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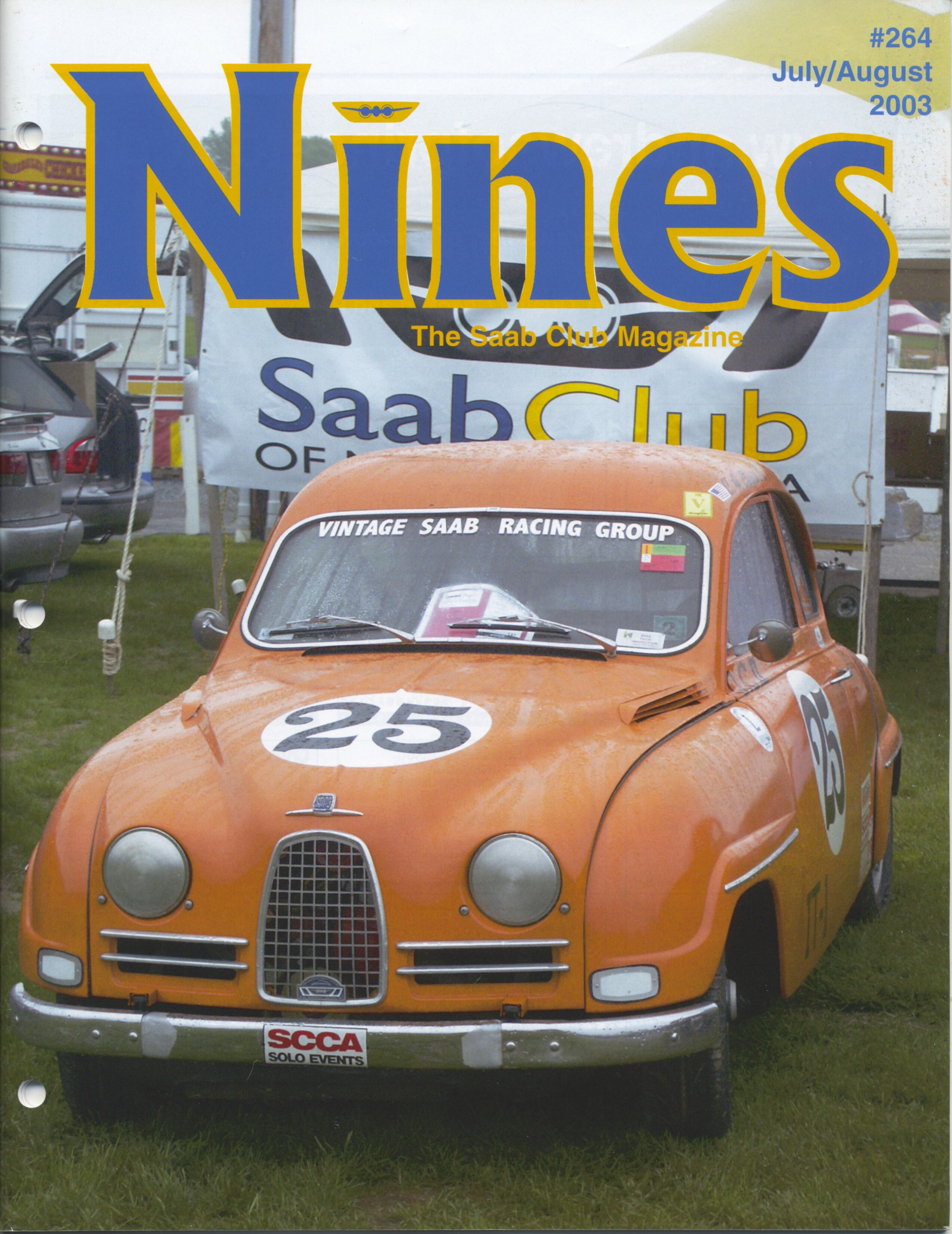
The Saab Club Magazine

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



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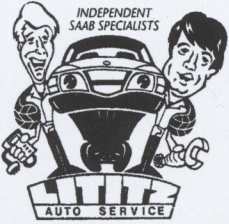


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Front Cover Charles Christ's Saab 93 Vintage Race Car at the Carlisle Import/Kit Replicar Nations.

Cover Wrap: Welcoming view at the Saab Aero Academy.
Photographs by Stephen Goldberger



**Chairman's Update: June 2003
2003 SAAB Owners' Convention**

The past few months have been quite an experience, but thankfully this will be the last update on the convention that will be printed before the event. By the time you are reading this, we will be within 60 days of the convention. Each of our committees is nearing the completion of their planning stages and we will begin preparing for the on-site tasks and assignments to make



your convention trip a pleasant and memorable one.

The biggest news is that we have surpassed the 50% mark for the Hershey group rate room block. We expect to be at 100% well before our August 24th deadline, when any unsold rooms go back into Hershey's inventory. 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 fill our room block per our contract with Hershey, and you get the group rate of \$129 per night, plus (9%) tax.

Our committee on-site visit was held on May 31st, which allowed many who hadn't been to the facility, to get a first hand look at what was in store for us. All came away impressed with the professionalism of the Hershey staff and the gracious and ample surroundings. I thank all in attendance who contributed to the success of the meeting, and who have worked very hard these past months.

We continued to work on sponsorships in June, and welcome **Gold Wing SAAB Parts**, Hastings, New York, **National Motorists' Association** (Patron Level, Countryside Driving Tour); and **Stoner Products**, Quarryville, Pennsylvania. These fine sponsors join our other convention sponsors including: **Eisenhauer SAAB**, Wernersville, PA (Platinum Level); **Roberti Motorcars**, Kingston, NY (Bronze Level); **Swedish Connection**, Bergenfield, NJ (Double Patron Level); **Swedish Motors**, Marietta, PA (Patron Level); **Don Fatzinger Automotive**, Robesonia, PA (Patron Level); **Lehman Motors SAAB**, Harrisburg, PA (hole-in-one giveaway car), **SAAB Cars USA**, **Mile Hi Body Shop**, Denver, CO; **The SAAB Network**, Menlo Park, CA; **Lititz Auto Service**, Manheim, PA (Patron Level); **Brewer's SAAB**, Maugansville, MD, (The Long Distance Award and Patron Level sponsor); **Motorsport Service**, Jamestown, NY (Patron Level), **Sports Car Service, Inc.**, Wilmington, DE (Silver Level and The People's Choice sponsorship).

We have continued to receive requests from dealers and independent shops for the official convention posters. The sponsorship

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Letters

team continues to distribute them. 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 are also available for sale, at \$10 each, plus postage. I extend my thanks to all the shops supporting the event and displaying the poster for us this year.

Our featured speaker for the Saturday evening banquet will be none other than Mr. Burt (B.S.) Levy, author of Montezuma's Ferrari and other 50's era racing tales. Truly a humorous and entertaining gentleman(?), Mr. Levy is a familiar face in vintage racing circles. B.S., as he is known, will be on hand after dinner for a book signing and tall tales. His topic remains a mystery, even to me, so it should be an interesting evening.

We are finalizing the autocross event, we have secured an insurance carrier, and have finalized the rules and classes. The event will be held on Saturday, but we will have a tech inspection area set up at The Lodge on Friday, as well as at the course on Saturday. We will be following an SCCA format regarding classes and safety equipment. We will have classed for vintage, street, street prepared and street modified cars. Dot helmets are acceptable in all but the street prepared class, where helmets must have a current Snell rating. Those registering for the autocross event will receive information prior to the event on the rules and requirements.

To close this month's report, you may recall that we were considering canceling the give-away car for 2003. We have been unsuccessful in finding a suitable car to-date, given our strict criteria, but that's why we developed the criteria in the first place. The decision has been made to withdraw this activity from our event calendar this year. Discussions amongst committee members, as well as conferring with legal counsel, pointed to the fact that we really do not need the added liability. We received input from many attendees who would like us to provide more prizes and chances to win throughout the weekend, than have only one item that one person wins. Since announcing our intent to consider canceling the give-away-car back in April, I received no compelling reasons why we needed to pursue doing it. We think we have a more suitable solution worked out, with more prizes planned this year. And speaking of next year, the SCNA board has yet to receive an official proposal to host the 2004 or 2005 events. If any clubs have an interest in bringing the convention to your locale, time is of the essence, as we would like to announce the 2004 site to the 2003 attendees. You may contact any member of SCNA's executive committee for more details.

See you in Hershey!

*Marc Fails, Chairman
2003 SAAB Owners' Convention*

A Larger, Faster Saab

What a treat: a real live Saab Draken. I was in Mojave CA at the National Test Pilots School, where pilots train to test aircraft. They are fitting data acquisition systems from my company to 2 helicopters and three jets - one of which is a Saab Draken. I was providing software training and product support. On my last visit, the Draken hanger had 5 non-operational Drakens (5 non-working Saabs in one place: sounds like a lot of our garages and driveways!) This trip, one of them was on

the flight line ready for take off. Here's a few pics - check out that headrest - I bet that'll fit my 99. The cockpit even smells like an old Saab.

The mechanics told me the Draken is a very robust interceptor capable of sustaining much damage. I commented



Tom Remedios stands on the flight line with a Saab Draken fighter.



Draken cockpit showing its headrest.

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Letters

that the ammo bays were rather small - about the size of good sized suitcase. He told me that when they ran out of ammo, it was suggested they ram the enemy aircraft (a MIG usually). The Draken would survive better than the MIG. That has got to take some big ones! I asked for a flight of course but no luck this time. Anyway, the jet fired up right away and man, oh, man, was it loud!

*Tom Remedios
Indianapolis, IN*

Forty-five Years of Saab Ownership

Well, I guess it's time for me to throw my hat in the ring for the longest continuous ownership of SAAB cars in the USA. I bought my first SAAB, a beautiful new red 1958 Model 93B, from Robert F. Pump Imports of Scotia (later of Schenectady), New York on June 16, 1958. Shown is a copy of the sales invoice showing a price of \$1895 plus \$15 for seat belts for a total of \$1910. I later installed a \$40 Motorola AM only radio in the car. Also shown is a picture

of this car in an ice-gymkana on Lake Schenectady in 1962. We won second place in this event against some interesting competition, including Jaguars and Porches. This was my only car and it was driven to work at the Knolls Atomic Power Laboratory, and on vacations with wife and baby on-board from Schenectady to Nova Scotia and back, to Denver and back, and then to Denver one-way to relocate. The 93B was traded to Denver SAAB in 1965 for a new but flood-damaged-and-rebuilt SAAB Model 95 two cycle. I kept this cute little brown wagon until after I bought a 6-months used 1974 Model 99LEH in May 1974 from a Denver Fiat dealer. The SAAB had been traded in for a new Fiat 124S. I figured the 99LEH wasn't quite "sporty" enough for the driver and he traded it after just 6,000 miles. I owned this car for 220,000 miles and over 22 years, and did much work to keep it running. I joked that I knew every nut and bolt in the car by name. While blindfolded, I could have rebuilt the clutch slave hydraulic cylinder. A bad wheel bearing convinced me to trade my beloved 99LEH for an almost new 1996 Model 900S non-turbo with 14,000 miles in 1997. I still own this car and have about 70,000 miles on the odometer.

In the 45 years of ownership, I have put almost half a million miles on SAAB's. There is a collection of newsletters in my closet dating from the days of Dick Grossman and the Chicago SAAB Club (remember?) to the latest issue of "Nines." I helped start the original Rocky Mountain SAAB club in about 1977, and served as its Chair for a couple of years. I later helped to start the current Rocky Mountain SAAB Club about



Ice Racing a Saab 93B.

10 years ago and served as its Chair for the first year. I am active in the current club and particularly interested in helping out on the club project of restoring a 1970 Model 96 V-4. I guess I must have little SAAB corpuscles in my veins. When in auto supply stores, I look lovingly at containers of 2-stroke motor oil.

*Dr. Stan Beitscher
Arvada, CO*

Forty-five Minutes of Saab Ownership

We just leased our first Saab! We will be picking it up in an hour! Can't wait!

*Jennifer Luck
San Diego, CA
(Additional Text on her subscription form)*

Wow, Jennifer, were you using the dealer's computer to join the SCNA? Welcome, and best wishes. -Ed.

Crystal Ball?

Dear Nines' Editor,

I did a "google" search recently and the following news item appeared:

"Detroit, March 15, 2007. GM announced plans to close its SAAB brand. After years of positioning the European cars into the premium segment, certain ill-fated decisions hastened the demise of the marque that once

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<i>44949</i>	<i>42746</i>		
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<i>6 months Guarantee</i>			
TOTAL CASH PRICE			\$ 1910.00
Deposit on Order <i>100.00</i>			\$ 25.00
Used Car Allowance <i>BBK-620-58</i>			100.00
Cash on Delivery			175.00
Less balance, if any, owed on car traded in			\$
TOTAL CREDIT			\$ 1410.00
Finance Company:		Amt. to be Financed	\$
RECORD OF CAR TRADED IN			
MAKE <i>Hudson</i>	MODEL <i>Super 6</i>	STYLE <i>HDSD</i>	
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commanded a fierce loyalty amongst its customers. "Our biggest mistake was rebadging the poorly regarded and downmarket TrailBlazer" said a SAAB executive, adding that "we should have offered something unique within GM by rebadging the upmarket SRX and being the only division to sell it with a manual transmission or a turbo engine variant." While the "Saabaru" as it was known was a brief hit with buyers, SAAB again suffered when Subaru reserved its hottest versions for its own dealers, leaving the supposed premium SAAB dealers with lower value products than Subaru dealers were able to offer. "The strangest part of this story" said an industry analyst "is that for years GM lost market share to European marques and GM proved incapable of using, directly or indirectly, the two European marques that it wholly owned to recover those customers who simply had written off GM's domestic divisions."

"In related news, Toyota announced that it had become the world's largest automobile manuf...."

That was it... I couldn't find the rest of the story, but I think it said enough!

Joshua Jablons
Montclair, NJ

Worried Owner

As a new Saab owner (used 00" 9/5 wagon), I really enjoyed Chuck's recent article in the May/June Nines issue. I bought the Saab because I thought they were well designed and engineered and had a long life expectancy. I love the way it looks and handles. I don't care for the center console key switch and the high degree of road noise but I have learned to compromise.

The article is well written and sends a strong statement to the manufacturer and dealers. But Chuck! You scared the hell out of me! The problems you described are very expensive to fix on an out of warranty car. Since these are known recurring problems, I can not comprehend how Saab is not taking a higher level of responsibility here.

My next thought is, if these things broke once, what are the chances of it happening again? Is there a permanent fix to the SID (Saab Information Display)? Is the replacement rod for the heater box the same as what came out? Why are the idler pulleys failing so soon?

I would think that the SCNA has enough clout in representing a large group of dedicated Saab owners (you just had to be at Carlisle) to influence the factory on some of these issues. There is nothing more destructive to a product line then to have disgruntled owners telling these horror stories to each other or potential buyers. As Chuck so rightfully states only 70% would buy again, where are the other 30% going? I'm not sure where I stand at this time but I'll know for sure if I get one of these expensive repairs. Chuck, thanks again for the article and I hope to see more of this type of reporting in the future.

M. Pelletier
Crownsville, MD

There are characteristic failures in every car. Many of them, such as "exploding" BMW M3 motors and snapping Mercedes Benz head bolts, make Saab's idiosyncrasies seem relatively tame. If 3% of a given model Saab experiences a particular failure over their lives, repair professionals such as we are see a huge number of them. Still, any owner's odds are 30 to 1 that it won't happen to him. As referenced in "The Perfect Car" Saab's repair record has risen from questionable to one of the best in the business over the past decade or so. Saabs rate Consumer Reports' "check mark" for above average reliability and test scores. The purpose for highlighting characteristic failure modes is not to frighten away potential owners but to alert owners. Often these characteristic failures can be prevented through informed maintenance, such as changing idler pulleys whenever the belt is changed and changing the belt on a schedule rather than waiting for it to break.

Unfortunately for some kinds of failures maintenance is not the answer. We are replacing the SID units for the

second time on some of the 9-5's (they are on their third one). The only way I can see to get Saab to make the needed running changes is for those who are writing the check (individual owners) to scream bloody murder. The parts are not like an engine or transmission failure in cost, but the aggravation factor may be as large because the SID is staring the customer in the face every time he or she drives the car. We know from all the superceded part numbers that Saab is changing parts, suppliers or specifications on parts all the time. This should be a good thing. Saab needs to upgrade (even at a premium cost) those troublesome parts.

There are other "good will" strategies available. If you buy a new muffler for a 9⁵ it will be warranted as long as you own the car. You have to buy the replacement to get the warranty, but then you won't have to buy another. A SID panel or the heater controls could be treated the same. How badly does Saab want to keep the customers happy? I have been told that Ford offers this kind of warranty on some selected parts.

Another angle on this is the fact that the new Saab came with a warranty, (service contract) for 4 years or 50k miles. It had a cost built into the price of the car. When you purchase a used car, you might have done so from an authorized or independent dealer who serviced and warranted the car. For example we purchase a GE 3 Star Plus warranty for an additional 36 months or 75k total miles, with upgrades to 100k available, for our "Andrews Certified" (under 50k miles) cars. These cover most of the things that the factory warranty covers, such as the SID panels and pulleys. You can also purchase these warranties yourself, but you really need to be careful there, as there can be problems with independent warranty companies either being difficult when honoring their commitment, or worse, going out of business.

