

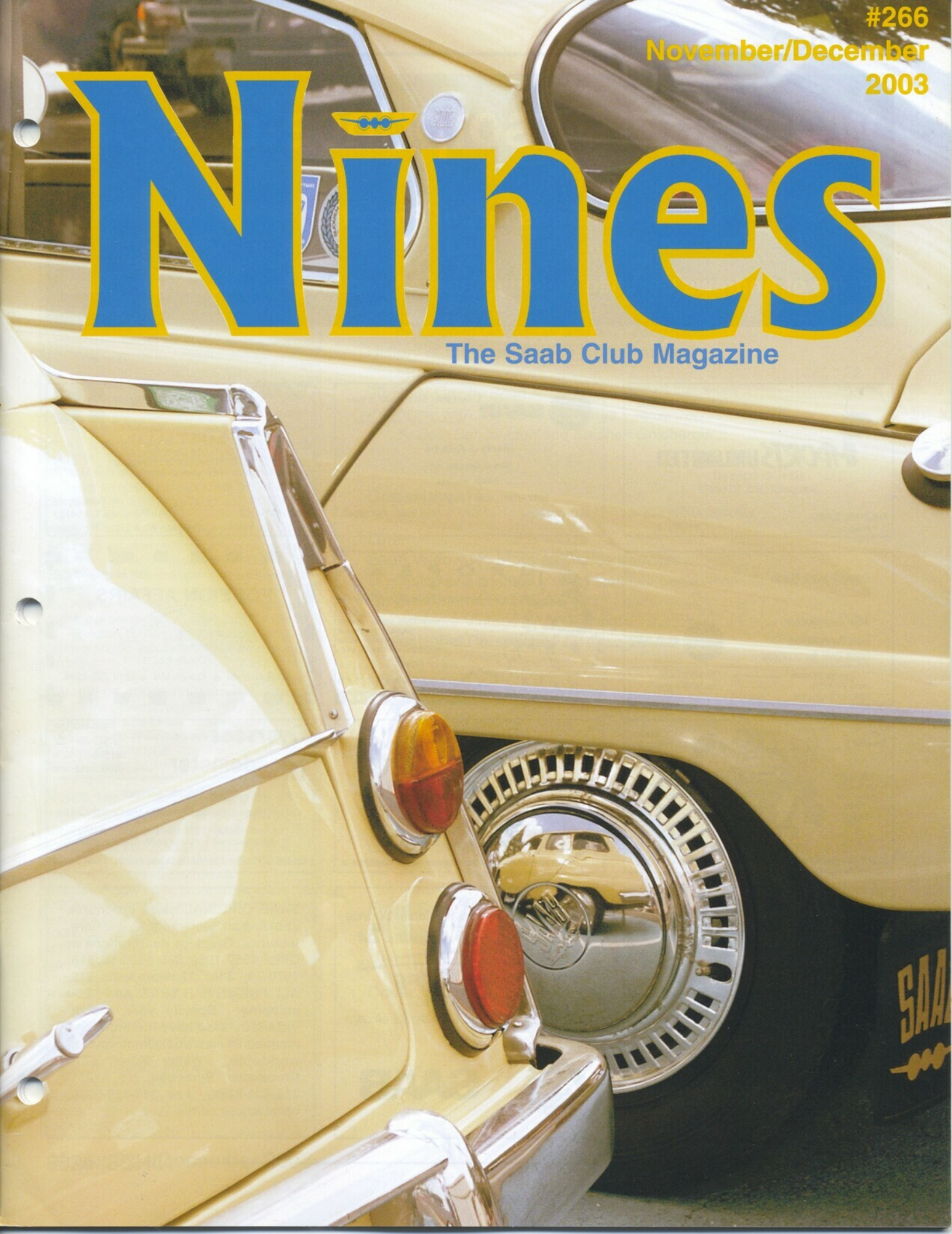
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November/December

2003

Nines

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Front Cover Cover: Bruce Billings' 1966 95 and Ed Lorenz's 1966 96 Special on display at the Saab Owners' Convention
Photograph by Stephen Goldberger

Cover Wrap: 9³ Sport-Hatch shown with 9^{3X} Concept Vehicle.
Photograph courtesy of Saab Automobile AB

Letters

2004 Saab 9-5 Arc Review: The Sentronic Transmission

Having arranged for a loaner car when I took my '98 900S in for scheduled service at Reinertsen Motors in Denville, New Jersey, I was delighted to see my loaner was an '04 9⁵ Arc sedan with only 500 miles on the odometer. That wasn't all: I got to keep it a second day since work on my car wouldn't be finished that day. How's that for ensuring customer satisfaction!

We own an '01 9⁵ Wagon. The '04 9⁵ is a very familiar sight, but significant changes were made under the skin over the last few years. In 2002, the 9⁵ line was given a front and rear-end facelift, substantial chassis tuning for noticeably improved handling and a new 5-speed automatic transmission. That year also brought the new *Linear* and *Arc* designations for the models leading up to the Aero. Starting with the 2003 models, Saab added a Sentronic version of this automatic transmission to enable manual control of shifting without the traditional clutch.

For the '04 models, the top of the dash is now black instead of gray to further

reduce the potential for glare, and the Saab Information Display (SID) is a new design. The big change was the replacement of the 200 HP V-6 asymmetrical turbo engine in the Arc for a "detuned" 220 HP version of the Aero's 2.3 liter 4-cylinder turbo. Those three years of changes made quite a difference in the performance and handling characteristics compared to my wagon. The handling of this latest 9⁵ sample was more like the 9³ Sport Sedan I test drove at this year's Saab Owners' Convention, and that new engine in the Arc is ever so sweet.

For me, the big curiosity was how the Sentronic transmission performed since I had not yet tried it in the 9⁵. I give it pretty good marks, but I should start out by saying that selecting the normal "Drive" along with Sport mode is quite satisfying under most conditions. I suspect that drivers will use the Sentronic manual control when they want maximum control for either performance driving or for one of several practical driving scenarios. Here's what I found, starting with some background on Sentronic's "driver interface."

The gear selector on the center console and the indicator on the dash follow the

usual "PRNDL" logic, only between the "D" and the "L" is an "M" selection to engage the Sentronic manual control. Shifting in this mode is accomplished via paddles on the steering wheel: the right-side for shifting up and the left side for downshifting. With the hands positioned in the "9 and 3" position on the steering wheel, the paddle is pushed from behind with the forefingers. The Sentronic-selected gear is displayed in the dash, just to the left of the vertically-oriented "PRNDML" indicator.

The driver can seamlessly shift in and out of manual control at any time. Coming out of Drive, the current gear of the transmission is displayed. At a standstill, the Sentronic system starts in first gear. The driver can select second or third gear at that time but the system won't allow anything higher. Starting out in third gear provides a manual control version of the automatic's Winter mode and a second-gear start feels very natural.

