tarrytown NY TSN email 030316anych (914) 366-0631

2002 9-3 SE Hazelnut - Trans: Auto - Mileage: 14,528 - \$22,500 The car has charcoal interior and hood deflector. The 15000 mile service will be complete. Option to take over payments of \$403.83 Andrew Nychka, Tarrytown NY TSN email 030316anyca (914) 366-0631

2001 9³ Viggen Convertible Black - Trans: Manual - Mileage: 32,000 - \$28,500 Flawless, black on black. Stored winter, meticulously maintained. Family situation forces sale. Priced to sell. You won't find a finer pre-owned vehicle, maintained in show room condition. TSN Robert Hines, Bloomfield Hills MI TSN email 030331rhine (248) 857-1075

1998 900SE Turbo Convertible Red - Trans: Manual - Mileage: 78,460 - \$10,995 black top. A-1 Condition, maintained by a true Saab enthusiast nice 5-speed convertible - you will find none better and will be sold to the highest reasonable offer. TSN Daniel Pasquale, Leicester MA TSN email 030327dpasq (508) 892-1559

1997 900 SE Turbo Scarabe Green - Trans: Manual - Mileage: 127,370 \$6,000. Excellent condition - one owner - just bought a new 95. Sand Beige interior no excessive wear new turbo at 120K. Exterior - no dents, no rust, looks new. TSN Paul Racioppo, Montville NJ TSN email Email: 030317praci (973) 334-5801

1995 9000 Aero Red - Trans: Auto - Mileage: 135,000* - \$9,990. Impeccably maintained, extremely attractive, 9000 Aero with all the luxury options. There are paint chips/minor scrape on front spoiler. Two adult owners: lots of highway miles. Engine now has low mileage of 70K, car has 135K. TSN Jillian Roberts, Seattle WA email TSN 030401jrobe (206) 923-3177

1995 900 SE V6 Imola Red - Trans: Manual - Mileage: 145,000 - \$5,500. Sports model, 2.5 liter V6 engine, runs great, 5-speed manual trans one owner. Fully loaded from dealer, Exterior - no dents, no rust, looks good. Highway miles. Dealer maintained. TSN Terri Racioppo, Montville NJ email TSN 030325traci (973) 727-8048

1994 9000 Aero Black - Trans: Manual - Mileage: 130,000 - Price: \$5000 impeccably maintained, 9000 Aero supple Black leather interior. excellent condition. all non-smokers. It is loaded with all the luxury options Barry Devlin, Franklin TN TSN email 030429bdevl(615) 642-4221

1994 900 Turbo Convertible Dark Gray - Trans: Manual - Mileage: 84,000 - \$9995 Immaculate! Body, Leather and Alloy Wheels are perfect, no dings. 2nd car, never driven in winter, Lost my garage space is reason for sale. Allen Morris, Wenham MA TSN Email 030328amorr (978) 468-2432

1994 900 SE White - Trans: Manual - Mileage: 85,700 - Price: \$5200 V6, tan leather heated seats, fully loaded Great exterior for its age, a few touch-ups on hood due to rocks. My 8th SAAB. New front tires, front shocks, and O2 sensors. Will consider delivering throughout most the Midwest/South Tim Douglas, Katy TX TSN email 030331tdoug (832) 878-6260

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1990 900 Gray 4-door For Sale. Non-turbo, automatic, 105,000 miles. Well maintained, good condition, best offer. David Brieff, Huntington, NY, (631) 427-5837

1989 9000 Turbo 2Dr Concept Black Cherry - Trans: Manual - Mileage: 16,500 - \$16,500. A one-off vehicle, a Saab 9000 Coupe (2 door) Concept Car. ASC converted a 1989 Saab 9000 CD Turbo 5-speed. Relocated "B"-pillars, new front doors, interior trim panels, side window glass, side moldings and "C"-pillar trim details. lowered by 2 inches, 16" ROH wheels, P225/50 tires. Being an ASC employee, I purchased this car in 1995. TSN Bob Fallis, Rochester Hills MI TSN email 030325bfall (248) 853-7978

1972 96 Dark Blue - Trans: Manual - Mileage: 175,000 - \$2,000 Refurbished and lovingly maintained for 5 years, parked for the last year. Needs upholstery work —ragged top of the back seat, has a dent in the trunk, The color is exceptional—I get compliments everytime I drive. Reason for selling: divorce. TSN Maribeth Lipscomb, Dallas TX TSN email 030325mlips (214) 663-2433

1968 Saab Sonett Blue - Trans: Manual - Mileage: 80,000 - Price: \$4500 obo Engine and transmission are all original except for Weber carb. Fiberglass in good shape - no damage. Starting to need paint. Interior is good. Engine and trans have about 80,000 miles - car has more. TSN Morris, Ashland OR TSN email 030429morri (541) 488-4769

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