In the mean time, don't let the chance of problems spoil your enjoyment. 9⁵s are really great cars!

Chuck Andrews

Welcome to the state of independence.

There's a state that's utterly free. It's a place with no borders, where the pursuit of happiness is the only law and the national pastime is the game of "What If?" This is the state of independence. It's the state we're in when we build the all new, 210 hp, Saab 9-3 Sport Sedan. Here, turbocharged power and fuel economy* live together under the same hood. Four-cylinder engines accelerate like V8s, and there's a direct link between the right foot and a smile. Suspensions are sport-tuned and handling is crisp, so every corner is a reward. And this is a place where people feel safe and secure. There are active head restraints and adaptive airbags for front seat passengers. And everyone rides surrounded by high-tensile steel. Power, intelligence, safety, and the sheer joy of driving all await you in the state of independence. Welcome.

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Saab **93** Sport Sedan





**View from
a Saab:
A
Woman's
Perspec-
tive**

An Extra Embarrassment

If you have read this column, and I am told I'm starting a following, you know I love my 2002 Saab 93. The way it drives, the handling, the extra bells and whistles, etc. But did you know it "slaloms" through traffic? No neither did I, but apparently it can. I found out truly by accident. Here comes my very embarrassing moment!

The story begins on my way home from downtown Minneapolis in early April from my part-time legal secretary job in the IDS Tower. It's a great job and is obviously very flexible to allow me to work 3 hours a week. It's a mom break giving me a chance to make some \$\$\$ and feel like the professional I used to be full time b.k. (before kids). The night was warm and as I exited the parking garage I felt the need to get home quickly. The weather was sort-of nice as I cruised down Washington to 35W on my way home. As I merged on the highway I sped up to make my way over to the far left lane and felt invigorated. It was so easy! This car just sings on the highway and before I knew it I'd passed 280 and the way was clear for me to "ease on down the road." I set my cruise to 70, had my favorite 80's station on and in no time dinner would be mine. (Very important event to a five month pregnant mom who has just had Tab and Funjuns for her afternoon snack!)

Suddenly in my rear view mirror I notice this jerk on my butt, and I mean on my butt. I take the car off cruise and speed up a little to move away - give some space. I do frequently look behind me to make sure I'm not about to be road raged but as I speed up, this guy stays right with me. It continues for what seems like forever so I move over to the middle lane figuring I'm just delaying him from his dinner. But no, to my amazement he just moves over behind me. Now I'm concerned. Not only is he still on my butt but he's staying right with me. The pulse starts to race and I am glued to the impending doom that is causing my terror. I move back over to the left lane, he follows. I think, okay I'll try the middle lane again...shocker he follows soon after. Now I'm convinced he's a psycho wanting to run me off the road! I'm scared, I'm pregnant and

adrenaline is filling the gas tank! I mentally take inventory. Here's the plus: I'm in a Saab that handles well and ahead of me traffic is clogging before 694. Hmm, I see my opportunity...one small break where I can zip over and maybe get ahead of traffic and lose this jerk! I execute this amazing move (without signaling but looking safely) feeling like a Nascar driver and alas Mr. Jerk is stuck completely and can't now torment me! I laugh with nervous energy and try to get ahead to make sure he continues to stay far behind me. I speed up so I can just get the heck home!

Still in my panic but some relief, I slow to 65 and know my exit is close. When all of a sudden behind me the brightest police lights are shining blindingly in my rear view mirror. I look up in horror and shoot out "what the..." as I pull to the side. I am in a state of shock and taken completely back. Why am I pulled over when Mr. Jerk Psycho car killer is still on the loose? I roll down my drivers side window as Mr. Police officer comes to the passenger side. He actually scares me and I jump and fumble for the passenger window. I'm already shaking as he leans up to the window, "I've been following you since about 280 and watching your display of slaloming through traffic. You were doing between 70-72 mph." I stare in horror as I realize Mr. Jerk is Mr. Roseville Police now pulling me over for reckless driving. I spit out a shocked, "That was you? Thank God, I thought it was someone road raging me." He then asks me if I have a cell phone. In my stupor I thought he was insinuating I was on the phone and that's why my driving was so crazy. I say no, I don't have one, meaning with me. He barks out that I should get one quickly and I can call 911 if I'm afraid in traffic. In retrospect I should've burst out laughing...why call 911 when it's already up your tailpipe!!! I say nothing of course as I am a respectable, law abiding citizen who is replaying the last 15 minute drive in my mind feeling lower than dirt and emotional to boot. I think by now he realizes I am not a hardened criminal and asks for my license and says he'll be right back. I fumble through my wallet and hand it over hoping to God no one I know drives by; ESPECIALLY anyone hubby might know!

All I can hear in my head is ... "B a d boys, bad boys, watcha gonna do? Watcha gonna do when they come for you?"

I prepare for a ride downtown, jail and worst yet a video camera from *Cops* to interview my head hung low and the tsk tsk from all America when my chase is broadcast over the nation. I just can't believe I am sitting

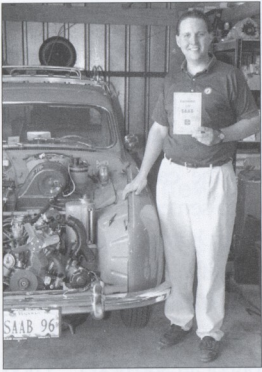
on the side of the road blind by the continuing white and red hot lights and I prepare myself for a \$100 ticket to bring home. Certainly not the bacon I intended! I am so unbelievably embarrassed the trembling is now shaking and I am afraid I will flood the car with emotion before he even returns to sentence me to hell.

It seems like forever but he returns to the window. In his authoritative voice he further humbles me as he says, "You are either very lucky or you don't normally drive like this... and well you just got out of an \$80 ticket." I nod my head in agreement muttering that I really never do slalom or whatever he said and he hands me my license and suggests I drive carefully. It doesn't really sink in and I hope I thanked the officer for having common sense and a forgiving spirit as I realize I now can go home. I hold the steering wheel like a lifeline and finally make my way home. Suddenly I am totally paranoid to drive home and I pray I impose no further infractions before reaching my safety.

I sit in the garage for a few moments to compose myself before going upstairs. I know I have "criminal" painted on my face and will spill my guts in a manner of moments when hubby presses me for information asking such questions as "How was your drive home?" Obviously I don't do well under pressure! So I slink up the stairs hoping at 7:30 p.m. both family members are fast asleep but no such luck. After what feels like 10-15 tormented minutes I spill out my story beginning to lose it out of complete humiliation. "Do you hear what I'm saying dear? I out drove a cop in my Saab not even knowing it? By the way, do you know where the cell phone is?" Hubby is very sympathetic unbelievably and the conversation turns into *Nines* article fodder for him. Oh he laughs and gives me small bytes for this column. Eventually I smile yes but I am in the depths of humiliation and can't think of even driving for the rest of my life. But in time, I have made my peace.

So get your little chuckle now that I can share my moment in the less than desired police spotlight and have appropriately named my article "I fought the law on 35W and I won??" I won freedom to continue to drive yes, but comfortably again - I guess I'll let you know! Let's just say the twenty minute drive home from work now takes me about 30 and that's just fine with me!

Traci Payne is currently on work release and reports that she does not look good in stripes. -Ed.



Consumer Grade

I got a call about a month ago from a customer out in the Midwest with a plea to take his 96's gas tank and see where the blockage was

preventing fuel from reaching the carburetor. As usual, I mentioned to said individual that any good radiator shop can handle this - that's where I take mine - but he insisted, and thus, it landed on my stoop, all nicely painted up and totally useless, even as a core.

Whether or not he used the product correctly, the pickup tube was clogged full of POR (*POR 15 is a thick black coating designed to be painted directly over rust.* - Ed.) or similar. I can only hope that's as far as it made it, and not into the main fuel line, which has enough design flaws as it is. I experimented briefly by putting a bit of gasoline through the sending unit hole, which promptly picked up some more of the DIY sealer. Now seeing as how I wash 2 and 3 hour old tar, weatherstripping adhesive or similar gunk from my hands with available gasoline, kerosene or No. 2 diesel fuel, what makes someone think that pouring some stuff down an access hole and sloshing it around will do as good a job as the pro who cuts the tank open, lines and seals it properly with the appropriate amount of access, the correct bonding agents and the right environment to make sure the job is and stays a success for the long haul.

Often, the ambitious restorer on a budget or with space constraints tries to do the best he or she can with the materials and resources available to him or her - and continues to run into problems! While good quality and correct color matched paints, for example, are not difficult to come by, a good paint gun and the rest of the do it yourself tools can be damning to someone without a lot of "bricoleurism," as my late friend Larry Williams would put it.

One problem in this area is not the number of products on the market to this end, but the volume and selection of low

grade Chinese or similarly distantly and cheaply made products on the market from the non-jobber and wholesale vendors. Because of the low prices they pay for their product in bulk and their ability to bring a high number of them to market in a well targeted arena, the makers of fine professional grade tools are forced to limit their production and the scope of their marketing, while raising the price to the end user in retail. The body shops are all serviced by the Snap-On/Matco/Mac trucks and similar trade specific suppliers as well; this is the same phenomenon with good tools. Even Sears' "Craftsman" brand continues to be cheaper and cheaper build quality to just maintain their sales volume against the Taiwanese and Chinese tools at any hardware or warehouse store. Of course, you can flag down the Snap-On guy but don't expect any favors. Their jobs are in guaranteed sales or near to it because they merely go from shop to shop and take credit payments against Johnny Wrench's \$40,000 note he took out on that Maximizer last year!

Depending on your desired level of involvement in your car's restoration, just do a little research before you make that special tool or other similar investment. Often times, trying to save money on the DIY route eats time and provides you with no confidence or joy in that which you have just devoted an investment of one type or another. Don't be ashamed to farm things out if it makes more sense! Yours truly depends on his outsource vendors and component restorers more than you might imagine. Instead of having West of Sweden employees, I have "contract labor" on a job for job basis. As most of you who undertake these old car projects have jobs, families, etc., in addition to your hobby, as well as varying degrees of mechanical ability, think hard about what you choose to do yourself. If you plan on doing it more than once in your life, a learning experience is never a bad idea; however there are limits, such as that's the only core you've got of that part!

Whatever it takes to get the job done, just remember, have fun; getting it tomorrow or next year should be part of the joy. If you've got your car on the road, keep an eye on the temp gauge, it's a hot summer comin' in.

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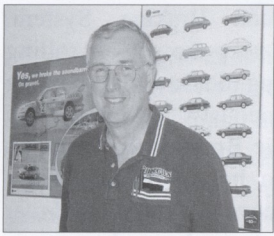
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CONFUSED?

Are you as confused as I have been about the trends and terms from the automakers including Saab? In this column I will hit just a few of the issues so you can see what I mean.

I was recently looking at a 2003 9-5 Sport wagon feature/sales brochure. On page 18, imposed on a picture of an icy road, are the letters ABS*, EBD**, TCS***, and ESP****. I know enough about ESP to know that I had better read page 23 and know what all these letters mean before some inquisitive non-reading consumer wants an explanation. Either that or get that brochure off the desk!! Well, I do know what they mean but they are a mystery to most consumers even with an explanation. The whole industry seems to be heading this way.

I subscribe to "Home Power" magazine and in the April/May 2003 issue, Shari Prange wrote about some of these auto terms. Once again I was confused by what I thought I knew. Her article had a picture of a Toyota RAV4-EV. Well, everybody knows that this is an electric vehicle and an SUV besides. I was surprised to learn that there is a pattern in the way manufacturers introduce new products. Here are the five steps of introductions for new concepts or products as presented by Ms. Prange:

- 1) The car with no picture, just drawings, with "future technology" labels that a company hopes to build.
- 2) The "concept" car. It may be at the auto show and there may be lots of pictures available with many optional features, but it is a one-of-a-kind and is really just a demonstrator.
- 3) The "prototype" which is similar to #2 except the manufacturer is really seriously thinking about producing it.
- 4) The "test vehicles" that are built in a limited number for test purposes or fleet use.
- 5) The "production vehicles". These cars can actually be found and purchased at a dealership. In the

future we can take these definitions provided by Ms. Prange and apply them to manufacturers' announcements.

Where does that put the 9² (Saabaru, or 'ru)?" I've seen the drawing but no picture, indicating "future technology?" Seems like, with an '04 introduction planned, they are way ahead of that! The Saabaru is to be built from the Subaru WRX. The WRX rice rocket is a production car and perhaps the Saabaru may even be built from the new STI variant? Can you hear the Subaru dealers crying now if Saab gets their 2.5 litre, 300 HP/300 ft. lb. of torque, rocket with the 6-speed transmission? It also has DCCD. We all know that abbreviation: the driver control center differential. Can't live without one of those!

Speaking of new things, did you hear about the new "rear-wheel drive"? After 30 years of front-wheel drive and being told it has so many advantages over rear-wheel drive, RWD is now the "New Deal." So, who has jumped on the band wagon? Ford Mustang, Mercury Messenger, Dodge Magnum as well as several other mid-size Chrysler products, and the Mercedes Benz E-class Estate wagon, among others. The Lincoln Town Car and the Mercury Marquis had maintained the RWD throughout the years. Yep! There's another set of letters you had better latch on to: RWD (rear-wheel drive) to go with the AWD (all-wheel drive) on the Subaru and the Saabaru.

I'll bet you thought hatchbacks were a thing of the past. I was certain that I read and heard from Saab and GM just last year that hatchbacks were old-fashioned, noisy

and Americans just weren't interested in them. Guess what the 2005 Chevrolet Malibu MAXX is? You guessed it, it's a five-door hatchback. It will be at your Chevy dealerships next year billed as a "practical, quiet, relaxing cruiser with moderate fuel consumption." The amazing thing is that it is built on the Epsilon platform (same as the new 9-3). This wonderful hatch opens fully to 6 ft. 6 inches high so you don't crack your head. What a great innovation!! How high does your classic 900 or 9000 open? "Epsilon" hatchbacks are already being produced in Europe under the Vauxhall and Opel brands. Isn't it confusing? Chevy will have a hatch on our Epsilon platform! It isn't fair!

We'll move on to more understood terms. We all know about the HEVs (hybrid electrical vehicles). Of course they are the Toyotas and Hondas that use gas/electrical power. These cars always use a fairly complicated combination of gas and electric power. HEVs are predicted now to become a major player in a number of vehicles sold in the next few years. Even FedEx is converting up to 42,000 of its trucks to the dual-power mode (diesel/electric). FedEx says it expects a 50% increase in fuel efficiency over the 10-20 year life span of these trucks.

GM also has hybrids in mind. Well now, do you know what a mild hybrid is? No? 2004 Silverado and Sierra pickups will have 42 volt power systems and a sophisticated computer control system that will allow the truck to shut off at stops and restart. They will use the 42 volts to power the power-steering and other accessories. Not a hybrid at all! Just a gasoline powered truck with complicated electronics. Pickups with this system are said to improve emissions and gas mileage. I haven't seen the abbreviation for them yet, HEVM? Confusing how they can call something one thing when it isn't really.

While our soldiers are still in Iraq and Afghanistan, Cadillac has announced that its new CTS-V will have about 500 horsepower. Cadillac is not the only manufacturer to have a huge engine but it seems a little bit confusing in the



2005 Chevrolet Malibu MAXX hatchback sedan.
Photograph courtesy of General Motors.

Professional Perspective

light of our current world situation.

The President has announced our government's desire to develop hydrogen and other alternative fuels but the little country of Iceland is getting the job done. Iceland has its first hydrogen fueling station, just as we have several in the U.S. But Iceland will soon be taking delivery of its first Daimler-Chrysler buses that will run on the 250 KW generated by the buses' hydrogen fuel cell. The Citaro bus looks like other buses except for the large tanks to hold the hydrogen. These buses will replace 4% of the country's mass transit system. So here's another set of letters for you: FCV. The fuel cell vehicles are in the concept, prototype and test vehicles stages depending on the company and their alliances. They are far enough along that Toyota has 6 FCVs in service, 4 in Japan and 2 in California. Unfortunately, they are recalling all 6 for a fuel leak problem. The recalls are happening before I have even caught sight of one. Honda is using the same fuel tank and claims they have no problems.

For now, I'll continue to drive my



A hydrogen "filling station" in Iceland for fuel cell vehicles.

ICE (internal combustion engine) Saab and hope for the best, mate! There may be a "ru" in my future with AWD and DCCD but that is waaayyy in the future! We may have to buy new shop tools to work on the ru's, but whatever it takes, we will keep the ICEs, HEVs, EVs, AWDs, FWDs, FCVs, or whatever else they come up with on the road!

Now was that new car at the auto show really a concept car?

As described in the Saab brochure:

* ABS: Anti-lock Braking System. Designed to help keep the wheels rolling during hard braking to allow you to brake and steer simultaneously.

**EBD: Electronic Brake-force Distribution. Designed to help distribute brake force optimally between the front and rear wheels depending on how the car is loaded. EBD is designed to help provide more efficient braking performance.