How well does Sentronic perform? Overall, pretty well and appropriate for this class of car. There is a clear delay between paddle activation and the actual shift,

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2004 Saab 9⁵ Aero with "Sport Tech" package. View shows the black colored dash top and the new Saab Information Display (SID). Inset shows the shift-up paddle on the steering wheel. The shift-down paddle is on the left side.

especially under heavier acceleration, but it is smooth. With experience you get used to the delay, and you start to anticipate it in your shifting habits. Attempts to select a higher gear will be blocked if conditions aren't warranted, such as attempting to select fifth while traveling at only 35 mph.

While upshifting is usually the fun part, what about downshifting? First, if you don't want to bother, the system downshifts very smoothly for you in a manner similar to automatic mode. If you want to downshift, the response is fairly quick and you do get that engine braking effect, especially if you let up on the throttle. Automatic downshifts from fifth and fourth can be activated with the throttle similar to the capability in automatic mode.

All told, the system offers the capability for even sportier upshifting than the automatic's Sport mode while giving the driver the option to attend to downshifting. This powertrain logic seems to offer more drivers the ability to have the driving fun and excitement they desire without undue complications. For example, the higher end of the 9³ Sport Sedan line is more demanding of the driver in its Sentronic manual mode given its sportier character.

Aside from the driving fun, there is

also a practical aspect for Sentronic manual control that contributes to both safety and comfort. First, the ability to downshift under slick conditions is welcome to get the engine braking benefits of a traditional manual transmission. Gear selection with Sentronic control is much easier than using the traditional automatic's gear selector on the center console. Under Sentronic control, engine braking is evident going down hills in a lower gear, probably more so than with the selection of a lower gear with an automatic only transmission.

Driving comfort comes into play in several ways. The downshifting benefits provide added comfort from the feeling of increased control and safety. Comfort also comes from using Sentronic control in stop and go traffic. Depending on conditions, crawling along between first and second gears with the engine braking effect minimizes the back and forth foot motion between the throttle and the brake and there is no clutching! And, you tend to keep a safer distance from the car in front of you. If you take a test drive with a Sentronic-equipped Saab, don't miss this testing opportunity if you get stuck in traffic.



Inset showing shift-up paddle (circled).

A current 9⁵ owner can't miss the new design of the SID. Most likely in response to reported deterioration problems with the display matrix, a new design was introduced for '04. The color is more towards yellow than the current orange and the dot size has decreased offering higher resolution but also smaller print. The function selection logic has also changed. No longer do you choose from two columns of indicated functions. Now, you scroll through those same functions as part of single list of functions without prompting and you can go in either direction. I noted a couple of changes that I'd have to get used to. One is that the date and outside temperature can't be displayed at the same time. Second, the date now shows the year.

There was one more test to perform that I call "Martha's stroller" test. It has been at least 4 years since I've had a 9⁵ sedan loaner car sitting at the top of the driveway, and I couldn't recall if I had checked the fit of my wife Martha's compact wheelchair in the trunk. This is a fold-up, golf-bag sized wheelchair we use when not traveling with Martha's electric scooter. The key need is to place the stroller-like wheelchair at the back end of the trunk for quick and easy access, even with the rest of the trunk packed for a trip. The 9⁵ sedan passed the test as if the dimensions of the trunk and opening were designed to this test specification.

The luck of the draw on the loaner car brought me an unexpectedly fun couple of days. It added to the impression of why Saab uses the tag line "those that test drive a Saab buy one." I can see how this can apply to current owners as well.

*Stephen G. Carrellas
Berkeley Heights, NJ*

Saab's Fortunes Looking Up

I think the 9-2 will be well received by what is becoming a broader audience. GM's involvement and direction is a Godsend for Saab. It may leave some of the Saab traditionalist buyers behind if they can't open up their minds about what it takes for the Saab marque to survive in today's fierce market. I obviously love Saabs (I have purchased 26 new Saabs and currently own five) and can understand the need to expand out in what Saab has to offer in the marketplace. I applaud GM's commitment in Saab and their vision into where Saab needs to go in order to be profitable and thus survive. This is a lot better than sitting stagnant on your hands and not realizing that changes are needed. What would the grumblers about there being synergy between Subaru and Saab like to do: have Saab go out of business and then go to club events and sit around on their lawn chairs reminiscing about how great it was in the "good old days"? Not this Saab enthusiast! There are good new days to come! Bravo to Debra Kelly-Ennis and ultimately Bob Lutz for their

leadership in taking Saab into the future! This is not to take anything away from the folks in Trollhattan. I think that they will still have ample opportunity to keep on doing their thing as a necessary ingredient in keeping Saab afloat. GM wouldn't have invested significantly in Saab hadn't the Saab guys in Trollhattan created a car that has earned a good reputation for excellence in engineering, performance, and safety. Now GM will build on that in innovative ways! This is an exciting time for Saab!

*Roger M. Pfeiffer
Cedar Rapids, Iowa*

Convertible Top Tip

Here's another fix I just made to my 1999 9-3 CV:

The white plastic stiffener that clamps the inner lining to the top's middle bow lost its clamping ability and gave way at both ends. This made the liner sag just above the rear side windows with the top up. My solution is to drill 1/8-inch holes horizontally through the ends of the plastic stiffener and into the metal bow and secure the stiffener with #8 by half-inch self-tapping pan-head screws. Before drilling, I slid a flexible but hard plastic ruler about two inches wide between the canvas top and the bow in case the drill slipped, to avoid ventilating the top. Then pre-drill the stiffener about a quarter inch from one end, hold it in place, and center-punch the bow through the hole in the stiffener. The stiffener can slide left or right on the bow, so it's better to center the stiffener and drill and fasten one end before drilling and fastening the other end. Access is facilitated by removing the Phillips screws at both lower corners of the top liner just aft of the rear side windows and moving the liner aside to work. Retracting the top so it stands approximately straight up and a couple extra hands to hold things helps in doing all this. Be careful not to let the top close itself or retract into the trunk.

Looks like new again. Hope this is helpful to other 9³ convertible owners. More later as things develop.

*John Betsill
Acworth GA*

Long Time Owner

I still enjoy the magazine. I've been a subscriber since the early '70s. I bought my first Saab (1969 96 DeLuxe) in the spring of 1970. I'd always wanted a model 95, and have had a 1971 95 for over 10 years.

I also have an extensive collection of sales literature going back to 1952. It only covers models 91, 93, 95, 96, and '97. I never "graduated" to 99s or other "modern" type Saabs. My 95 causes teenagers to "break their necks" gawking at it; then, "thumbs up." I have kept all of my back issues and "inherited" quite a few earlier issues. Thanks for your "Labor of Love."

*Morris Bradford
Tulsa, OK*



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Knowing that Traci and Chad Payne would be devoting all their attention to Mason and his recovery, Martha Carrellas graciously offered to help by writing this month's "Saab Widow No More" column.-Ed.



Reflections on 2003 and the Hershey Convention

I knew I was destined for Saabdom when my husband

Steve pointed out every Saab on the trips up and back from our Vermont ski house. When it was time to retire the old Plymouth Fury, I knew Steve wanted a Saab. Soon a new 1984 900 entered our lives, the first of several Saabs. What I didn't know at the time were the full ramifications of Saab ownership. First there was a newsletter. Then club activities. Then the 40th Jubilee. Well, okay. It was in Sweden, and how could I resist? What a great excuse for a vacation! It was much easier for Steve to convince me to go to conventions and club events after that.

2003 has been a good year for fun Saab events. We met fellow Saab aficionados at several events, including the Carlisle Import and Kit Car Show, the New England Saab Association weekend in Sturbridge, Massachusetts, the Vermont 100 tour, the convention in Hershey and the Saabtoberfest fall tour. We had fun drives, beautiful scenery and a chance to swap tales of Saab and non-Saab lore.

We looked forward to going to the convention this year. It was an easy drive from New Jersey, and being around all that chocolate sounded like fun, albeit dangerous (i.e., potentially fattening). We arrived Wednesday afternoon, in time to get settled and to greet friends and watch the gathering of the faithful. This was the time to get the lay of the land and make plans for dinner with friends in one of the hotel restaurants. After the rain showers ended that evening, we followed the typical pattern of Saab conventioners and joined the growing throng socializing in the parking lots.

The official start of the convention began with the club business meeting. These are never fun, just something that must be attended. The meeting proved beyond a shadow of doubt that women don't have a lock on histrionics; men are quite capable of exhibiting all of the angst that they can muster. The national club is still in a growing stage and there are a lot of details still to be ironed out, so it was no surprise. Good luck to Christine! I'm glad to see a woman representing us on the board.

After the meeting, the fun could begin! One of my favorite Saab activities is going on the driving tours. We started with the covered bridge tour sponsored by the National Motorists Association. The tours are a great way to explore the local environs and show off the cars to any observant passers-by. I usually serve as navigator in my car. In group tour mode we are unlikely to get lost, so my role consisted of forewarning for upcoming travel instructions. The beauty of these tours is that you have a chance to see the countryside and drive on some interesting roads, but you still have to be mindful of the other cars in the group and hope that everyone stays together. The next day we took a test drive in a new 9-3 six speed. That was another chance to explore more nearby roads, real beauties, winding roads that just needed to be followed.

Some people go to conventions to explore the parts tents, or to get the latest info on fine-tuning some aspect of engine maintenance, or to compete in the concours or autocross. I like to find friends that I've met over time at past conventions and catch up on their news. I've met some terrific people who truly appreciate their Saabs and Saab's Swedish heritage. The folks running the convention were working really hard and are to be commended. I had to give Diane Fails a ride on my scooter to get her to take a break. I was pleased to visit with Erik Carlsson and with Bob and Anne Sinclair.

No matter how you plan, it's always hard to get everything in. I checked out the Saab Marketplace but got there too late; the vultures had stormed in early. Wow! I heard a couple of the seminars. I wanted to hear about the planned new cars and find out if there would be one to fit me. I've got

my eye on the 9-3 Sport-Hatch. I might have gone to another seminar, but we were running out of time and had to vote for the People's Choice Award.

Every convention needs a little fun and levity. I ran the cones in the parking lot with my electric scooter, got a ride in Chip Lamb's green 96 and got a picture in Stefan Vapaa's yellow Quantum. The Quantum's battery was dead, but with muscle-tronics from Jerry Danner and Steve, I drove it around the parking lot. Another silly photo op was to put my electric scooter on the dynamometer used for the Viking Challenge. We made lots of engine noises and I'm proud to report that the "Saab Safari Aero" scooter reached an output of 187 kW (that converts to just over 250 HP). Now, can I interest you in a bridge for sale?

The fabulous antique camera used for the convention photo allows for some special effects for the intrepid. Done right, you can be in the photo twice. Rather than stay in the back with our car (the newer ones always go to the rear), we came up to the front and side with my scooter. When the photographer waved us on, we hightailed it to the other side. This was touch and go. Top speed on my scooter is about 5 mph, no better than a fast walk or a slow jog. The route ran behind the camera and the terrain sloped uphill. I didn't make it on the first shot. For the second photo, we adjusted the route. It was tight, but I made it! The general consensus was that my scooter needed more boost.

All of the events that we attended in 2003 had the same essential ingredients: friendly people, driving and enjoying our cars, and a deep appreciation of things Swedish. True Saabdom!



Thank you for all of your prayers during this difficult time. Mason came home on October 17 and we are all so thrilled to have him home! He still has a long road of recovery and frequent doctor visits but he is home and we are a family together!

Traci Payne

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Yet More Vintage SAAB Racing!

I volunteered myself as pit crew, moral support and bartender extraordinaire for the

last two Sportscar Vintage Racing Association (SVRA) events of the year here on the East Coast. Chuck Christ in "Orange Crate II," his 1960 93F, and Steve Church in "Rika", his 1972 Sonett III, made good showings at Summit Point Raceway just over the Virginia state line during the last weekend in September.

Since Chuck had an early "out" Friday morning, I packed up the van Thursday night and headed for the West Virginia foothills. The hard-core vintage race teams were already lined up in the paddock with motor homes and semi-trailer pit garages ready to rock. Having circled this big campfire twice, I headed off into the woods to the south of the track, and there I found Chuck and friends sitting around a real campfire, smoking cigars and telling the usual lies which pepper these sorts of gatherings. After a long day of work and a three hour drive, I soon turned in for the night.

Friday morning and the arrival of Steve Church with his bright yellow Sonett III brought a little work for the pit crew. Until this point Steve had run his car solely in autocross events and never had the need for the additional weight of a charging system. The previous evening he had begun fitting a stock V4 alternator, voltage regulator and indicator light, but had not finished the job in time. Moreover, Steve

had acquired some truly vintage Goodyear racing slicks, and between some pinhole leaks in the contact surface and his two-piece aluminum Jackman rims, tire pressures had to be constantly monitored. A couple of runs to a local parts store for the correct size belt and some fast footwork got Steve's Sonett out on course for the first time, and he performed quite well.