***TCS: Traction Control System. Engineered to distribute drive force to the wheel with the best grip, reducing the risk of spinning the tires while accelerating, especially on a slippery surface. Designed to provide you with more control of the available traction.

****ESP: Electronic Stability Program. Compares the car's movements with steering wheel input. If there is any tendency to slide, the system is designed to brake one or more wheels and if necessary, reduce the engine power. If desired, the ESP can be switched off.

NOTE: Pictures and some words of enlightenment were found at www.thecarconnection.com

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Counterfeit Oil

According to an article by David McFall in the on-line Lube Report, (<http://www.lubereport.com>) mislabeled engine oil under the "Star Brite" brand has been for sale in Bi-Lo Food Stores in North Carolina. The products display the American Petroleum Institute's "starburst" symbol, implying they meet the current gasoline engine oils standards, yet are identified as meeting category SA/SB, long obsolete. Some also display the API "donut" symbol, another protected trademark. Lube Report contracted with an independent testing laboratory for a spectrochemical analysis of three Star Brite oils (SAE 30, 10W-40 and 20W-50) purchased May 29 from two Bi-Lo Food Stores in Greensboro, N.C. The analysis found only trace amounts of certain chemicals or metals in each oil, indicating that only "base oil" was contained in the samples.

API licenses the use of its starburst symbol only for the most current engine oils, API SL, which also meet the stringent ILSAC GF-3 engine oil specification. API service categories SA and SB are obsolete and according to SAE Standard J300, "are not suitable for use in most gasoline-powered automotive engines built after 1930" for SA oils and "after 1963" for SB oils. SAE warns these oils "may cause unsatisfactory engine performance or equipment harm."

The Saab Network Sets Monthly Usage Records

The Saab Network web server broke two site monthly usage records recently. In June, nearly 4 million pages of Saab info were served (3,990,747) and in May, 196,642 users visited the site. In April, thanks to the Site Sponsors (<http://www.saabnet.com/tsn/sponsors.html>), The Saab Network site was upgraded to a 2.4Ghz server and moved to a full dedicated T1 connection in order to handle the steadily growing traffic.

Even Playing Field Nears for Independent Garages

This September independent garages will draw even with franchised dealers on being able to repair any make of car or truck, according to an on-line story at The Car Connection. The monopoly franchised dealers have enjoyed on access to special tools and data will end. According to a Wall Street Journal article quoted by The Car Connection, any "corner garage" that wants to obtain factory equipment and instructions on fixing that Porsche Carrera or Cadillac CTS will be able to do so without being shut out because of not being franchised.

With a helping hand from the U.S. Senate Commerce Committee, in 2002 the Automotive Service Association (ASA) induced automakers to relent on a policy of exclusion they had maintained since the very beginning of the auto industry. The industry relented, lest unwanted legislation result, after the ASA showed that its 12,000 independent garage-owner members lacked access to diagnostic codes covering about 10 percent of the vehicles in use. Special codes, needed to plug in the new breed of diagnostic scanners, were sold only to franchised dealers. Independent garages and service stations, denied access, were

forced to send motorists with computer or high-tech problems to dealers in the protective environment, the industry observed.

The Wall Street Journal article indicated that every automaker has now set up Web sites carrying comprehensive repair information dating back to 1996-model vehicles. Hyundai data are provided to all garages at no cost, but Honda and Acura are charging \$20 for three days, \$50 a month and \$500 a year for access. BMW's charge is \$20 a day or \$200 for a month.

Swedish Auto Factory

Swedish Auto Factory in Santa Clara, is celebrating their 25th anniversary as an independent repair and service facility specializing in Saabs and Volvos. "We realize our customers have a choice, so we work hard to earn their business," said Paul Perry, owner of Swedish Auto Factory. "Our technicians have an average of eight years of dealership service department experience. We use the latest diagnostic and repair equipment, including Tech 2 diagnostics."

Swedish Auto Factory has installed "WiFi" (wireless networking technology) in its waiting room so customers can be productive while their vehicles are being serviced. To celebrate the 25th anniversary, new and returning Saab and Volvo customers are being offered a free 40-point vehicle inspection with any service.

A Saab enthusiast since the early 1960s, Perry has several vintage Saabs on display at Swedish Auto Factory. In addition to collecting and restoring the vintage cars, Perry is active in vintage racing with the Historic Motor Sports Association (HMSA) and the Classic Sport Racing Group (CSRG). He recently completed the renovation on a Saab that was raced in the 1960s and held the track record for its class at Laguna Seca, a road course located in Monterey, California. Perry located the original driver, Stan Laskin, who raced the restored car again at Laguna Seca in October, 2002. Perry and Laskin hope to return to Laguna Seca when the 2003 season of the Sports Car Club of America (SCCA) commences this fall. NINES readers may also recall that Paul has won several Photography awards at Saab Owners' Conventions in the "Motorsports" category.

Personnel Changes

Hans Krondahl has been named global market director, NSO (National Sales Organizations) at Saab Automobile AB, reporting to Jan Ake Jonsson, vice president of sales and marketing. Krondahl will have the direct sales and marketing responsibility for approximately 40 countries in Europe, Eastern Europe, Asia Pacific, Middle East, Latin America and South Africa, which have privately owned Saab distributorships. Krondahl will assume responsibilities in this new assignment on July 1, 2003. Since August 2001, Krondahl has been the Vice President of Marketing for Saab Cars USA, Inc., responsible for product planning and the strategic and operational planning for marketing Saab automobiles throughout the U.S. Before coming to Saab and beginning his assignment at Saab Cars USA, Krondahl was president of Semcon Sweden AB, a consulting firm based in Gothenburg, Sweden. Krondahl previously worked in marketing

for Volvo Cars and headed an international advertising agency of which he was a founding partner. His education background includes an undergraduate degree in mechanical engineering as well as a graduate degree in business administration and marketing.

Jon Brancheau replaces Krondahl as vice president of marketing for Saab Cars USA, Inc. Brancheau began his General Motors career in 1984 with Cadillac Motor Car Division's financial staff, before joining Cadillac's sales and service organization as an area supervisor in dealer development. Following a district service manager assignment in Cadillac's Midwest region, Brancheau became the district service manager in New York's boroughs. He became district sales manager for New York City and northern N.J. in 1992, and a year later, was named dealer operations manager, Northeast region to focus on the launch of the Cadillac Standards for Excellence process and dealer business planning.

Brancheau earned the position of National Incentives Manager, Marketing Services in 1994 then moved to Assistant Regional Sales and Service Manager for Cadillac's Central region. In 1997, he was appointed Advertising Manager for Cadillac's Seville and Eldorado and later named Assistant Brand Manager Marketing for the development of the 2000 model DeVille launch.

Brancheau joined Chevrolet's marketing team in 1999 to help launch the 2000 Chevy Silverado and in June 2000, was appointed brand manager for the Oldsmobile Silhouette. Since March 2001, Brancheau has been the director of brand marketing for GM Service & Parts Operations and is responsible for the development of brand strategies, advertising, sales promotion and event marketing related sponsorships for the GM Goodwrench, GM Parts and ACDelco brands. Brancheau holds a bachelor's degree in finance from Western Michigan University, Kalamazoo, Michigan.

Saab Chief Designer Michael Mauer has been appointed Executive Director, Saab Design and GME Advanced Design, effective May 1, 2003. Mauer will become more involved in the design of other GM vehicles in Europe, with new responsibilities to coordinate Advanced Design for GME brands. With this organizational change, the existing Saab Advanced Design Center in Pixbo, Sweden, near Gothenburg, will see broader use by other brands in the GME portfolio, along with studios in Rüsselsheim, Germany and elsewhere in Europe. Overall responsibility for the respective design languages remains with the specific studios and brands.

Mauer will continue to report to GME Vice President, Saab Chairman and Chief Executive Officer, Peter Augustsson, and will report for GME projects to Hans Demant, Vice President, GM Europe Engineering. On Advanced Design projects pertaining to Opel/Vauxhall, he will coordinate directly with Martin Smith, Executive Director Design, Opel/Vauxhall. Mauer joined Saab in his current role in May 2000. Since then, he has been responsible for developing Saab's new design direction, as exemplified by the 9^X and 9^{3X} concept cars.

Charting the Changes for 2004

The major news for the fall product line is the introduction of the 9³ Convertible. With the 9² introduction scheduled for the spring, there is no new information available at this time. The convertible was first shown at the Geneva Auto Show on March 4, 2003. The press information was updated in June, and final US product specifications are in process. Other than the convertible, Saab's product offerings for 2004 are generally similar to 2003, with the 9⁵ receiving the bulk of the changes.

On all 9⁵ models the upper dashboard is now black instead of grey, for even less windshield glare. A new, lighter color Granite Gray leather replaces Charcoal Gray leather, and the Saab Information Display (SID) is new. Rear seat heaters are discontinued. Metallic paint and automatic transmission are stand-alone options across the 9⁵ model line.

The 9⁵ Linear Sedan has been discontinued to better define the 9⁵ relative to the 9³. At the same time, the Linear Wagon has been "repositioned" (that means priced lower) by moving the sunroof, fog lamps, seat heaters and headlamp washers from standard equipment to an optional "Comfort Package" and limiting the range of available colors and options. The Linear SportWagon also features an optional "Cargo Package" which includes a retractable cargo net and the backing-up alarm (Saab Park Assist). We note that a 5-door 9³ is not be in the plan until at least 2005, and it would leave a yawning gap in Saab's "5-door portfolio" to jump from the coming 9² up to the 9⁵ Arc SportWagon. The 185 hp. version of the 2.3 liter engine in the Linear SportWagon is designated as a 2.3t (small "t").

The 9⁵ Arc, both sedan and SportWagon, now features a version of the 2.3 liter Saab engine designated as a 2.3T (large "T") in place of the asymmetrically turbocharged 3.0 V6, and the standard transmission is the 5-speed manual. The 2004 Arc 2.3T is rated at 228 ft. lb. of torque from 1900 to 4500 rpm, versus 229 ft. lb. from 2500 to 4000 rpm for the V-6 it replaces, and 220 hp. at 5500 rpm versus 200 hp. at 5000 rpm for the V-6. Fuel economy is improved from 18/26 mpg with the V-6 automatic to 22/30 with the 2.3T manual and 20/29 with the 2.3T automatic (or 20/28 for the Arc SportWagon). The 9⁵ Aero engine is also designated 2.3T, and produces the same 258 ft. lb. of torque and 250 hp. as it did for 2003. "Tuition" for one at the "Saab Aero Academy" 2-day performance driving school is included with the purchase or lease of each 2004 9⁵ Aero sedan or SportWagon.

Xenon electric arc discharge headlamps and Ventilated seats are now stand alone options on the Arc and Aero, while rain sensing wipers, backing-up alarm, and self-dimming outer mirrors are



2004 Arc SportWagon showing body colored lower trim.

Photograph courtesy of General Motors

contained in the "Touring Package" available on the Arc and Aero models. The Arc sedan and SportWagon optional "Premium Package" includes memory power seats, self dimming rear view mirror with compass and garage door opener function, and the Prestige Audio speaker and amplifier. Body color lower body trim (similar to the 2003 Aero) is standard on Arc. The Aero sedan and SportWagon optional "sport tech" package includes a two-tone granite grey and black sport seat and a carbon fiber dash in place of the standard brushed metal appearance. Minor styling changes include more aggressive styling on the Aero and new wheel designs.

For the 9³, the "Vector" model name has been dropped and replaced by "Aero." Gray carpet replaces Parchment carpet in cars with Parchment leather interior. Front fog lamps on the Linear are no longer standard, but included in the "Premium Package." The manual transmission in the Arc is now the 5-speed versus 6-speed in 2003. OnStar is optional on Linear and Arc. A DVD based navigation system with color LCD display has been delayed until the 2005 model year.

Metallic paint, 5-speed automatic transmission, power sunroof and "Cold Weather Package" (heated front seats and headlamp washers) are individual options across the 9³ line.

16" wheel and tire package, and a "Premium Package" including: automatic climate control, color matched exterior trim, and front fog lights are exclusively Linear options. 17" wheel and tire package, including tire pressure monitors, and OnStar are optional on both Linear and Arc. The Arc and Linear 17" wheel and tire package in the US will no longer include the Aero's sports suspension setting. Xenon electric arc discharge headlamps, backing-up alarm (Rear Park Assist), and a Touring Package including: rain sensing wipers, in-dash 6 disc CD changer, and auto dimming mirror with garage door opener and compass are optional on both Arc and Aero.

With an extra 300 lb. over the Sport Sedan to propel, and with convertibles commanding a higher price than their respective sedans, Saab has (we believe wisely) limited the US convertible model range to Arc and Aero. The only significant deviation in standard equipment between the convertible and sedan (not counting the convertible top) is that the Arc convertible lacks the upmarket 300 watt, 13 speaker audio.

For colors: Black is on all models; Espresso Black is a new color and is on all models except 9⁵ Linear SportWagon; Nocturne Blue replaces Midnight Blue and is on all models, Glacier Blue replaces Cosmic Blue and is on all except convertible and 9⁵ Linear SportWagon; Steel Grey is on all models; Graphite Green is on all except convertible and 9⁵ Linear SportWagon; Hazelnut is on all except convertible and 9⁵ Linear SportWagon; Laser Red all except 9⁵ Linear SportWagon; Merlot Red all except Convertible; Silver is on all models; Polar White is on the 9³ Sport Sedan Linear and Arc (no Aero), 9⁵ Sedan (all levels), and 9⁵ SportWagon Arc and Aero only; and Lime Yellow is available exclusively on the Convertible. Dolphin Grey is discontinued.

This article was compiled using product specifications from Saab Cars USA.

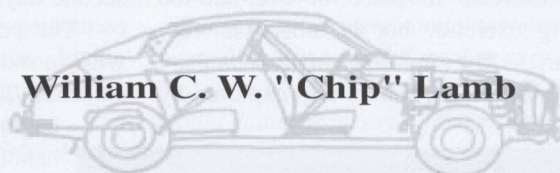
Sales

Sales for the period showed a moderate gain over last year, with May of 2003 sales setting the record for the best May in the history of Saab in the USA. The late spring and early summer period in 2002 was also very good for Saab sales, with buyers responding to the close-out incentives on the 9³ hatchback sedans and the realization that this would be the "last chance" to purchase the traditional Swedish hatchback Saab, at least in the foreseeable

future. 2002's sales were affected by limited availability of 9³s during the second half of the year, as hatchbacks sold out and Sport Sedan availability was slim.

	MAY 03	JUN 03	Period
Coupe 93	1	0	1
Viggen coupe	0	2	2
Sedan 93	1	1	2
Sedan 93 se	11	15	26
Viggen sedan	2	1	3
Convertible 93 se	1352	726	2078
Viggen convertible	3	0	3
Linear Sports Sed	1466	1136	2602
Arc Sport Sed	545	618	1163
Vector Sport Sed	277	176	453
Total 93	3658	2675	6333
Sedan 95 Linear	436	511	947
Sedan 95 Arc	118	161	279
Sedan 05 Aero	209	239	448
Wagon 95 Linear	154	223	377
Wagon 95 Arc	49	44	93
Wagon 95 Aero	78	67	145
Total 95	1044	1245	2289
IDS	16	9	25
Total (2003)	4702	3920	8622
Last year (2002)	4002	3981	7983
Percent increase	17.49	-1.53	8.00
Total year to date	20554	24474	
Previous year	16577	20558	

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"It's not an extra. It's not an option. The Saab Aero Academy is as much a part of the Saab 9-5 Aero as its 2.3-liter turbo charged four-cylinder engine. The Aero Academy is a two-day intensive learning event held at Road Atlanta, exclusively for buyers of the 2003 Saab 9-5 Aero Sedan and SportWagon. The aim of the Aero Academy is to provide Aero owners with a driving experience that is unique and beyond the ordinary."

The Saab Cars USA Web Site. (Norma Goldberger's comments in italics)

Thanks to the generosity of Saab Cars USA Inc., we were invited to take part. When Steve first told me in his happy excited way that we were going to a driving school at a race track I became worried. I'm not sure why I felt fear except that I didn't know what to expect. I imagined I would be racing a car and would be too slow and incompetent in comparison to the other participants. I suppose I should have asked for the written information on the academy prior to the trip but I didn't.

The Aero Academy is a two day session, comprising approximately 14 hours total instruction time. There are half hour classroom sessions preceding each of the morning and afternoon driving sessions, where exercises sequenced among the vehicle dynamics pad, the skid pad, and autocross circuit.

The Saab Aero Academy is a sequel to the Viggen Flight Academy. Compared to the Viggen Flight Academy, the Aero Academy substitutes an additional handling exercise in place of heel-and-toe shifting exercise, but is otherwise very similar. The concept of a company sponsored driving school was explored by



An appropriate greeting for new students to the Aero Academy.

Saab at the 1997 Saab Owners' Convention. The heavily subsidized instructional session at the New Hampshire International Speedway was taught by the Skip Barber Racing School. The 1998 Saab Owners' convention featured a less-subsidized event at Roebling Road, near Savannah, Georgia. Both the Convention associated events featured a single day of instruction, using Saab company cars, followed by an optional second day of lapping sessions on the respective road circuits using the participants' cars. Neither the Aero Academy nor the Viggen Flight Academy included time on the track.

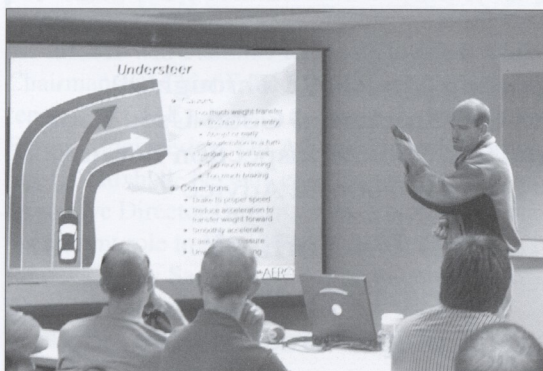
The curriculum is designed so that an absolute novice in vehicle dynamics will leave with a good introduction along with "laboratory exercises" designed to reinforce the theory. Most classes are scheduled over a weekend, but there are a few given during the week. A classroom session precedes each half-day's driving sessions, with a follow-up review and award session at the conclusion of the second day.

The course begins the first morning with introductions of the instructors and students. The following classroom session begins with the foundation of handling and performance: the contact patch between the tire and the road. The interactions among vehicle static and dynamic weight distribution, lateral and longitudinal load, and understeer and oversteer are explained along with the circle of traction. Added to that was explanation of how to "drive" the car out of understeer or oversteer situations.

Our day started in a classroom with plenty of coffee. Bagels would have been a pleasant plus because



From the top: 1) The car enters into an oversteer skid (caused when the instructor momentarily sets the parking brake). 2) The driver steers sharply in the direction of the skid for the front wheels to regain traction. 3) When the front wheels "catch", or regain traction, the driver quickly recenters the wheel to regain control. 4) Once control is achieved, the student completes the exercise by driving off the pad.



Instructor Cass Whitehead showing the definition of "understeer" to the class.

we had turned down the continental breakfast of doughnuts at our hotel hoping for something healthier. The average Aero purchaser has owned over 3 SAABs if our group was typical. Our first class wasn't very soothing to me. I had to learn a new jargon along with basic concepts of physics as regards steering, weight, tracking and braking. None of the men in the class seemed to be having any conceptual problems. We then split into 3 groups. One wife who was there with a husband asked to be separated from her spouse for the driving classes. Sure seemed like a good idea to me.

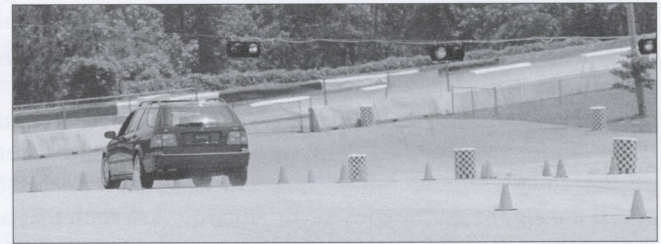
The first morning track exercises included maximum braking and maximum braking while turning exercises, circular wet skidpad, and baseline autocross timing. Maximum braking is just that - the driver hurtles the car at full throttle into a lane of traffic cones, stopping when a traffic light turns from green to red. This was done first with full ABS, then with threshold braking attempted, and finally with a slight change of direction at the end. Often drivers fail to apply full braking power early enough in an emergency situation. This exercise is aimed at overcoming that reluctance.

The circular wet skid pad illustrates the basics of tire traction limits at low speeds with minimal drama. Understeer is the operative word, with the car simply pushing straight ahead as the speed or throttle application exceeds the limit. Once the driver was familiar with the limit, the instructor would briefly engage the emergency brake to put the car into an "oversteer" skid. The long standing practice of "steering into the skid" was universally appreciated by the students. That action needs to be followed by quickly unwinding the steering wheel once the car gets pointed in the direction of travel. An important part of the lesson is to focus attention on the desired direction of travel, rather than the actual direction, which sometimes involved looking out the side windows.

Learning to control one's car on a slippery surface was one of the lessons. At first one is encouraged to drive as fast as one felt comfortable with just to stay in control on the wet asphalt. Then we were instructed to drive even faster until we skidded and then attempt to control the car out of the skid. Making rights and left on

the wet surface added to the skidding. 20-25 mph on this surface, we were told, feels like 70 on an icy bridge. Just when we thought we were in control, the instructor would pull up on the emergency brake which would guarantee a skid. We were instantly verbally corrected if we failed to turn the wheel hard enough, or turned the wheel in the wrong direction. There was nothing to hit. Each of us did this solitary on the area. I found the individual instructors to be highly beneficial. Otherwise, I would just repeat the same mistake. The instructors were friendly, patient, low keyed, and knowledgeable. My instructor used words I understood without thinking such as turn the wheel hard and turn right or left without referring to the classroom terms of under or over steering. This particular experience was repeated the next day as well. I thought I would be great at slipping and sliding since I drove in Canadian winters and in other northern snowy and icy conditions, but I lost control repeatedly. Will I do what is required in a real life skid? I surely hope so.

The baseline autocross was performed with no discussion of lines or driving technique, and is used as the "starting point" to measure each student's progress. The autocross is essentially a "30 second course", with a variety of corners including off camber (tilted to the outside of the curve), hairpin (more than 90 degrees), less than 90 degrees, sweeping turns and brief straights. The course record, held by the instructors, is in the 27 second range. Baseline times for our class ranged from just over 30 seconds to the 45 second range. The longer times reflected a reluctance on the part of some drivers to exploit the acceleration and handling properties of a modern car, and would turn out to be significantly better by the end of the course.



Lane Change Maneuver. Driver approaches in one of three lanes separated by traffic cones. As the driver reaches an opening between the lanes, one or more of the three traffic lights turn red. The driver is to select a lane with a green light and stop at the end of the lane. The green light is on the right..

When we were told we were going to race in an autocross I feared I would be the slowest. All the men drooled and their eyes lit up when told of this experience. I was scared. I was sure I wouldn't know where the road was with all of its twists and turns and that I would wind up off the road in the field in front of my classmates. The instructor told us to drive the course slowly initially until we were comfortable with the route and then to speed up. I'm sure that if I could have driven it more than 6 times I would have been even faster than I was clocked at in the last few cycles of the run. I found that I was competing against myself to try and make each cycle just a little bit faster and I did stay on the course. Our times were given privately and only shared as we wished. I didn't think I did that badly at all until husband bragged to me at night how fast his clocked time was.

We were treated to a lovely buffet lunch at the race course restaurant where everyone shared their experiences with each other.

The afternoon classroom session is devoted to driving safety. Calculations



Drivers receiving instruction prior to the slalom exercise.

comparing speed and stopping distance, and most important, speed at distance during braking, are eye opening. The plain fact is that stopping distance varies as the square of the initial speed, and speed during the stop varies as the square root of the distance traveled. This means that a stop from 42 mph takes twice the distance as a stop from 30 mph, and at the half-way point of stopping at 42 mph (the stopping distance from 30) the car is, naturally, still traveling at 30 mph. Other important lessons included the proper use of side view mirrors, and an emphasis on the need for full attention to be paid to the task of driving.

Positioning the mirrors to attempt to avoid a blind spot was significant as was positioning the driver so that the wrist of the hands is just touching the top of the steering wheel with the arms stretched out.

The afternoon exercises included a lane-change exercise on the vehicle dynamics pad, a "square corner" on the wet skid pad, and a "ball in the salad bowl" exercise on the autocross course. The lane change exercise is similar to the lane change exercise conducted during the driving school at the 2000 Saab Owners' Convention and is similar to a lane change exercise in David Thompson's excellent new driver instructional booklet "Car Control." The driver is presented with three driving lanes and three stopping zones, all delineated with traffic cones. Each stopping zone has a traffic light, and

the driver is instructed to stop in a green-lighted zone.

We found the lane change to be a difficult exercise for a number of reasons. First, the speeds and distances are such that a driver "hitting the brakes" and then attempting to change lanes while braking will always hit a cone (or more). To successfully complete the maneuver, the lane change must be performed before braking, but immediate braking is our learned response to a light suddenly turning red. The green light marks a stopping point, and it was very common for students to "drive through" the stop zone. Finally, the green light tended to disappear into the wooded background during our session, thanks to the drought-busting rainfall that preceded our late-spring class. The cure for all the difficulties was concentration and practice.

We were taken to a line of a dozen Aeros and told to chose one. Then we individually drove as fast as we could on



The "ball in the bowl" exercise. Note how the ball is made to ride at the edge of the bowl.

a lane toward traffic lights and had to brake suddenly at first and then lane change when the traffic light of our lane turned red and one to the right or left turned green. I usually braked too soon because I was afraid I wouldn't be able to turn fast enough and in the correct direction. Others sped through the end of the lane or turned into a red light lane. None of us did it perfectly. We did repeat this exercise several times but not enough for me to feel comfortable with my ability to turn suddenly. I was pleased to see that no cars flipped no matter how hard or how fast we turned. I also felt more confident in the braking ability of the Aero after braking hard after a fast acceleration. We did notice that one car which ran over a cone resulted in it's fog light dangling. Apparently this light is low and in a vulnerable position.

The "square corner" skid pad exercise used the same wet circle as the morning's, except the driver approaches straight in from the dry region, turns the car through 90 degrees, and then exits to the dry area. Drive in too fast, and the car understeers wide of the intended path. Turning the steering wheel further doesn't help, and can make it worse. Hit the brakes when attempting to turn in, and the car simply plows straight ahead. Drive in at the appropriate speed, and as the car takes the turn in, the instructor sometimes engages the emergency brake, giving the driver more practice in skid control. Incidentally, the wet skid pad was constantly being watered during the exercises, allowing for a demonstration of the excellent rain-sensing wipers which are part of the Aero's "Touring Package."

At the autocross track, a tennis ball is placed in a large plastic salad bowl attached to the hood. The student then drives the course while attempting to keep the ball in the bowl. This exercise was invented by racing driver Jackie Stewart to teach the art of driving smoothly. It is amazing how hard one can turn or brake and still keep the ball in the bowl, so long as the transitions from braking to turn-in and from run-out to acceleration are gradual and, well,

smooth. As a further demonstration, one of the students in our group sent the instructor ball-chasing by braking suddenly from a crawling pace at the end of the course. This was after negotiating the course with the ball kept successfully in place at a pace she admitted was faster than she would have routinely driven without the bowl.

I personally was pleased to be able to run the autocross without once losing the ball, if I may brag. The classmates who drove the fastest were the ones who generally lost the ball several times. At least what I didn't have in speed I made up for in smoothness.

Saab Cars USA hosted a dinner at a nearby resort/winery. Saab's upper management takes turns attending these sessions, allowing them to meet personally with owners in a relaxed, informal gathering. During our session the hosts included John Libbos, the 9⁵ Product Specialist and the person who oversees the Aero Academy, Sean McNamera, Product Manager for Saab Cars USA, and Kevin Smith, Vice President of Communications. During the reception and the dinner, the bold trio accepted any and all questions, and answered those that they could

We were treated to a wine get together followed by an elegant dinner at the Chateau Elan Inn. This allowed us to interact with all the participants and not just our own classmates. It was at this dinner that I was able to talk with the other women classmates who were in the other groups. I found they had the same fears of taking the class that I did and were beginning to relax and enjoy the experience. One wanted her husband to attend but he insisted that since it was her car she should attend. Another was Asian and new to America and her husband wanted her to feel more comfortable driving in the USA and insisted that she take the class with their car purchase.

The second morning's class session was devoted to proper vision in every day driving. The instructor recommends, during normal circumstances, a five to seven second scan cycle from far to medium to close zones of attention, then to each side and the center rear view mirrors. We call this "situational

awareness", and it enables the driver to avoid danger or to drive out of danger. For example, when a car suddenly enters in front of you, it may be too late to check the mirrors to see if the side lane is clear. If you are aware of the surrounding vehicles, you know if there is clearance to drive around the impending crash, or if not, at least you won't make it worse by bringing a third car into the entanglement.

There is emphasis on the fact that rapid steering inputs will not cause a car to spin or roll. As discussed in the first lesson, oversteer spins happen during simultaneous hard braking and hard turning. The hard braking transfers weight away from the back wheels, so they can't provide as much lateral acceleration as the heavily loaded front tires. All 2003 Saab sedans and wagons and many 2002 9⁵s are equipped with a stability control feature which will adjust or apply braking to help prevent oversteer skids and help correct understeer.

The morning track sessions included a high-speed slalom on the vehicle dynamics pad and an autocross on the wet skid pad, along with a presentation of Saab's history. The high speed slalom required proper throttle on-off to maintain speed and control throughout the slalom. This is another demonstration of the traction circle. Maximum turning can only occur when there is neither acceleration nor deceleration. Maximum acceleration must be done while steering straight ahead.

I enjoyed weaving in and around the cones. Confident that I wouldn't flip sideways I sashayed as fast as I could and felt that I was flying on 2 wheels at every turn. This was close to a carnival ride feeling. This was fun!

The "wet autocross" is an extension of the 90 degree turn from the previous day. This time, instead of a straight entry to the skid pad, there is an elaborate course of turns and straight sections on the dry section of pad, and the course covered a little more than half of the circle. This is an excellent simulation of urban winter driving conditions, where both snow covered and cleared roadways occur. As usual, anytime the driver is on



Negotiating the autocross circuit.

the wet portion of the course, the instructor is liable to introduce a skid with the emergency brake.

By the second day I knew what was expected and was looking forward to the experience. Everyone in my section watched everyone else lose control and applauded with our regaining control of the car. After our turn, fellow classmates would comment positively on our improvement.

Lunch consisted of cold cuts and cheese on freshly baked bread. Leftovers were graciously made available for making dinner sandwiches for those of us flying or driving long distances back to our homes. Many of us had long trips either by car or by plane and those of us who were driving, wanted to travel as far as possible without stopping after the last class.

Aero Academy

The afternoon classroom instruction was devoted to analyzing different lines through a corner. The "racing line" is that line which is the fastest through the corner. We look at the inverse: for a given speed through a corner, the racing line is the one which gives the most margin of safety.

The afternoon driving sessions were all autocross. The wet skid pad has the same course as the morning but is run in the opposite direction. The regular autocross is run first individually for comparison with the first day's attempts. Where the original times ranged from about 30 seconds to the mid-40 second range, the second day's runs were mostly clustered in the 30 to 33 second range. Several students broke the 30 second mark, with a couple achieving just over 28 second times. The final event is a team relay autocross event. It was interesting that some of the drivers seemed to drive faster when driving for their respective team than when driving for themselves.

Our closing "class" was a competition of each group driving the autocross. We carefully figured out our respective heights and chose the order of the team to minimize seat changes. We were told that we had to park the car in a certain square or be penalized and walk to the next person who had to walk to the driver's seat. The only injury anyone had experienced in the past was from running and then falling. Everyone on a team encouraged everyone else on their team. Everyone on another team tried to slow down the competition by screaming such things as telling them they had to back up because they missed the stopping square. Some drivers in previous classes left the car in 1st only to have it roll forward and others left it in reverse to have it roll backwards. Prizes at the end of the course were given to most improved as well as to the winning team. The teams differed only about 20 seconds in their total score. It was surprisingly close. No one was as fast as one of the racing instructors who drove the course first showing us how a professional does it, at 27 seconds.



Aero Academy Instructors: from left to right: Jeff Robillard, Rich Hull, Brian Goellnicht, Andrew Davis, and Chris Hall. Cass Whitehead, seen on page 16, escapes the lineup by standing at the front of the class.

The Aero Academy, like the Viggen Academy before it, is taught by "Drivers Seat" under the capable hands of its President, Jeff Robillard. Every instructor has professional racing experience as well as excellent communication and teaching skills, a sense of humor, and a dedication to improve the skills of the students.

We interviewed Jeff after the first day to get the instructor's perspective on the Aero students, the vehicles, and a comparison with the Viggen Flight Academy. Jeff was very positive about the attitude of the Saab owners, describing them (us?) as highly educated and professionals in our fields. Most of the "first time" Saab buyers who attend the class, and remember we are speaking of Aero or Viggen owners, were formerly BMW and Audi owners, with some former Mercedes owners. Very few attendees at the driving school are formerly Volvo owners.

As complementary as Jeff was for Saab owners, he was equally complementary to Saab Cars for their sponsorship of performance driving instruction. Jeff said he knew of no other manufacturer that puts on so extensive a program. The only shortcoming is a failure at both the dealership and Company level to use the program to promote the Aero. Many of the

students in our class and others first became aware of the Aero Academy when they received their invitation in the mail. We wonder how many Linear and Arc purchasers would have paid the extra for an Aero if they knew the details of the instruction course and that it is included in the purchase price.

We asked about specific success stories from the graduates. Jeff said usually they get a few from each class who write to say how the lessons have changed their perspective on driving and their driving habits. Noteworthy graduates include SCUSA's new President, Debra Kelly-Ennis, and SCNA President Garry Grimes, who participated in the Viggen Flight Academy.