The afternoon qualifying races brought an odd failure to Chuck's 93F. He came in for his mandatory pit stop about 1/3 of the



Chuck Christ and his 93B Vintage Race Car.

way into the race with no problems whatsoever. At the end of a very successful run, Chuck coasted through pit lane and shouted "no brakes!" Sure enough, as we returned to the paddock, one of the nearly new solid brake lines had developed a pinhole leak. We were in a funk, and right before the Blue-Grey Cookoff and Banquet that evening! I ate quickly and got on the phone with a friend's local shop, but was unable to find a tube flaring kit and enough tubing to do what we needed to get going the next morning. Following supper, the arrival of my friend Laura Briggs coincided with a walk out to the main paddock. I recognized the husband of one of the female Mini

Cooper drivers as he squatted by said Mini packing grease into the front wheel bearings. Jokingly I asked him if he had any brake line tubing and a flaring kit, as the Minis use single and double bubble flares just like the Saabs. Peter walked over to his motor-home and pulled out the very same K-D flaring kit that I have at home, along with a box filled with different diameters of brake line! Needless to say, Chuck's

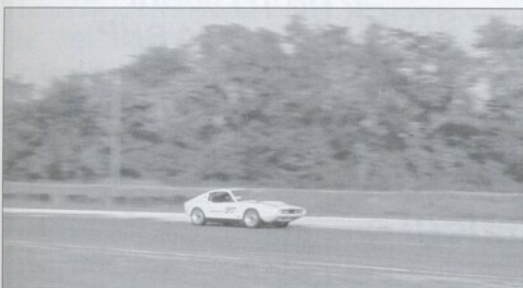
spirits lifted considerably and we enjoyed the rest of the evening.

A beautiful Saturday morning kicked off more qualifying laps for both Steve and Chuck, who had taken the brake line and tools back to his hotel room and showed up just in time to fit the new parts and get out for the morning run! Laura and I busied ourselves with Steve's needs, including monitoring his tire pressures after sequences of 6 to 8 laps. When there are no other alternatives other than going home, you run with the tires you've got and the friends who help you make your weekend as much fun as possible. During the lunch break I persuaded Laura to take her 900 SPG out on the course for Touring Laps. The driving lessons I gave her during the Convention weekend earlier in the month appeared to have paid off. After she let me run the car a few laps at a bit higher speed we peeled off and enjoyed the rest of the afternoon. Though Steve Church had some issues during that afternoon's open Enduro race, he and the car came out of it unscathed.

We have a habit of pitting alongside one of Chuck's customers with a Morgan 4/4 and a fellow who races a Yenko Stinger. That evening the whole lot of us went out for supper. On the way back out the rain started to come down in sheets, and it continued for a few hours. The next morning the track was still wet, and though



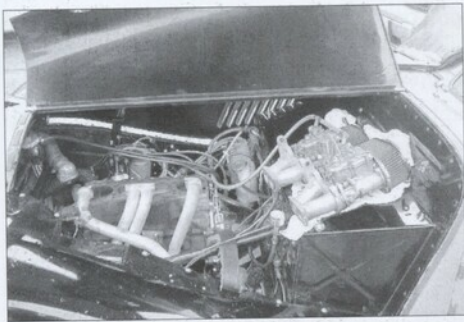
The Vintage Saabs, along with a Morgan.



Steven Church at Summit Point Raceway

practice laps were not required, most groups still went out and had good runs. The afternoon brought a feature Morgan race in which our friends participated, and a series of short Sprint races during which Chuck put on a good show despite being at the back of his Group.

If you thought that was all I am entitled to write this month, two weeks later brought the end of the SVRA season at Virginia International Raceway (VIR), a course about which I have written before in this publication. VIR was restored to its former glory a few years back, and is being maintained to a very high standard as a Motorsports Country Club. Our friends with the Morgan, and Chuck Sadek with the Yenko joined Chuck's 93F at the very edge of the paddock, directly beside Turn 14 which precedes the front straightaway. This is by no means the quietest spot to set up camp, but it is by far the best vantage point.



An emergency cylinder head removal.

Unfortunately, though Chuck's SAAB stayed in one piece, our efforts were put towards keeping Peter Dunn's Morgan out on course. This involved a Saturday morning cylinder head removal and valve spring replacement, done on the back of a pickup truck. Again, if you've got no other options than the generosity of other racers, their tools, your tools, and the efforts of your friends to keep you from going home prematurely, the risk of further damage is definitely worth it to be back behind the wheel of your car and having a good time! Unfortunately as well for the Morgan crowd, another driver and friend of ours, Richard Fohl, put his beautiful '62 4/4 Super Sport into the tire wall. Luckily for him he had already won the Group 3 Championship for the year, and was just out to have fun this weekend. He was not hurt in any way and was able to drive his son's Porsche throughout the weekend.

Despite the abundance of angry yellowjackets at both races this fall, the Vintage SAAB Racing Group continues to keep the old cars out on course. While many, if not all of the current and past 2-



Chuck Christ and Steven Church discussing the finer points of racing.

stroke racers do not exactly place fastest times in their class, they do attract quite a bit of attention and add a familiar vintage aroma missing at all but a few select courses each year. If vintage racing appeals to you, and you have a prepared SAAB, SAAB powered sports racer or other marque, feel free to contact me. Likewise, if you are interested in helping out at East Coast track events, I'm always open to having more help. I'll introduce you to a new group of great people and fun times in the vintage car community at large.

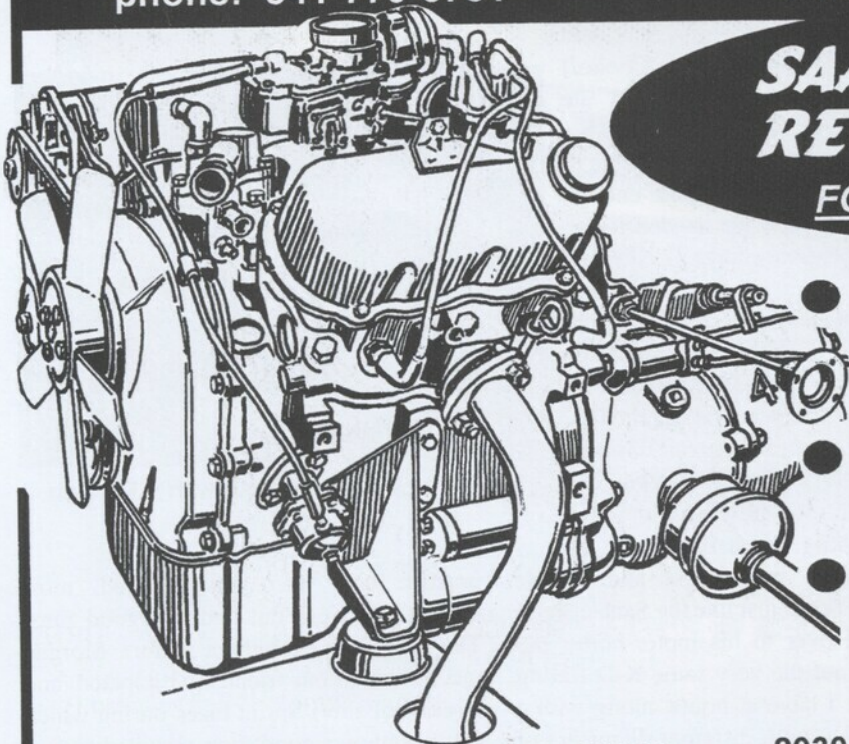
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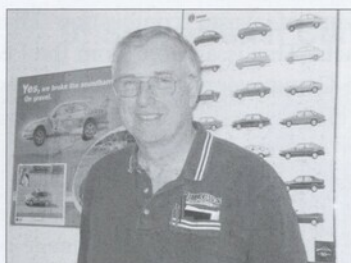
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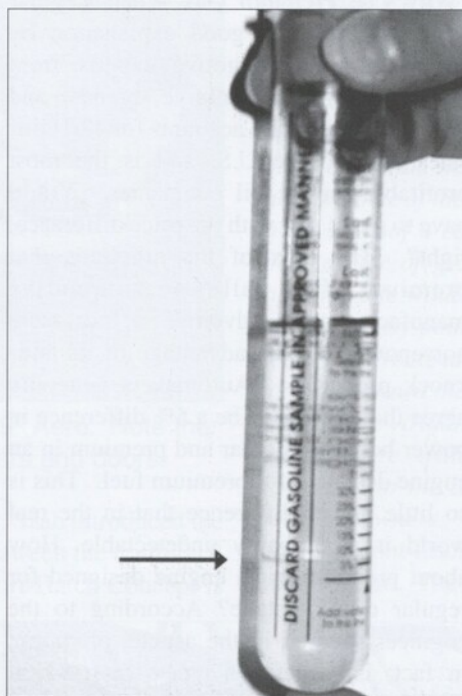
BAD GAS

Yes, I know it's a "bum" title but we must call things what they are. I'm not talking about your physical condition after some gastronomical delight. I'm talking about the fuel you expect your Saab to consume in minute quantities delivering superior power and economy.

Is there really "bad" gas today? You had better believe it! How bad is it? That's the question I've been trying to answer for a long time. Over the years, we have had several of these symptomatic Saabs in our shop. On occasion, after a Saab owner had purchased gas at a particular filling station, the car wouldn't start. There have even been cases where the Saab started but didn't get very far before stalling and had to be towed. My favorite story was about the Saab that wouldn't start after being filled and was still at the gas pump! It was towed to a shop that worked on it for three weeks. This shop did just about everything to try to make this car run including installing a new timing chain. The shop and the owner finally gave up and had the car towed to Princeton. Our technician reviewed all the work that had been done. He checked the basics: compression, fuel and spark, which were okay, and since a professional shop had been doing the work, decided that the car really should run! The only thing left to check was a fuel problem. The auto technician took a quart sample of the vehicle's gas. Initially, it looked fine but soon it separated into two different chemicals approximately 60-40. Obviously, the fuel wasn't right so the tank was drained and refueled with fresh gasoline. VOILA! At that point, the Saab ran great and only after hundreds dollars of work??!

The question has plagued us about how much gas there is that causes running problems but not failures. There are many times that Saabs come in for mysterious running problems that can't be duplicated. Many hours and dollars are spent chasing

these illusive gremlins. For years we have thought it could be bad gasoline causing



This fuel sample promptly separated into two components. *Photo by author*

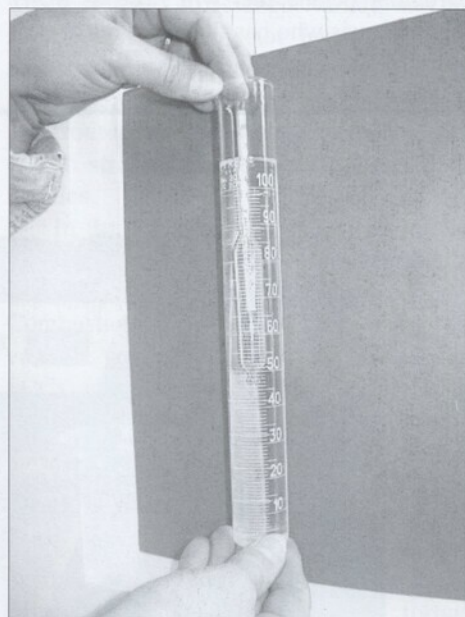
some of these problems, but didn't have any way to test it. B-G Products, Inc, a company that sells automotive chemical additives and machines to flush and clean various automotive systems, introduced a gasoline test kit for \$125.00. We jumped at the chance to own one and soon had it in our possession.

Shortly after receiving the kit we had two 2000 9^s come in with running problems. One was an Aero wagon that pinged (pre-ignition), and the other 9^s (also a 4-cylinder) had intermittent stalling problems. After the initial test drive, I ran the gasoline tests. I was just sure I was going to find a gremlin in one of these cars. The accompanying table shows the Aero had no alcohol (it is a North Dakota car), and the other 9^s had 7% alcohol, which is okay. However, the fuel in both cars tested very heavy, which could cause deposits in

the combustion chamber. Later, I tested another Saab that had a fresh 92 octane fill-up just to be sure everything was testing accurately. This gasoline also tested heavy and had 7% alcohol. Since all three cars tested out of the normal range on the B-G scale, I called the company's lab. I was told that the scale was accurate for lab tests only but field test results might vary (BIG HELP). They suggested that I would have to establish my own baseline.

I headed for town and purchased samples at a few of our local gas stations. At the local BP station I got three samples: 87, 89 and 92 octane. As you can see from the results, all of them read low (my new baseline?) I also learned from the lab at B-G that I would have to send samples in to them to find out the octane average.

What have I proven? I can test accurately for alcohol content and I now have a baseline against which I can check future cars. Some day I may be able to make some kind of educated guess if the fuel is the problem. I think the really bad



Measuring fuel density. *Photo by author*

Table of densities measured.

Sample Origin	'00 AERO	'00 9 ^s	'92 900CV	'99 9 ^s	BP 87	BP 89	BP 92
Temp	70 F	75 F	78 F	69 F	61 F	61 F	62 F
Weight	740	736	732	732	730	732	742
% Alcohol	0 %	6 %	7 %	6 %	5 %	5 %	0 %

Professional Perspective

stuff will be easy to find but some of those gremlins may still be able to hide from us. Both of the 9⁵s listed above were repaired with the help of Tech II diagnostics and then ran fine with the gasoline that I had tested. My assertion still is that there is gasoline that burns but causes illusive problems. I will let you know when I nail down the test. In the meantime, you might consider a fuel quality problem if your car acts up mysteriously. A fresh tank of gas or maybe a different brand might give you a clue.