The instructors seemed to enjoy teaching us no matter our level of skill or dreams of becoming a race car driver. They took us as we were and worked with us patiently and with warmth and acceptance. Those who bragged of the number of speeding tickets they had received were met with rolled eyes. I hope I'm a better driver from the experience. I have new mantras to follow: Look where you want to go and not what you want to avoid. (The instructor could tell what I looked at by the direction I was skidding). Practice far vision and peripheral will develop. The faster one is driving, the harder one has to brake to stop the car. The ABS really works. Don't hook the hand when driving in case one has to turn hard. Hold the hands at a 9 and 3 position as the safest in case the air bag deploys. Holding the hand higher probably results in a broken wrist. If you're caught in a skid and have turned the wheel, unwind the steering wheel. I feel very fortunate to have attending the course and thank SAAB USA for making this possible. We both strongly encourage anyone who has purchased an Aero to take advantage of this program. So far, only 25% take this course and it's worth it. One not only learns more skills but also learns to have more confidence in what the car can and can not do.

You don't need to purchase a 9⁵ Aero to attend a driving school. Nines Subscriber Jae Noh sent the following, which has also been printed in the Saabnet bulletin board.

And Then the Taurus Burst into Flames

I just returned from driving my 9⁵ on Infineon Raceway in Sonoma California. I signed up for a Russell Racing School class called "High Performance" which involves driving our own cars on an actual Nascar track. I now have renewed respect for my 9⁵ and its capabilities.

With apologies to Bill Shakespeare:
See what a grace is seated on this fender,
Hyperion's curves, the grill of Jove himself,
Headlights like Mars to threaten and command, (just don't bump into an S80)
A station-wagon like the herald Mercury
New-lighted on heaven kissing hill,
A combination and a form indeed
Where every god did seem to set his seal
To give the assurance of a Saab.

The turn-out for the course was amazing. There were two Carrerras, an older whale-fin 911, an S4, an A6 with 2.7T, a BMW 330, my 9⁵ and a Ford Taurus. This was the first time I've driven on an actual race-track. Also, I learned that I did not know much about driving fast in general. The trick is to do one thing at a time. Braking and Acceleration are best done in a straight line. Both involve weight transfer which mess with what your Saab's communicative chassis is trying to tell you. Also, handling characteristics of you Saab are much better when it is in a nice tuck and not shifting about.

Until now, I always thought I should take the in-side track on corners. For real racing, the trick is to keep as much energy and speed as possible. What is done is to follow the arc of a much larger circle. This means start on the outside edge, get all the braking done, turn, apply steady gas, by no means brake or take your foot off the gas pedal, and use your steering wheel to touch the apex of the inside track. After the apex and after holding on for dear life during four wheel skid (if you're doing it right), you just un-wind the steering wheel and accelerate away. This is where you find out if you handled the corner well.

The reason for not braking in the corner, especially for a FWD automobile, is because the front wheels are doing almost all the braking, the driving, the handling and steering, all at the same time. This is especially hard on the brakes which are closer to the in-side track, typically right front. I made this mistake a few times, and my excellent Saab brakes nearly burst into flames. If I kept making this mistake, I probably would have brake pads burnt to a crisp and a warped rotor. The reason for not accelerating or easing off the throttle in a turn is that it messes with the tuck and causes the car to shift and jitter. This causes the driver not to hear what the car's telling him and is not good for handling dynamics.

I never thought that a four wheel slip would feel so good, but in a nice tuck without varying the throttle and without even thinking about using the brakes, a four wheel slip in a Saab feels mighty good. A four wheel slip is basically when all four wheels are at maximum grip and are sliding side-ways. With the stock Michelin MXV4 tires, four wheel slip is unmistakable since the tires squeal like stuck pigs.

The trick is to get all the braking done before the corner and then maintain that speed throughout the corner with steady throttle and no braking, and then to just shoot out of the corner like a Bat out of hell. When I started trusting the highly capable rally-race-inspired suspension of the 9⁵, and trusting that I would not have a rendezvous with the menacing retaining wall when cornering at high speed, I was a much better driver. Earlier in the day, I was using the brakes in the corner. My right front brake pads were so angry they were steaming. Then I was good about getting

all my braking done in a straight line but still varying my throttle in corners. When I put it all together and kept throttle constant through even the most challenging turns, I did much much better.

To make a long story even longer, the instructors did not know what to make of my Saab at first. They're all race car drivers, and Saab pulled out of racing. For the afternoon of racing on the track, when we were put in pairs, I was put in a pair with the Ford Taurus. One instructor was assigned to each pair. The instructor would take turns actually driving each car as well as being passenger in each car. The car with the instructor would always be in the lead.

At one point the pair with the two Porsche Carrerras, who were passing everybody, came up behind my 9⁵. By this time, the Taurus had already suffered its malfunction. The other instructor in the lead Carrerra recognized the driving style and mistakenly thought that my instructor was doing the driving. In one or two of the challenging corners I managed to put some distance between me and the lead Carrerra. At turn 11 there is a convenient open space. We begrudgingly let the Carrerras pass because they would have been breathing down my neck in the up-hill portion of the track. My instructor took stoic pride in teaching me well enough that his racing line was evident even when I was driving.

All in all it was a very fun day. I don't think I'll do it again, but it is great to find out that my 9⁵ is an extremely capable machine. Even with 100 degree temperatures on the track, the car performed flawlessly. I had the AC on, but the power was excellent with no turbo lag.

Jae Noh
Berkeley, CA



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717-969-9863

ON LINE CLUBS

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http://www.saabnet.com

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SAAB Club of Texas
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806-364-6094
SCofTX@juno.com
http://www.oe-pages.com/AUTO/
Classic/scoftx

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

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saabarts@aol.com

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

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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.

New England Sonett Club Meeting, 6:00pm Saturday July 26th, Marcus Dairy, Danbury, CT.

Once again we will be meeting on "Cruise Night" at Marcus Dairy. Please R.S.V.P. to Bruce Turk by phone (845) 778-2469 or e-mail sonett1@frontiernet.net before July 19th. If more than five cars R.S.V.P., I will be able to get reserved parking. If you don't know if you can make it until the last minute, by all means still come. Non-N.E.S.C. members are welcome.

Marcus Dairy is a large milk pasteurizing company that also has a diner on premises. The company owners love old cars, and every Saturday during the Summer they open their gates for an antique car cruise. Of course the show is dominated by American Muscle, but you will be surprised at the warm reception our Vintage Saabs always get. Access to the show is limited to cars more than 25 years old. If the weather is favorable, as many as 300 cars attend!

This is a social event, so bring your folding chairs and if you want, something

to eat and drink. The Marcus Dairy Diner is right next door, nothing fancy but is more than adequate for dinner. Why not join Lori and me for dinner at 7:00 pm? Last year's Saab club attendance was light, and I decided to have the club pay the dinner bill. I can't guarantee free dinner this year but I can guarantee a pleasurable evening with a bunch of nice people.

There are no awards given at this show and plenty of unfinished cars are in attendance. Don't be afraid to join us, we don't bite—much. Directions: Route 84 to exit 3 (Route 7 South) Take first exit off Route 7 (same exit as Danbury Fair Mall). Right at light at end of exit ramp. Make right at next light. Marcus Dairy is 100 yards on the right.

*Bruce Turk
Walden, NY*

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.

Mississippi River Saab Tour

This year we had beautiful weather for the second annual Mississippi River Saab Tour. The Saab Gods were making amends for the rain/snow we had last year. Saabs attended from several geographic areas including Minneapolis/St. Paul, Des Moines and Iowa City, Lincoln, NE, and Milwaukee, WI.

The group was smaller than last year most likely due to several competing events. There were 10 cars total, but because of the small size and willing right feet we were able to really enjoy some of the most challenging roads in the upper Midwest. Squealing tires and big grins were the norm throughout the day.

The day started with a barbeque lunch at Pikes Peak State park overlooking the convergence of the Mississippi and Wisconsin

rivers, and ended much the same way atop Grandad Bluff overlooking LaCrosse, WI. These two vistas offer some of the most spectacular views in the central part of the country. Thanks to all who attended and enjoyed a great day of sun, Saabs, squealing, and scenery!

P.S. No passengers puked this time around even though the course was at times much more challenging than last year. We'll have to try harder next time!

*Chad Payne
Mound, MN*

SAABs @ Carlisle 2003

The Carlisle Import Kit and Replicar Nationals car show and swap meet was held on May 16-18, 2003, on the Carlisle Fairgrounds, in Carlisle Pennsylvania. With the some of worst weather in several years, including high wind gusts, driving rain, fog, and temperatures dipping into the 40's, it isn't what you would expect would draw over 1,100 import car enthusiasts and hundreds of vendors, exhibitors and spectators. In fact, business partners Bill Miller and Chip Miller of Carlisle Productions, Inc. had expected around 1,200 cars with good weather, and were pleasantly surprised by the strong turnout.

Helping that strong turnout were 131 SAABs and almost 175 loyal SAAB supporters looking to repeat their First Place Club Participation Award in 2002, when 113 SAABs edged out The Mid-Atlantic Fiero Owners Association, by one car. Led by host club, Central Penn SAAB Club, SAABs were able to pre-register 107 cars, while Fieros counted 100 pre-registered. As cars from both groups began arriving on Saturday, it was clear that both groups were putting forth their best effort



Open for business: attendees check out the business end of Classic 900s.



Vintage Saabs made their showing.

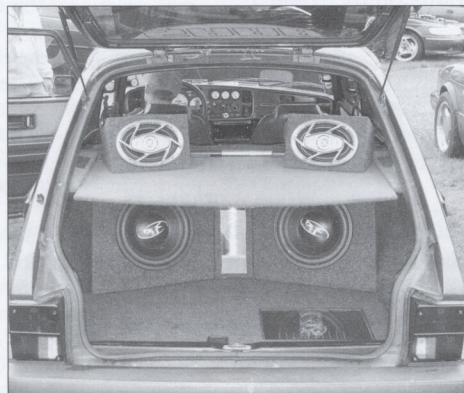
as their parking areas began to fill up. When the winners were announced on Sunday, it was the Central Penn SAAB Club, again winning, but only by 5 cars, with Fieros taking second place, and The Capitol City Chapter, Volvo Club of America (led by Paul Parsells, who is also a member of Central Penn SAAB Club), taking third place with more than 80 cars.

CPSC's winning ways didn't end with the trophy. As numbers began being drawn for the 1970 Fiat 850 to be given away by Carlisle Productions, the first three tickets drawn were not claimed by anyone in attendance. The fourth ticket belonged to Bill & Joanne Clark, Bensalem, Pennsylvania and Central Penn SAAB Club members. All they needed to do was wait the allotted 10 minutes given to each of the first three tickets. When no one claimed the first three tickets drawn, the car was theirs.

The Central Penn SAAB Club extends congratulations to The Mid-Atlantic Fiero Owners Association and The Capitol City Chapter, Volvo Club of America. Supporters of the Central Penn SAAB Club included: Washington DC SAAB Club; New York Saab Owners Club; New York SAAB Owners Club; New Jersey SAAB Owners Club; The Swedish Underground; and SAAB Club of North America. Sponsors included Sports Car Service, Inc., Lehman SAAB, Kelly SAAB, Hunt Valley SAAB, The SAAB Network, SAAB Central and The 2003 SAAB Owners Convention.

After the awards presentation on Saturday, it wouldn't be a CPSC event without a nice 70 mile drive through the surrounding countryside, concluding at the dinner stop at The Deer Lodge in Mount

Holly Springs, PA. During the drivers' meeting to review the directions, Steve Carrellas inquired as to how we arrived at the given mileage from point-to-point, and if he could expect to be close to the mileage given. We didn't know then that it would be a very valid question, as 42 cars, minus one, left the fairgrounds on our way to the first stopping point 22 miles away. We learned eight miles into the run from a cell phone call from Steve that he and his wife Martha had been delayed at the fairgrounds and wasn't in the group. Oops. Talking him through the first part of the route, he and Martha rejoined the group 22 miles later at Colonel Denning State Park. Steve and Martha reported that the directions and



For some, a car is a place to mount speakers and amplifiers.

mileage were flawless.

Taking a minute to stretch our legs, enjoy the park setting, and take a few group pictures, we were ready to hit the road again. As most veterans of a CPSC drive know, if we can include a covered bridge into the route, it is always a favorite. So as we approached Covered Bridge Road, you



Custom body work to take the place of those pesky wheel arch moldings.

can only imagine the shock and sinking feeling in the pit of your stomach when we encountered a "Bridge Out" sign. Now what do we do? With 41 cars behind, we set out to find a solution. Traveling less than a mile into the village of Newville we found a safe place along the roadside to park 42 cars with their hazard signals flashing while we surveyed our situation. We found some friendly locals to ask directions, and then executed the nicest 42 car U Turn you've ever witnessed, right in the center of town. With plenty of local residents watching from their windows and porches, it must have been quite a sight.

With darkness and fog setting in, our tour retraced its steps and made one right and one left turn to navigate around the impassable bridge, which fell victim to arsonists only hours after I ran the route on Thursday, May 15 in preparation for the tour. It is truly unforgivable that others would destroy a part of our past that has brought so much joy over the years, and cannot be replaced. With only a 2.5 mile deviation in our course, we were heading south for King's Gap State Park, but as the day slipped away, we bypassed the King's Gap tour and headed directly for the restaurant.

If we had a "Hardcore Award, it would have to go to Dennis and Wendy FitzGerald, from Brockville, Ontario, who did the drive "top-down" on their convertible. Real roadster owners if ever there were any. Next year's event is scheduled for May 21-23, so mark your calendars when you get them!

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



Saab takes the first place "participation" trophy for the second straight year.

North Coast Saab Club Gathering



The North Coast Saab Club held its first gathering of the year at Hinkley Reservation, part of the Cleveland Metro Parks. It was attended by 14 cars and 23 people. Clouds and a predicted chance of rain may have shied others away, The park is so huge some late comers might not have found the gathering.



It's not a Saab Club Gathering without someone selling wheels and tires.

Doug Malek's beautifully restored (and painted Lightning Blue) 99EMS passed for vintage in this "road salt challenged" part of the country, with several C900, NG900, 9³, the Editor's 9⁵ SportWagon in attendance. J. J. Davis from Towell Saab brought a 9³ Vector Sport Sedan 6-speed demo, and Bedford Saab brought a 9⁵ Aero sedan and a 9³ Sport Sedan for demo drives.

Dan Orzano drove up from Columbus for the event and donated door prizes from the SCNA's stock of left-over 2002 Convention memorabilia. Scott Paterson donated TSN merchandise, and everyone went home with a "prize." Randy Thatcher, co-organizer of the event, announced that he is relocating to the Bay Area this summer. Northeastern Ohio's loss will be the Bay Area Saab Club's gain.



Saab of Bedford brought the flag and two demos, while Dave Towell Saab sent JJ Davis with a demo.

SCNA Elections

At the general meeting of the SCNA in September, 2003, two seats on the Board of Directors are open for election. Three candidates have been identified for these posts.

Christine Krueger of Georgia
George McElhinney of New York
Bruce Harbison of Colorado.

All three names shall appear on the ballots, with 'vote for two' indicated. The two candidates with the highest number of votes shall be elected to the Board of Directors for a term of two years.

Persons not able to attend the general meeting to vote in person may send proxy votes by mail to the President. Official Proxy Ballots are printed on back side cover wrap of this issue of NINES. To be valid, the proxy ballot must be mailed in its entirety, including the address label printed on the reverse side and signed on the front side on the line marked "Name". The voted portion of the ballot will be cut away from the validating portion prior to vote counting.

Larry West
Elections Chairman

Candidates' Statements

Christine Krueger:
Dental Assistant Atlanta Georgia

I currently own two Saabs, a 1980 900T 5 door and 1997 900SE convertible; earlier Saabs have been a 1985 900T four door and 1983 900T hatch. I have been driving Saabs since the mid '80s and started wrenching on them in the mid '90s, thanks mostly to the Turbo! e-mail list and The Saab Network. I have attended all Saab Owners' conventions since Hilton Head in 1998 and regularly attend Saabtoberfest and other Saab events as time permits. I try to help by volunteering and supporting the clubs and people sponsoring



events as much as possible.

My vision for SCNA is to increase membership by developing chapters throughout the country. I would like to see more support from sponsors, either individuals or companies. I would also like to see more events, such as Saabtoberfest & Spring Romp, in other parts of North America. I believe activities such as these will increase membership and awareness of Saab Clubs. One possible method to increase awareness of local events would be publicity in local or regional newspapers.

I am willing to help develop the different chapters and coordinate between them and the SCNA. I am also willing to contact sponsors to help build the base of sponsorship for SCNA and local chapters. Another activity would be contacting newspapers or media about upcoming events to further raise awareness of SCNA.

George McElhinney:

My Saab history:

-First Saab awareness, early '80's. Red 900 with outrear spoiler. "What a saggy butt, ugly car".



-First Saab experience, 1986. My Yuppie friend at college loaned me his black '85 900T to get to my job twice per week for the semester. Hey, this is a nice car. "Saab? Huh!"

-First Saab purchase, 1990. I was having a really hard time finding a decent Mercedes Benz 300SD. On the way to look at an "easy fix" 300SD my roommate Sue pointed out an SPG in a driveway with a "For Sale" sign. The Benz was trash so I stopped on the way home to see the SPG. 1986, 59k on the clock, new Grand Cherokee on order. I was out bid for the car, but a week later the Dr. called to say the high bidder couldn't get the money together. I had cash, a low offer, and the Grand Cherokee was in. Woo Hoo, my first Saab!