How about octane? Does it really make a difference? Octane is described as premium, mid-grade and regular but really we should rely on the octane rating numbers found on the gas pumps. There is no law stating what the octane has to be for premium, mid-grade or regular. The SAE (Society of Automotive Engineers) defines regular as a minimum 87 octane, mid-grade with a minimum of 89 octane, and premium with a minimum of 91 octane. The recommendation for the use of any particular octane fuel will raise as many arguments as who has the best tires or best motor oil.

The cover story in the July 31st USA Today "MONEY" section was entitled, "Why Use Premium Gas When Regular Will Do?" It is a good explanation by engineers and automotive experts from across several automotive brands and fields. Premium fuel accounts for 12.1% of sales now in the U.S. and is the most profitable for the oil companies. You'd have to guess that with the price difference, right? The crux of the article is that premium fuel allows automotive manufacturers to advertise a few more horsepower to take advantage of its anti-knock properties. Automakers generally agree that there may be a 5% difference in power between regular and premium in an engine designed for premium fuel. This is so little power difference that in the real world it is probably undetectable. How about premium in an engine designed for regular or 87 octane? According to the engineers quoted in the article, premium, in fact, is sometimes worse than 87. It resists knocking because it is harder to ignite. Some engines don't start as easily or run as smoothly on premium. There is also the fact that premium can contribute to a

build-up of waste combustion chamber products. This is a quote from the Federal Trade Commission. In a consumer notice, FTC emphasizes, "In most cases using a higher octane gasoline than your owners' manual recommends offers absolutely no benefit. It won't make your car perform better, go faster, get better mileage or run cleaner."

What should your Saab burn? Check the owners manual or on the new cars you will find a sticker inside the gas-filler lid with the minimum octane level stated if it needs premium. If there is no sticker, 87 should be okay. You can't go wrong following Saab's recommendations as long as the gasoline is clean. 87 will work just fine in modern Saabs. The engine controls are made to control knock or pre-ignition. We could have proven the octane/power equation for selected Saabs at the convention in Hershey. The portable dynamometers could have been used to test some of the cars using first one grade of gas and then switching to another octane and repeating the test. I don't believe that was done. Anyway, trust your owner's manual. It won't let you down.

900 - 9000 - 9³ - 9⁵



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9³ Sport-Hatch Concept Vehicle

Front fascia styling is similar to the 2004 9⁵ Aero. Note the absence of "rub strips" on the bumpers and doors.

In September at the Frankfurt Auto Show, Saab introduced the 9³ Sport-Hatch Concept. Straddling a line between the traditional Saab hatchback and a station wagon, the Sport-Hatch Concept is essentially the upcoming 9³ "utility variant" in dressed-up trim.

The 9³ Sport-Hatch Concept follows the design of the 9^{3X}. Most of the rear end treatment follows the earlier concept car, although the strikingly short rear overhang and the steeply raked back window and light assemblies have been tempered somewhat on the road to production. The uninterrupted shape of the side window glazing with disguised door pillars and high mounted tail lights give the Sport-Hatch a distinctive profile and rear look: different from the 900 models, but equally distinctive and very attractive. It re-affirms Saab's commitment to a distinctive, versatile format that is sportier in appearance than a typical wagon. According to Michael Mauer, Executive Director Saab Design and GME (General Motors Europe) Advanced Design, *"It is the sort of product that should come from Saab and our customers will be able to buy a car very much like this. In using the Sport Sedan chassis, we have been able to ensure that this car offers the kind of sporty, driver-focused performance that is an essential requirement for all Saab models. We have now added more functionality with some interesting design features that ensure this car has its own clear and separate identity."*

The concept car features a distinctive glass roof, something we would doubt is production bound except glass roofs have appeared on other vehicles over the past couple of years. Instead of the traditional roof rails, the Sport-Hatch features mounting sockets, much like short sections of the "Cargo Tracks" which first

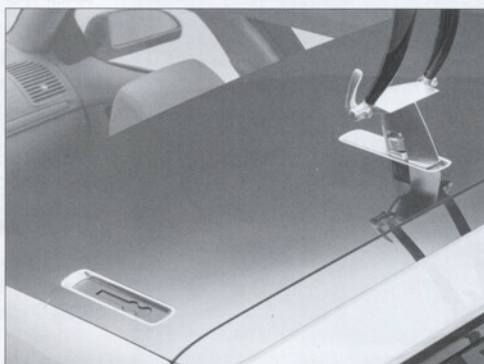
appeared in the 9⁵ Sport Wagon. Suitable mounting feet would lock into these sockets when load carrying is desired, but the roof area would remain uncluttered (and more aerodynamic) the rest of the time.

The press release quoted senior Saab designer Taras Czornyj: *"Overall, we wanted the car to assume a very clean and muscular character. It was important to execute this sporty look free from any traditional wagon motifs. I guess you could say this car inherits some of the classic Saab 900 hatchback genes. In contrast to the lines of a conventional wagon, we have tried to move the focal center of gravity forward, away from the rear area. The tapering side window zone and the prominent 'hockey stick' line, which ends by pointing forward, emphasize the slope of the roof, helping to create an impression of forward movement. We've also carried forward the 9^{3X} rationale of making sure all load-carrying features are virtually invisible when not in use. The glass roof does not interfere with this functionality and it brings an open dimension to the design, which reflects the outdoor lifestyles of potential owners."*

The front fascia of the Sport-Hatch reflects the design of the 2004 9⁵ Aero. The photographs show how the Sport-Hatch styling



Recessed load points take the place of roof racks.



Close up view shows a bicycle mounting "foot" installed in one of the load points.

is derived from the 9^{3X}, and how closely related it is to the production 9³. Some "show car" features that may not translate into production are the full length console, which creates a 4 passenger variant, and the small diameter projector headlights contained within the production style opening. More open to question are the smooth side and front bumper, absent of any black trim or rub strips, and the body colored door handles.

In the Sport-Hatch concept car, the 2 liter 9³ engine has been developed further to include direct gasoline injection, (see Saab Combustion Control, NINES issue # 248), variable valve timing (an integral part of SCC), and a twin-scroll turbocharger. With a 1.2 bar max boost level and Saab Trionic 8 engine management system, this combination yields a maximum power of 250 bhp (184 kW) @ 5,500 rpm and a torque of 258 ft. lb. (350 Nm) at 2500 rpm. The output neatly matches the 9⁵ Aero 2.3 liter HOT engine's 250 hp and 258 ft. lb. torque ratings, also achieved with a 1.2 bar maximum boost level. In addition, the direct gasoline injection engine should return much better fuel economy because it functions without an energy sapping throttle plate.

The concept vehicle is fitted with a 5-speed, automatic with manual Saab Sentronic selection. Steering wheel buttons allow the driver to control the shifting, or it can be left in a fully automatic mode. Through the magic of epicyclic gear trains, 2 intermediate gear ratios can be achieved in the 5 speed automatic, and these are selected on "kick-down." Saab describes them as

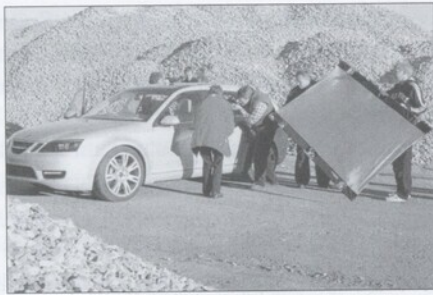
"2.5" and "3.5", indicating the intermediate ratios lie between 2nd and 3rd, and between 3rd and 4th.

The Sport Hatch chassis is taken straight from the 9³ "Epsilon" platform. The concept car's 14 7/8 inch front brake rotors with 4-piston calipers and 20 x 8.5 inch wheels with 245/40R 20 tires are "auto show" extras unlikely to see production. The 3475 lb. curb weight of the show car about matches the top listed curb weight for the Sports Sedan and is well within the capacity of the current production brakes. The external

dimensions are generally within an inch of the Sport Sedan's, except height, which is four inches greater, and the front and rear track, which may have been modified for show purposes.

The photos of the Sport-Hatch made available to the press include a few candid shots taken during the photo session itself. In case there was any question, those candid shots show the time and effort that goes into making the press shots.

As stated by Debra Kelly-Ennis in her remarks at the 2003 Saab Owners' Convention, the Sport-Hatch has been approved for production. While Auto Show Concept Cars are fun, we find the



It takes a large crew to produce press photography.



Michael Mauer finds an unlikely canvas for a styling exercise.

Newsweek Recognizes the 9³ Convertible

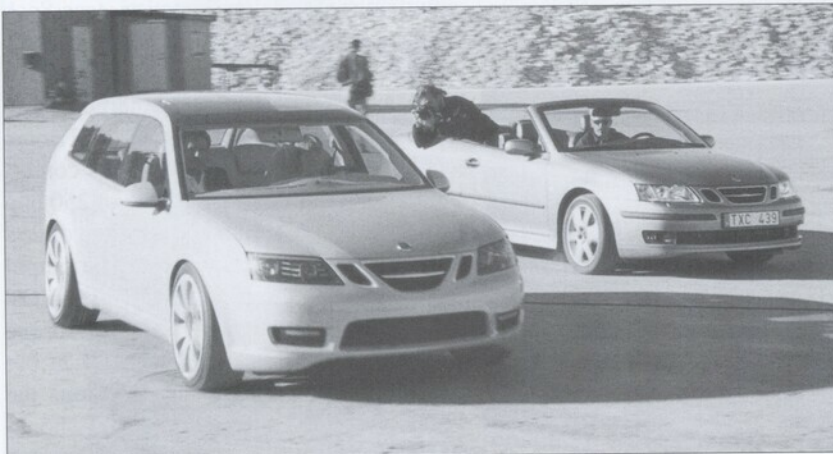
"What if someone you know has been very, very good?" *Newsweek* magazine poses this question, and suggests a holiday gift that is guaranteed to offer an undeniable affirmation: the 2004 Saab 9-3 Convertible. Each year, *Newsweek* publishes its Tip Sheet holiday gift guide, featuring a carefully chosen selection of "perfect" gifts for this holiday season. Only one car was highlighted as the "hottest" automotive statement for the holidays this year: the all-new Saab 9-3 Convertible.

Sales

Saab's sales over the period continue to be strong, with the Saab's USA sales still on track for their best year in their history. Throughout the year sales had been ahead of those for 2002, but not always by a large margin. We had been reminding readers that lack of supply affected the last four months of 2002, and during this period that becomes quite evident as sales for the two month period were almost double last years. Saab Cars USA's year-to-date sales of over 40,000 units already surpasses the annual sales for every year since 1987, when year-end sales were 44,364. The only other year that Saab has passed 40,000 was the all time record year of 1986, with sales of 47,414.

	SEPT 03	OCT 03	PERIOD
coupe 93	1	0	1
viggen coupe	2	0	2
sedan 93 se	10	0	10
viggen sedan	3	0	3
convertible 93 se	523	***	523
viggen convertible	1	0	1
Linear Sports Sed	1219	1050	2269
Arc Sport Sed	861	601	1462
Vector Sport Sed	241	172	413
Arc Convertible	61	534	595
total 93	2922	2357	5278
sedan 95 Linear	623	364	987
sedan 95 Arc	209	179	388
sedan 05 Aero	266	195	461
wagon 95 Linear	188	119	307
wagon 95 Arc	87	64	151
wagon 95 Aero	79	71	150
total 95	1452	992	2444
IDS	1	3	4
total (2003)	4374	3349	7723
last year (2002)	2060	1844	3904
percent increase	112.33	81.62	97.82
total year to date	37459	40808	
previous year	30446	32290	

*** 2003 9³ Convertibles sold in October were grouped with Arc Convertibles in the report.



A 2004 9³ Convertible makes an excellent platform for photographing the Sport-Hatch in motion.

real excitement to be in promise it gives to the coming production vehicle. The style, the innovative roof load management system, and the implementation of Saab's direct gasoline fuel injection combined with the proven safety and driving properties of the 9³ family shows that Saab is as innovative as ever.

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TAPPET FOR HUMOR



The Danish SAAB clubs wants to show you a little part of Denmark, our wonderful country.

That is why we have planned 3 different routes through Denmark.

There is no chance to take all 3 routes, so you have to decide, which you want.

Routes start from Copenhagen, Frederikshavn and Kruså (east, north and south).

Overnight stays will be in your own tent or in a rented hut, at camping sites.

We will try to arrange for all to meet the last evening before the SAAB meeting starts.

We have put together 3 teams that will support, help and follow you on the trips, if you get any problems.

For these trips we have to ask a minor fee.

We hope to see you all in Denmark.

News update on WWW.intsaab2004.dk

To All Saab Enthusiasts!

The weekend of Aug. 6-8, 2004 The Danish Saab Clubs invites you to participate in The International Saab Club Meeting, Tour de Denmark.

The meeting will be held in one of the most beautiful areas of Denmark situated in Jutland near the town of Ebeltoft. Ebeltoft is located on the Southern part of the "nose" of Jutland.

The headquarters of The International Saab Meeting will be Fuglsøcentret a large sports and conference centre which holds all the facilities we need to make for an exciting and enjoyable event.