-1997. Time for something new. Only car I could find that was "better" than my SPG to me was the 1997 Mercedes Benz E420 sport. At \$54k for a depreciating asset I just couldn't sign the papers. I spent \$3k on my

SPG to fix the reverse pop-out, & changed every belt, gasket, hose, fuel pump, alternator, water pump & had the radiator boiled out. The car was peppy & dependable again.

-It's a sickness that has grown since. The C900 just fits me well. No more windshield in my face like my old roommate's Accord. A couple of minor accidents later & I'm more sold than ever. I may try a 9-5 Aero if I can convince myself it's not too big a car.

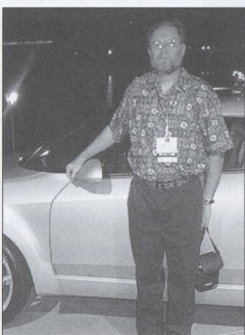
Visions for the Club:

- A proper business that operates in the black
- An organization that Saab enthusiasts trust.
- A benefactor that local clubs WANT to be a chapter of.
- A resource. How to, where from, who can help.
- The unifying link between ALL Saab owners, 92 to 9-2.
- Long Term, a voice that Saab USA would seek when looking for understanding of owners'/buyers' perspective.

Memberships:	Turbo!
NESA	VSAAB's
NESC	Current Saabs:
SCNA	1992 900TC
	1972 99 SSE

Bruce Harbison:

My name is Bruce Harbison and I currently reside in Boulder County, Colorado near the Boulder/Denver Metro Area. I am a member of the Rocky Mountain Saab Club (RMSC), the SCNA, and the Saab Owners Club of Great Britain.



I first became familiar with the Saab marque in 1971 when I was hired as a salesman for a local Saab dealership. I later transferred to the parts department, and then worked for an Independent Saab garage in Denver. In 1977 I was hired by Boulder Valley VW/SAAB, the dealership in Boulder (now Gebhardt Automotive) and worked there as Parts Manager until my retirement in 1998.

I now run a very small business called Väsä Restorations, and work with my wife's "hobby business", Gayle Grows It (xeric perennials). I am editor and chief contributor to the RMSC newsletter (average circulation is 60 copies). I own 10 Saabs and VWs, the oldest Saab being a 1967 96 V-4 Monte Carlo, and the newest being a 1997 900SE Talladega picked up in Sweden during the 50th Anniversary Jubilee.

In 1999 I completed the restoration of my 1977 99EMS, and have won three first place trophies in two Saab events. Car restoration and automobile history are two of my favorite discussion topics. I was also assistant chairman for the 1999 Saab Owners' Convention, although my duties were light.

I would like to be on the Board for three main reasons:

First, I have managerial experience, and am familiar with committee work.

Second, I would like to help the SCNA "get off the ground" and move forward, representing all owners and enthusiasts in a fair and impartial manner.

Thirdly, I would like to start the process of bringing the SCNA up to the level of other active marque clubs.

New Class Structure for Concours d'Saab at 2003 and future Saab Owners' Conventions.

The Concours Committee approved a revised class structure for Concours d'Saab competition at the 2003 and future Saab Owners' Conventions. The class structure was revised to provide more competition in each class, and to raise the bar for the competition. The classes will be as follows. All car models on the same line will compete against one another for trophies.

- 1: Two-Stroke 92, 93, 95 and 96, all years
- 2: V-4 95 and 96 all years
- 3: Sonett, all motors and all years
- 4: 99, all years
- 5: Classic 900, including convertible, all years
- 6: 9000, all years
- 7: New 900 and 9-3 ('D' Chassis code †), including convertible, all years
- 8: 9-5 ('E' Chassis code), all years
- 9: 9-3 Sport Sedan ('F' Chassis code), including convertible, all years ††

† This refers to the 4th digit of the Vehicle Identification number, or VIN. An 'A' code is for the Classic 900, 'B' is for the 99 & 90, 'C' is the 9000, 'D' is the NG 900 & early 9-3, 'E' is the 9-5, and 'F' is the new 9-3

†† This class is for display only. The cars in this class shall not be judged, nor awarded trophies until at least Saab Owners' Convention 2005, subject to annual review by the concours committee.

The Concours Committee is comprised of 15 dedicated volunteers who wish to see the Concours grow into a world class event. The first meeting of the committee took place at SOC 2002.

*Larry West
Concours Committee Chairman*

2003 Concours d'Saab judges scorecard and entrants guidelines, revised June 2003.

Please note the following changes from the previous versions of this document as used at the Saab Owner's Conventions 1999 through 2002.

The inspections are grouped logically. Previous versions of this document had the judges circling the car twice. This is eliminated. Judges will look simultaneously at condition and original specification.

The "points" are now deductions, not additions. This change was made to ease the burden on the judges. It's a whole lot easier to deduct a few points than add a lot. "Curb appeal" is eliminated. This is too much of a subjective category for our purposes. It is far too easy for someone to say that a Talladega Red SPG has more "curb appeal" than a relatively plain early base 900 4-door which otherwise scored the same.

Due to making some items more even, the total possible points are now 560.

*Larry West
Concours Committee Chairman*

Judges Instructions

1. Philosophy. The philosophy of the Concours d'Saab is to display Saab automobiles in the best possible light, and as close to original specifications as the car would have rolled off the assembly line. Care and maintenance of Saabs is paramount to scoring high in this competition. Restoration to original specifications will also score high.

2. Modifications. Many Saab owners desire to modify their rides beyond what the factory deemed appropriate or even legal at the time. Starting in 2003, these owners will have an outlet for their hard work and originality other than the Concours d'Saab. Judges should feel free to suggest to owners that they may do better in these other categories.

3. Original vs. restored. The question of how to judge original vs. restored comes up frequently. This can be very difficult to decide. The best way to judge is to go through the list, not comparing one car to the other. If the points are different, the answer is plain. If the points are the same, more work may be required. It's not exactly fair to say that the original car is preferred over the restored car, nor it is necessarily fair to say that the restored car has had more work devoted to it by the current owner than the other. Since neither this writer, nor the entire committee can be in attendance at each such juncture, it will be left to the decision of the judges for that class at that event.

4. Genuine Saab Accessories. Accessories also engender considerable debate. The philosophy here is that Genuine Saab Accessories, as seen in a service manual, an accessories brochure, or car sales brochure, are acceptable in the same vein as the original specification equipment. An accessorized car gains no advantage in the judging, nor does it suffer a disadvantage vs. a non-accessorized car. For example, a dirty wheel is a dirty wheel, whether it is a factory-fitted 15 spoke, or an accessory 8-spoke.

5. Non-Saab accessories. Non-Saab accessories are discouraged in the Concours d'Saab. Owing to the fact that some of the cars in the Concours d'Saab are daily drivers for their owners, certain "quality of life" accessories are permitted (i.e. cell

phone holders/antennae, cup holders, etc.). As long as said Items do not interfere with examining the condition of the vehicle, nor does their installation damage visible parts of the vehicle, no deduction for their installation shall be made.

6. Proof. Proof that a certain part or accessory is applicable to a particular car is up to the Entrant. The Entrant should be ready to supply appropriate documentation such as sales brochures, catalogs, service manuals or parts manuals.

7. Ties, questions for the committee. These judging sheets have been written in the hope that the judges can "make the call" themselves. In the event there is a serious question involving one or more of the top four cars in any class, the judges may bring this to the attention of the committee chairman, who shall convene the committee as a whole at the earliest possible time to resolve the issue. Any committee members who have vehicles entered in a disputed class must recuse themselves from the deliberations on that particular class.

8. Classes and classification. The con-course committee reserves the right to re-classify entries and to split or combine classes in accordance with the number of entries.

Section 1 is printed below as an example. Remaining sections show only the total points per category. Those entering the Concours are urged to download a copy of the complete form from www.saabconvention.org. -Ed.

1A: Body & Exterior - Quality & Condition - 70 Points

____(30) Body & Paint - Clean, quality paint, no visible rust, no dings/dents, etc.

____(10) Exterior Trim & Bright work - Complete with no fading, no pits in chrome, no cracks in lenses. Handles, window trim, moldings intact & not faded, etc.

____(10) Badges & Emblems - Complete with no fading, flaking, oxidation, etc.

____(10) Glass & Seals - Clean with no cracks or excessive pitting. Seals on doors & glass not shrunken. Windshield moldings not faded or discolored.

____(10) Bumpers - Clean and straight

with moldings in good condition, no paint over spray, no fading or peeling of finish, etc.

_____/70 1A. Total deductions for Exterior - Quality & Condition

1B: Body & Exterior - Original Specifications - 70 Points

____(20) Paint Color - OEM paint or as close to original Saab color if repainted. Correct color for year. If repainted, is there over spray in engine compartment, door & trunk jambs? Are jambs painted & clean? Are tapelines visible?

____(10) Sheet metal (Body) - No modification from factory designs.

____(10) Exterior Trim & Bright work - Factory trim, moldings, bumpers. All parts correct for year.

____(10) Badges & Emblems - OEM in correct positions. Correct for model year.

____(10) Glass & Seals - OEM as far as is possible.

____(10) Bumpers - Correct for model year with all pieces and parts.

_____/70 1B. Total deductions for Body & Exterior - Original Specifications

2A: Engine Compartment / Drive train - Quality & Condition - 50 Points

2B: Engine Compartment / Drive train - Original Specifications - 50 Points

3A: Wheels & Undercarriage - Quality & Condition - 60 Points

3B: Wheels & Undercarriage - Original Specifications - 60 Points

4A: Interior - Quality & Condition - 60 Points

4B: Interior - Original Specifications - 60 Points

5A: Trunk - Quality & Condition - 40 Points***

5B: Trunk - Original Specifications - 40 Points

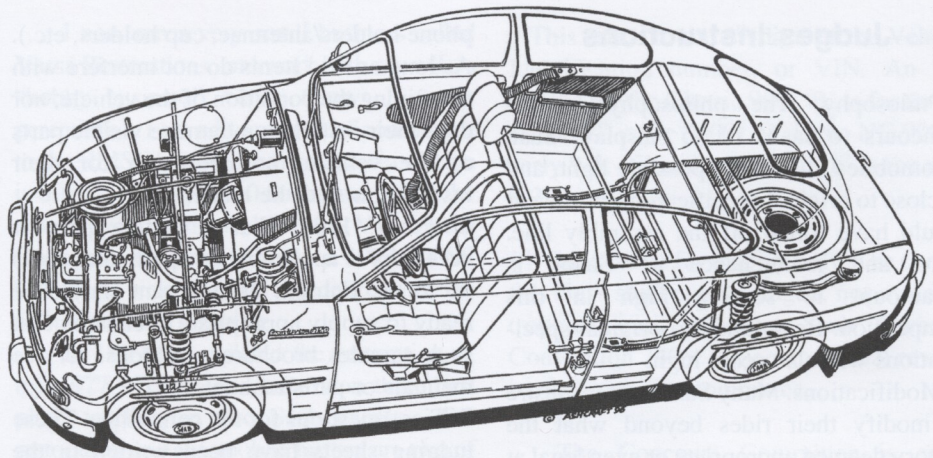
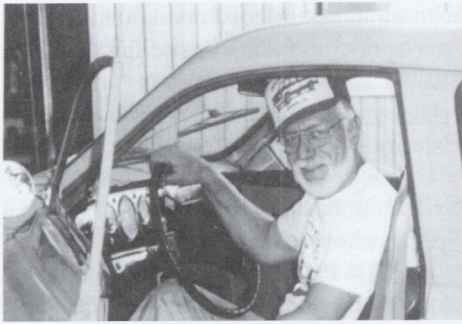
6. Deductions - Score Zero in individual above categories if unable to access.

-100 Unable to Access Interior - Locked doors

-100 Unable to Access Engine Compartment- Hood latch broke or unable to open hood or unable to access latch because of locked doors.

-100 Unable to Access Trunk Compartment - Trunk/hatch locked, handle broken.

-50 Missing convertible boot cover - Convertibles only, mechanism must be covered when top is lowered.



2-STROKE SHOP TECH BY JACK ASHCRAFT

Shift Lever Pivot Rebuild

Saab, in their infinite wisdom, installed a plastic pivot device at the top of the shifter tube, that the shift lever pivots on. Plastic gets old and breaks, and gear selection is very near non-existent. Here is how to fabricate a steel replacement part that will out-last you and me both.

1—Remove the center trim piece from the steering wheel, using a skinny screwdriver or a putty knife.

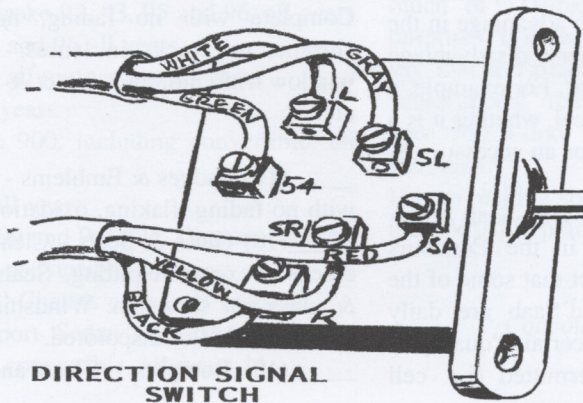
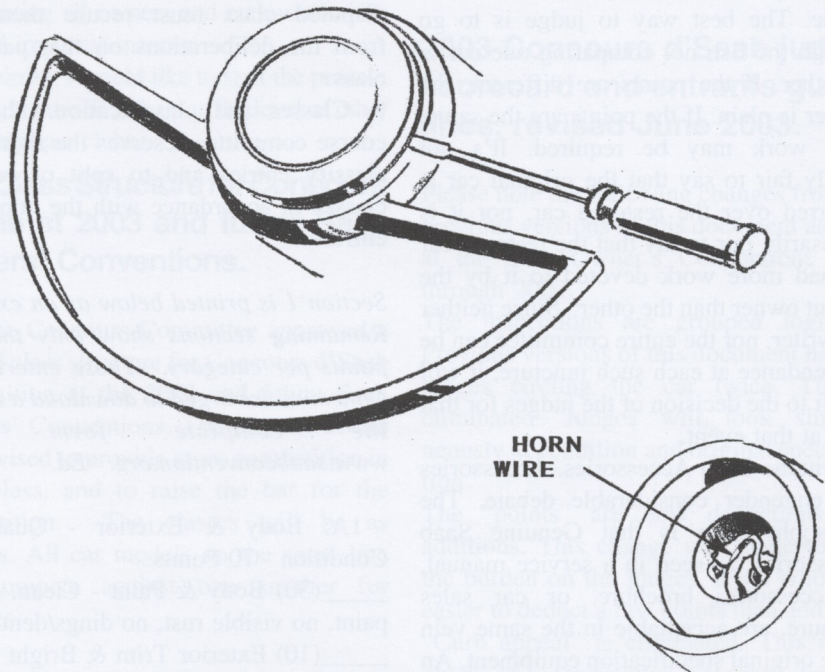
2—Pull loose the horn electrical connector.

3—Using a 15/16" deep well socket, loosen and remove the big nut holding the steering wheel to the steering column.

4—Remove the lock washer and the horn ring assembly.

5—Wriggle the steering wheel and remove it from the steering column.

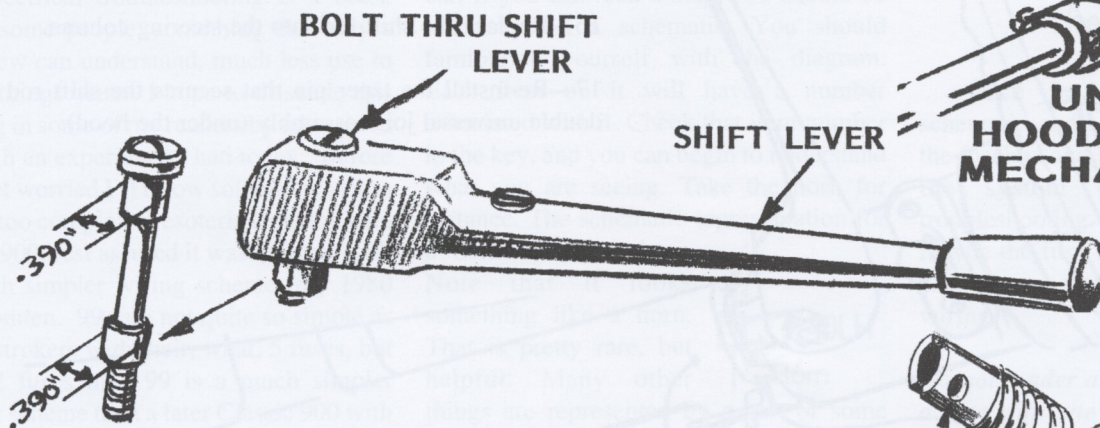
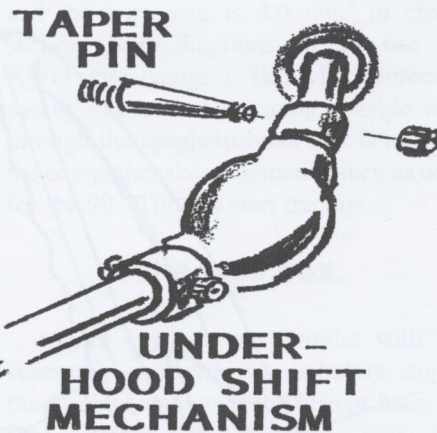
6—Remove the directional signal switch. The electrical connections are shown here.



7—Under the hood, remove the top taper pin on the shifter linkage.

8—Remove the bolt at the top of the shift shaft, that runs through the shift lever.

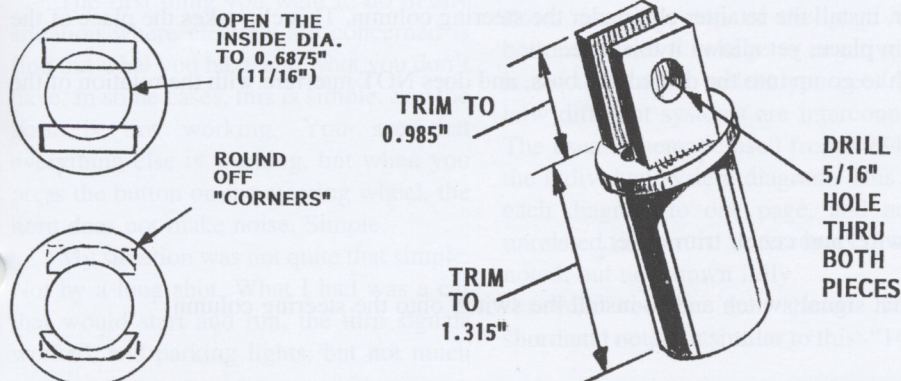
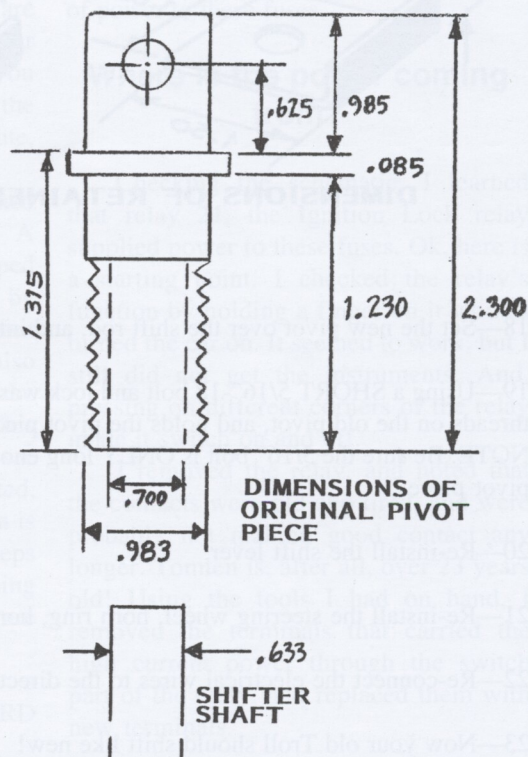
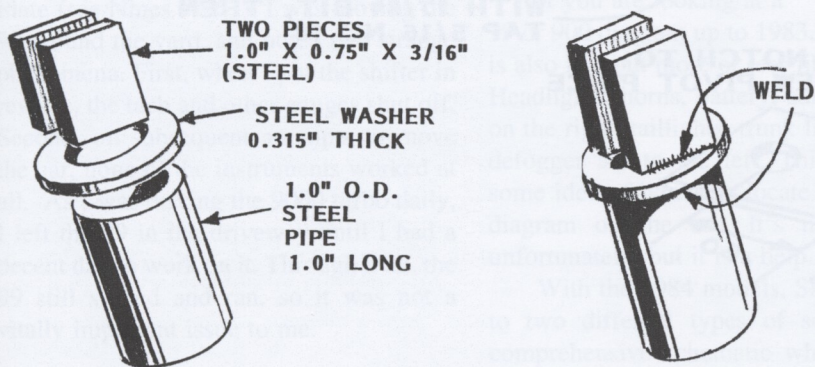
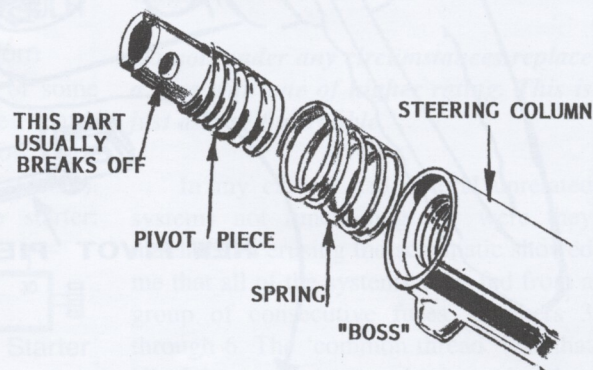
9—Lift off the shift lever.



10—Pull the shifter shaft up and out of the steering column.

11—Unscrew the remains of the broken plastic pivot piece. Collect the tension spring. The dimensions of the original plastic piece are shown.

12—Fabricate a new pivot piece from simple scrap steel parts as shown.



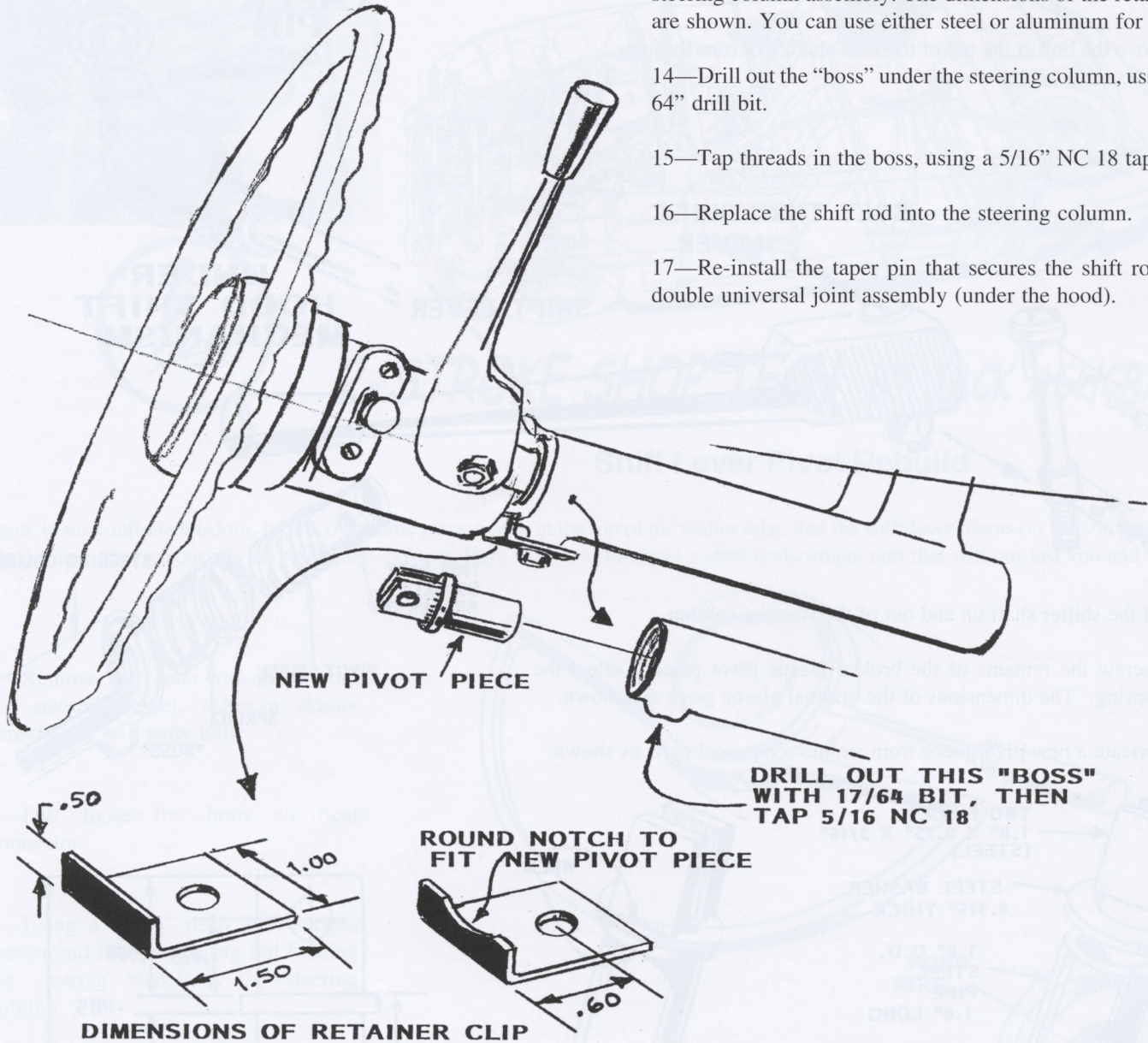
13—Fabricate a retainer clip to hold the pivot in place in the steering column assembly. The dimensions of the retainer clip are shown. You can use either steel or aluminum for the clip.

14—Drill out the “boss” under the steering column, using a 17/64” drill bit.

15—Tap threads in the boss, using a 5/16” NC 18 tap.

16—Replace the shift rod into the steering column.

17—Re-install the taper pin that secures the shift rod to the double universal joint assembly (under the hood).



18—Set the new pivot over the shift rod, and into the column.

19—Using a SHORT 5/16"-18 bolt and lock washer, install the retainer clip under the steering column. This clip takes the place of the threads on the old pivot, and holds the pivot piece in place, yet allows it to rotate.

NOTE: Be sure the 5/16" bolt is ONLY long enough to go up into the drilled-out boss, and does NOT interfere with the rotation of the pivot piece.

20—Re-install the shift lever.

21—Re-install the steering wheel, horn ring, horn wire, and center trim cover.

22—Re-connect the electrical wires to the directional signal switch and re-install the switch onto the steering column.

23—Now your old Troll should shift like new!



Follow the bouncing electron...

Electrical troubleshooting is a black art to some people, something that only a very few can understand, much less use to make things better. I hope to dissuade this feeling in some of my readers by taking you through an experience I had today. Before you get worried I'll throw something at you that's too complex or esoteric from the land of the 900, rest assured it was on a car with a much simpler wiring scheme: my 1980 99, Tomten. 99s are not quite so simple as early strokers with their, what, 5 fuses, but the 12 fuses in a 99 is a much simpler wiring scheme than a later Classic 900 with over 40, or the new 9³ Sport Sedan with over 70 (though in fairness, due to the heavy use of data bus architecture, they are nearly as easy to work with)!

The problem:

After my escapade with the Gable Plate (see Nines # 263), I was moving the 99 around the yard, and noted two strange phenomena. First, when I put the shifter in reverse, the tach and other gauges shut off. Second, on subsequent attempts to move the car, none of the instruments worked at all. As I was driving the 9000 turbo daily, I left the 99 in the driveway until I had a decent day to work on it. Through it all, the 99 still started and ran, so it was not a vitally important issue to me.

Evaluation:

The first thing you want to do in any situation where electricians are concerned is find out what you have and what you don't have. In some cases, this is simple. Say the horn is not working. You see that everything else is working, but when you press the button on the steering wheel, the horn does not make noise. Simple.

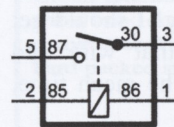
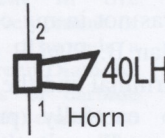
My situation was not quite that simple. Not by a long shot. What I had was a car that would start and run, the turn signals worked, and parking lights, but not much

else. No instruments, idiot lights, cabin fan or rear defogger. Time to look at the books.

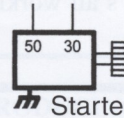
The Schematic Diagram is your friend.

Schematic Diagrams are akin to the blueprint for the electrical system in your car. If you can read a map, you should be able to read a schematic. You should familiarize yourself with the diagram. Each item on it will have a number associated with it. Check that item number in the key, and you can begin to understand what you are seeing. Take the horn for instance. The schematic representation for a horn is shown here.

Note that it looks something like a horn. That is pretty rare, but helpful. Many other things are represented by a box of some sort, some, like relays, which show how they work inside (see sidebar), others, like the starter: which just have the connections to it marked around the edges.



Relay



Starter

If you are looking at a 99 or 900 diagram up to 1983, the diagram is also laid out more or less like the car is. Headlights, horns, battery, starter, etc. are on the right, taillights, trunk light and rear defogger are to the left. This gives you some idea of where to locate items in the diagram on the car. It's not absolute, unfortunately, but it is a help.

With the 1984 models, Saab switched to two different types of schematic. A comprehensive schematic which grouped related systems together rather than by location on the car (i.e. taillights with front lights, wipers with washer pump). It also flows from the top of the page to the bottom, positive voltage to negative. This is not used often, unless you need to see how different systems are interconnected. The usual schematic used from 1984 on is the individual system diagram. This keeps each diagram to one page, and nothing unrelated is on it. Interconnections are noted, but not shown fully.

Wire colors are shown with a shorthand notation similar to this: "140 RD

4.0." That means wire # 140, color is red, and the wire size is 4.0 mm² in cross-section (Saab diagrams do not use the AWG wire 'gauge'). The wire number is mostly important for tracing a single wire through the spaghetti bowl that is most of the comprehensive schematics such as used for the 99. Time to start tracing.

The fuse box.

Once you become familiar with the schematic, and perhaps even before, stop at the fusebox and locate the fuse or fuses for the system or systems you are troubleshooting. In the case of the horn, maybe the fuse blew. Try a new one. If it also blows, time to get down with the wiring.

Do not, under any circumstances replace a fuse with one of higher rating. This is just asking for trouble.

In my case, I had several unrelated systems not functioning. Or were they unrelated? Perusing the schematic showed me that all of the systems were fed from a group of consecutive fuses, numbers 3 through 6. The 'common thread' was that all of these systems were active only when the ignition was 'on'. This told me there was something controlling the distribution of power to these fuses.

Where is the power coming from?

Checking the schematic, I learned that relay 21, the Ignition Lock relay supplied power to these fuses. Ok, here is a starting point. I checked the relay's function by holding a finger on it while I turned the car on. It seemed to work, but I still did not get the instruments. And, pressing on different corners of the relay made it switch on and off.

I removed the relay, and noted that the contacts were old and tired, and were probably not making good contact any longer. Tomten is, after all, over 23 years old! Using the tools I had on hand, I removed the terminals that carried the high current power through the switch part of the relay, and replaced them with new terminals.

Note: to do this work, you need the wire terminals from Saab, or an industrial equivalent. These terminals lock into the relay panel and will not be pushed out as you install the relay.

Creative use of a DMM

This didn't quite solve the mystery. The instruments worked briefly, but I could not replicate that feat. The relay still clicked as I moved it in the socket, so I changed the coil contacts for the relay as well. At this point, the relay clicked over when I switched the ignition on reliably, and did not click about when I moved it. Some progress was made. But still, I did not get the instruments. As an experiment, I used my Digital Multi Meter in its current measuring mode. This means that all the current in the circuit must flow through the meter.

Bridging the power contacts in the relay socket did not get me anything. No current was indicated on the meter. So, I looked at the schematic, found the input side, and bridged that directly to one of the

fuses that was not getting power. Bingo! Almost half an amp was being drawn by the gauges and idiot lights.

Ok, so now I know the circuits work, but something was preventing the relay from fulfilling its destiny. Back at the schematic, I saw there was one wire going from one terminal on relay 21 to the short 'bus' that provided power to the 4 fuses in question. To get at it, I would have to remove the fuse block from the fuse/relay panel.

As soon as I moved the fuse block, something popped off the bottom. There it was, the other end of the wire that I fitted a new end onto at the relay socket: another old, tired terminal. This one, unfortunately, was not in my collection, so I had to use plan B. Plan B means wire brushing the terminal and the bus bar, and using pliers to carefully press the terminal back together. I slipped it on the bus bar, screwed the fuse block down & checked it out. It's back and working! I should get the proper terminal for that wire and repair it properly. But in the mean time, it's all working well.

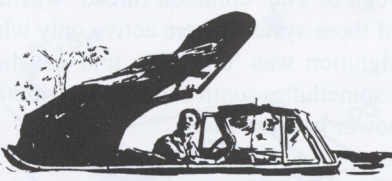
Epilogue

I hope that this provided some insight into troubleshooting the electrics on your Classic Saab. While it can't be comprehensive and cover all possible situations (sometimes, you just have to replace that mysterious black box), if it made some of you change your mind from "I can't" to "I think I can", it has been a success.

Happy Saabing!



Relays

Relays are used to remotely switch a lot of current with just a little current. A small amount of power is used to energize a coil which acts like an electromagnet, and pulls on an armature and makes two high current contacts close. The coil uses a few hundred milliamps, where the contacts can handle 10, 20 30, even 50 amps. That's up to 250 times the current the coil uses. Without relays, our Classic Saabs would have huge ignition switches to handle all



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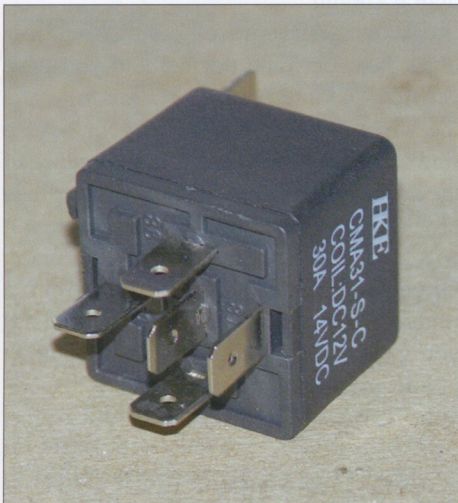
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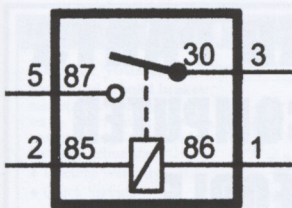
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Generic relay of the type used by Saab for most applications.

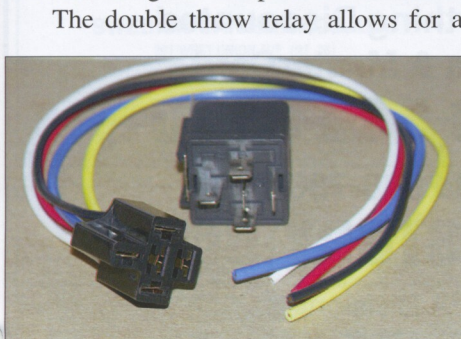
the current. It is also dangerous to run high current everywhere.

The most common relay found in Classic Saabs is the 4- or 5-pole standard European relay. These relays come in three main types: Single throw, double throw and dual output. All of them have in common the coil contacts. These are the contacts that are parallel to one another at the sides of



Single Pole, Single Throw (4 pole) relay diagram.

perpendicular to each other in a 'T' arrangement, the '30' terminal being the one parallel with the coil contacts.



Generic relay with socket and "pigtail" wires attached, suitable for custom wiring modifications or repairs.

the relay box. They are numbered 85 and 86. This numbering scheme is an industry standard.

The single throw relay has two other contacts: 30 (or 30/51 on some schematics) and 87. These are the power contacts. There is no real standard as to which one the power goes in on, and which it goes out on, and it really does not matter. They are arranged as the two terminals down the center of the relay

perpendicular to each other in a 'T' arrangement, the '30' terminal being the one parallel with the coil contacts.

The double throw relay allows for an 'or' decision to be made. There are two outputs. One of them is 'normally closed', so that current flows from the 30 contact through it when the coil is not energized, and the 'normally open' contact which, like the single throw relay above, current

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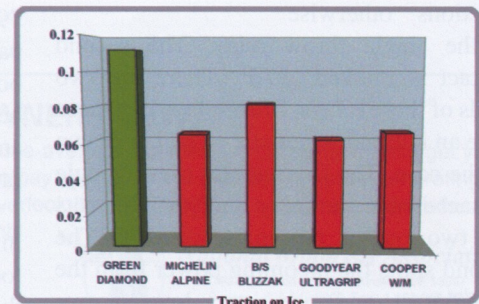
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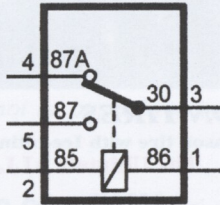
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only flows when the coil is energized. The common terminal is marked 30. The 'normally open' contact is marked '87' and the 'normally closed' contact is marked '87A'.



Single Pole, Single throw (5 pole) relay with Normally Closed wiring connection (87a)

The double contact relay (not shown) offers two contacts for output. It functions otherwise as the single throw relay. The second contact is marked '87B'. There are two kinds of these relays. Most relays like these have an internal schematic etched or drawn on the case. The first variant uses a single contact inside the relay and just connects the two output terminals together. The second splits the incoming power from the 30 contact and uses two lower-power contacts inside the relay to supply the two

outputs. This isn't terribly important unless you want to do some custom wiring for driving lights, but it is interesting to note.

Any of these relays can be used where the single throw type is specified. The 4 contacts of the single throw relay are in the same place on the other two types.

Hints and Tips

The Official Saab manuals are your best option for the schematics. The Haynes manuals, because of their reduced page size, can be hard to read, especially for the 79 & 80 99, where Saab used three fold-out pages for the schematic! The Bentley books are excellent for the 900. The two books show only the circuits applicable, and they order them strictly alphabetically, rather than how the Saab books order them.

A good DMM or Digital Multi Meter is invaluable for troubleshooting. You can locate where the power is going, check that there are no hidden breaks in the wires, and see if something is drawing more current

than it should.

When you've traced the problem to a black box, or some device, and you have verified that the power is getting to it, and the wires are not broken, do your best to find a known good part to swap in place of the suspect part. This is a lot cheaper than buying a new part, only to find out that it was not your problem in the first place. Often it means pulling a part from a running car for a test, but don't do that until you verify that there are no shorts putting power in the wrong places! That'll cook your 'known good' part pretty quickly!

Try the simple stuff first!

Nothing is more frustrating than replacing a hard to get at or expensive part only to find out that a bad connection on the other side of the car was to blame. Don't spend money until you have to!

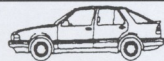


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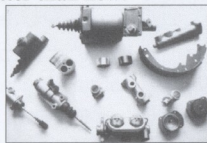
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May I be forgiven?

I am once again aboard a Saab as my daily driver. Those who saw me at the Saab Owners' Convention last summer know that I was aboard a bland sedan that I called "Olov the Dull", a silver 1985 Volvo 244. It was like this. My 1985 SPG was a troubled auto.

Seemed like every time I got it fixed, something else would break, usually something major and expensive like the transmission. I finally gave up and sold it cheap to a mechanic who got it running and sold it to another mechanic for a special project. Whatever, it was out of my life.

I needed a replacement and I needed it "now." There were no Saabs available in the local market for my very limited budget (limited to a few hundred over what I had made from the sale of the SPG), so I was afraid I might have to accept title to a Chevy Cavalier or Ford Taurus or other domestic dog. My friend Mark came to my rescue. I have mentioned Mark in this publication before. He used to be a partner at Foreign Affairs of Duluth, but had decided to go off on his own, working out of his home in the country, not far from my home in the country.

Mark had recently picked up this Volvo sedan that needed a little attention. The body was solid, though it was getting a little rusty around the edges. Best of all, the price was just what I had budgeted for my next car. I know you're not supposed to buy a used car from a friend, but Mark is a mechanic who knows both Saabs and Volvos quite well. He had made the repairs with good used parts from his personal stash, so I knew that it would be better than buying an unknown, well used vehicle from a stranger.

During the year and a half I drove the Volvo it was amazingly reliable. There were a few little things that Mark had overlooked in his repairs and he agreed to "make it right", again with good used pieces instead of new. The only real problem I



Tim Winker's latest Saab, a "Fine Machine", is shown next to "Olav the Dull".

had was when the center driveshaft bearing failed and left me stranded on the way to a job. I called Mark. He fetched the derelict (my car trailer is stationed semi-permanently at his house), and I was able to pick it up later that day, again saved with used parts.

I added about 30,000 miles to the Volvo's odometer while it was in my possession (it turned 200,000 about the time I got rid of it), and I was glad for something reliable to keep me mobile. But the Volvo is now gone, in favor of a Saab once again. The Volvo just didn't have the pizzaz of a Saab, hence the boring nickname. The "new" Saab, however, is not exactly an upward move. It is a 1983 900S, 8-valve, 5-speed, formerly owned by my ex-wife, Nancy. It is Alabaster Yellow, like my former 99s, the NINE-T9 and the

Second Banana. I guess this would make it the Third Banana, the "Larry Fine"* of my fleet. Nancy always called it "Sunshine".

At 190K+ it was in need of some immediate attention, notably the alternator which required a rebuild. Replacing the brush pack did not clear up




Super Inca wheels and Pirelli P7000 tires are "the best of what was in the barn."

the ailment. Some exhaust work and new shocks all around, a few other bits and pieces from my personal stash, and I now have no qualms about driving this beastie most anywhere. It is not, however, worth restoring. First of all, it is a 900S 8-valve, kind of boring as Saabs go. The humid Minnesota climate has permeated the hidden areas and rust is taking over. The power steering is sort of intermittent, but the brakes work great with none of the usual "clunk" when backing up. For summer driving I've installed the 205/55 Pirelli P7000 tires on Super Inca wheels that had been on the SPG. They do look kind of odd on a rusting 900, but the tires were probably the best of what was in the barn.








I'll drive it for a while, until the battery falls through its precarious cradle or some major system fails. With any luck it will still be in service by the time the 2003 Convention rolls around, and you can abuse it in person. It's a Fine Machine.

* On the off chance that some of you youngsters may not get the reference, Larry Fine was one of the Three Stooges.



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I would like to clarify the relationship between NINES and the Club, and myself and the Board of Directors. The reason NINES and the SCNA are separate entities is because NINES (including its predecessor, "The Saab Club Newsletter") predates the establishment of the SCNA as a legal entity by some 29 years. This is the reverse of the other clubs of which I am aware, where the club existed prior to the establishment of its respective publication. I have no doubt that the separation is a temporary situation. Most of the new recipients of NINES are also SCNA members, and many of the renewing subscribers choose to become members of SCNA as well. Eventually it will make sense for the publication to become part of the Club, with Editor and Publisher serving on a contract basis. Until then, NINES will remain an independent entity.

I am and have always been a supporter of having a National Club and of those whose goals are towards the betterment and expansion of it. The Board of Directors, both the elected officials and the appointed committee chairpersons, contribute their time and talent for those same goals, for which they have my respect and admiration. There is a business meeting on Thursday, September 4 at the Convention, and I urge those who can attend to do so. I also urge everyone who is an SCNA member but will not be attending the SCNA Business Meeting at the Convention to fill out the proxy ballot and mail it to Garry. Lets give our new Board Members the benefit of knowing that they were elected by the membership and not through default.

I also want to remind everyone that the articles and columns printed in NINES do not necessarily reflect my viewpoint. I have this page in front of mine which I express my views, but the 36 pages in front of mine belong to everyone. As long as an article has what I (as Editor) believe to have some validity and interest to the Saab Owners, it gets printed whether I

agree or not. We try to edit out anything which seems malicious, personally insulting, or in bad grammar, but sometimes things can be interpreted differently than we interpret them. We take the responsibility when that happens, and we apologize.

Speaking of things which need apologies: how many subscribers recall the story of Claire Duckham's Monte Carlo 850 (NINES #251)? This was a near original, low mileage car which was found for sale in Cincinnati and sold during an impromptu internet auction to Denny Zamler. Denny is a great fellow, but he is no relation to Denny Loudermilk, the person in charge of the service facilities at Dave Towell Saab in Akron. And I surely don't know a Denny Zalmer.

Larry West's column in this issue addresses the use of wiring diagrams to help diagnose and repair electrical problems. While Saab factory workshop manuals are now CD ROM based, the electrical system and wiring diagram section (usually section 3:2 of the manual) continues to be available in a bound, paper book. There's just no substitute for being able to run a finger or pencil along a circuit. I've always found the electrical system and wiring diagram among the most useful and essential of the manual sections. Much of the routine mechanical work on the cars, like brake, exhaust, fluid and filter changes, can be performed by "winging it". At the same time, many other diagnoses and repairs require such specialized equipment (such as a Tech II diagnostic terminal) and training that they are beyond the scope of what even an adept and experienced owner can reasonably expect to be able to handle. Even the simplest electrical repair, such as the loose terminal that was Larry's nemesis, is impossible without the electrical manual.

Autos for Sale

2000 9-3 Turbo Convertible Red - Auto - 22,500 miles - \$20,500 Beautiful red convertible - summer fun with the top down! Auto. Great shape with only 22K miles. Factory warranty through May 2004. Enjoyable and trouble-free. Rod Hart, Chicago IL TSN Email 030704rhart (773) 490-2240

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>.

1997 9000 CSE Turbo Scarab Green, Auto Mileage: 83,000 Price: \$8,000 Loaded inc Thule rack & box. Warranty - 15,000 miles or 6/27/05. New - Heater core & blower motor - water pump - thermostat - head & valve gasket - tensioner & pulleys - front calipers & pads & more - Dan Tahaney, Washington Township NJ TSN Email 030506dtaha, (212) 246-0060 (day) (201) 670-9552 (evenings)

1993 900 SE Turbo Convertible Black - Auto - 93,200 - \$8,900 obo 1999 National Concours winner (Keystone, Colorado) with taupe interior. Standard with all of SAAB's SE power equipment and Super Incas. Group 6 exhaust. Meticulously maintained and has a clean CarFax. Garaged and covered Galen Farrington, Ruidoso NM TSN Email 030629gfarr (505) 258-5355

1992 900 Turbo Convertible Green - Auto - 118,000 - \$5700 obo The ultimate summer car! Power seats/windows/door locks. Heated driver's seat. Tan Leather interior with woodgrain dash. 10 CD changer. New top in 2000. Complete maintenance records. Great mechanical condition, very clean, and fun to drive. greater Washington/ Baltimore area. K. Jill Barr, Annapolis MD TSN Email 030610kbarr (410) 777-2165

1986 900 Convertible One of 350 made. 27,254 Original Miles. Collector condition - beautiful. Call Don at 1-800-331-2263. \$20,000. May take partial trade."

1986 900 Turbo Convertible Limited production. Silver with black top. Paint, body, and interior in good-excellent condition. 64,500 miles. One owner. \$21,500. TSN Robert Bethea, Columbia SC Phone: (803) 787-0861 -

1973 Sonett III Orange Manual - 88,000 - \$3,400 Fresh base-clear paint, new Pirelli tires, original good interior. Little frame rust, 88,000+ miles (believed correct) with original V-4. MSS Performance enhancements, (Carb, Headers, Exhaust). Runs excellent!! TSN TSN Email 030623wreit William Reitz, Massena NY Phone: (315) 769-7859

Parts and Miscellaneous

1971 Sonett Parts Car complete in pieces. The entire car is available. Engine was running. Transmission is sound still bolted to the engine. Frame is partially restored. Needs rockers and the trunk done; kit goes with the frame. Car has 70,000 original miles. Sat in a garage for 17 years. I will split the car up, (gasp) or you can pick up the whole thing. Make offers. You pay shipping Lee J. Bonner, Lincoln RI TSN Email 030513lbonn (401) 499-7060

1993 Saab 9000 CSE Turbo For Parts Black on tan, 168K mi. Cosmetically fair, mechanically sound. Previously owned by a Saaber/d-it-y mechanic with 20 years experience. Please email with needs or leave a voicemail if you must. Calls returned likely evenings, next day. Email is quickest/best. FrankTech, Hartford CT TSN Email 030610rfran (860) 757-1655 lv msg

Radio/Cassette/CD Player from 1997 Saab 900 (original Saab Part) in very good condition. \$150. Richard P. White (518) 877-6398 after 7PM Eastern Time.

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4 Hole Alloys in excellent condition. Originally for 1986 9000. Also almost new muffler unit for 1997 900SE. Make offer. Larry Fauci, (718) 667-0046

BBS RK wheels w Michelin Pilot HX MXM4 tires mounted and balanced, sets of 4, LN with no marks or blemishes. 16X6.5" 0 spoke wheel, 215/55R16 93H tire removed from new Saab 9³ with less than 350 miles, fits all 9³, 9⁵, 900 from 94-98 (except 994 convertible. \$800 plus \$100 shipping per set. Jonathan Scott Rath, (505) 299-4226 (home/evenings) or (505) 844-9153 (work/daytimes) MST.

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Saab Emblem Replacement Stickers. High quality stickers designed in 100% likeness of Saab Emblems found on your vehicle. We have been offering these to our customers as an inexpensive alternative to replacing their emblems. Adam Kushner - Swedish Motors, Marietta PA TSN Email 030528swedm (717) 314-3220

Wanted

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

96 or 95 2 Stroke Would like to purchase a really mint original 96 or 95 2 stroke. Serious about super nice cars. I had one 23 years ago and would like another. Will pay top price for superior example. Contact: Adam Ross, Pepper Pike OH TSN Email 030514aross (216) 831-6207

Window louver, rear, for classic 900 3-door. Washington State Saab owner seeking one new, or very fine used, rear window louver for '89 Saab three-door. Must have appropriate design for center brake light reveal. Must have all bracketry and details. I will pickup in WA,OR region. Dave Ramstad, Everett WA Email: TSN Email 030521drams Phone: (425) 353-2429

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Sales Brochures Saabaholic just acquired a 1997 9000 Aero and 1989 900 SPG. I have original product brochures for all cars I have owned except these two. I would like to buy sales brochures for either or both, good condition only. Thanks for your interest in helping feed my obsession. Charles Daul, Matthews NC TSN Email 030611cdaul (704) 847-6553

97 900 Service Manual & Tachometer for a 97 900 Turbo SE. Contact: Pat Cavanaugh, Denver CO TSN Email 030526pcava (303) 321-9733

Convertible- with a Manual Transmission that needs engine/clutch repair work. Budget of \$1,500. Body, interior and convertible top must be in good condition. Any color but Black, Red, or White. I prefer Blue, Green, Citron, or Smokey Grey. Major Engine Repair OK! If you are looking to give your old Saab a good new home, I will give it lots of TLC. Danielle Braley, Oak Brook IL TSN Email 030706dbral (630) 532-4389

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