Ebeltoft is a very old town, dating back to 1300 a genuinely charming Danish town with old half-timbered houses mixed with cosy cafes and delightful restaurants. You will also find a large yacht harbour in the area of Ebeltoft Vig. The harbour has its own very special atmosphere with little eating places and all through the summer you will find all sorts of entertainment there which makes it a very popular place to visit. In the Harbour you find The Fregat "Jylland", one of the world's largest warships built in wood. In the year 1850, last used in the battle at Helgoland.

Århus is the second most important city in Denmark. From Fuglsøcentret it is only a 45 min. drive through the countryside to "The Town" which has everything that your heart could desire and a large city can offer.

Grenå is the town situated right on the tip of the "nose" towards Kattegat the name of the sea off the east coast of Jutland. With 16,000 inhabitants Grenå is the most important town in Djursland the very "nose" you see looking at the map of Jutland. This town is really worth visiting and has lots of sights. Some of them very unique! But you will learn much more about this when we meet in August, 2004 for The International Saab Club Meeting.

If you should choose a trip to Denmark in the week before the meeting we have arranged 3 different geographical tours round Denmark. You will receive a planned route to enable you to see a large part of Denmark during your drive to Ebeltoft.

The trips are planned to start from Monday, Aug. 2 and are arranged as offers in connection with The International Meeting. You will have to pay separately for the trips and also for your stays in camping sites!

If you are arriving from the South we have chosen to start the tour from the town of Kruså on the Danish-German border. If you will be coming from the East we have chosen Oresundsbroen, the bridge between Malmö in Sweden and the Danish capital city of Copenhagen.

From the North we have picked the port of Frederikshavn if you chose the straight road through Jutland.

See you at Tour de Denmark, 2004

The Danish Saab Clubs, May 29, 2002

Preliminary program Friday 6. August

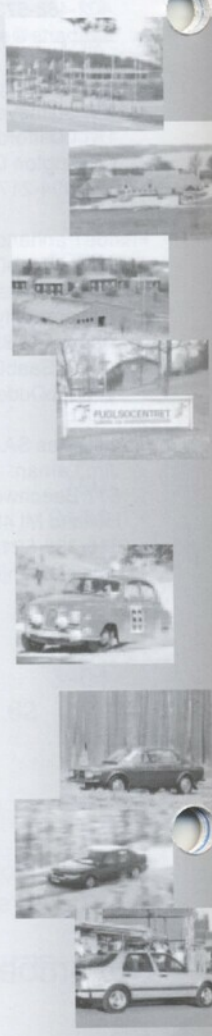
Morning: Meeting at the Fuglsø centeret
Afternoon: Arrival, Visit to brewery (limited number of persons)
Evening: Grill/ barbecue party for all.

Saturday 7. August

Morning: Meeting at breakfast in Fuglsø centeret
SAAB tours in the area.
Afternoon: SAAB market in the area, SAAB beauty contest.
Evening: SAAB Buffet with entertainment, price giving, dance

Sunday 8. August

Morning: Meeting at breakfast in Fuglsø centeret
Alternative choices:
Visit Kattegat centeret lots of sharks,
Djurs sommerland a lot of fun for the whole family.
Afternoon: Closing of the meeting



During the week leading up to the International Saab Meeting, the Danish Saab Clubs will be offering three guided tours of Denmark, beginning from the east (Copenhagen), north (Frederikshavn) or south (Kruså). Following are the trip plans:

North trip

Monday: Get a great view of nature, with Skagen and Skagens Gren. Here the waters from Skagerak and Kattegat meet (www.skagen-tourist.dk). Løkken and Blokhus both with wide sandy beaches (www.loekken.dk or www.visitblokhus.dk). At Nordsømusset, with its impressive big aquariums, you can take look out into the North Sea (www.nordsoemuseet.dk). Another choice is a trip to Fårup Sommerland, an amusement park for the whole family (www.faarupsommerland.dk).

Tuesday: The main attraction is the Island Mors. Mors has everything, and a little to add on. The best sightseeing is Jesperhus Blomsterpark, which is Scandinavia's biggest flower park including a jungle zoo, amusement park and water park (www.jesperhus.dk).

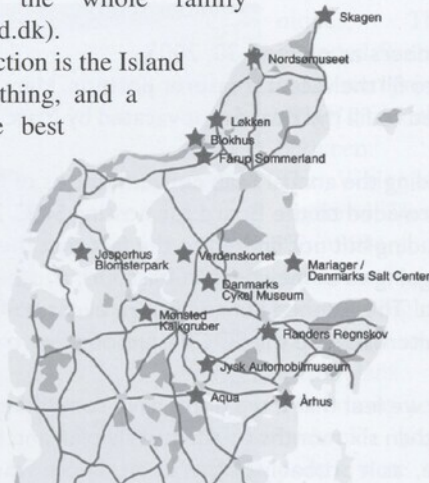
The Moler Museum, has 50 million year old fossils, and tells the story of plant and animal life.

Wednesday: Visit the worlds biggest limestone quarry, Mønsted Kalkgruber (www.monsted-kalkgruber.dk), Denmark's bicycle museum I Ålestrup (www.cykelmuseum.dk), the fabulous nature around Mariager fjord, with Bramslev bakker and Dania (www.visitmariager.dk), Denmark's Salt center (www.saltcenter.com), and the Viking castle "Fyrkat" built in 980. (www.fyrkat.com). What about taking a walk around the world at Verdenskortet (The World Map) at Klejtrup lake (www.visitverdenskortet.dk).

Thursday: We will arrive in Aarhus, Denmark's 2nd biggest city. We will also meet the participants from the other trips (www.aarhus.dk). On the way to Aarhus there are more attractions to see. Jysk Automobilmuseum in Gjern with 140 cars and motorcycles from 1900 - 1950 (www.jyskautomobilmuseum.dk). Aqua in Silkeborg is North Europe's biggest freshwater aquarium. Take a trip in the area around Silkeborg and visit Denmark's most famous mountain Himmelbjerget 147 meters over sea level. This is the day where we will arrive in Aarhus Denmark's 2nd biggest town. We will also meet the participants from the other trips.



The ring fortress at Frykat

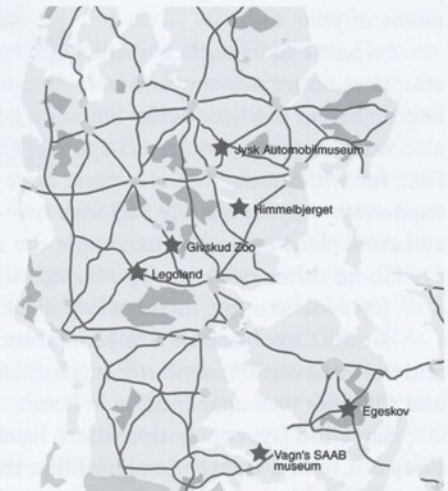


South Trip

Monday:

Visit Vagns's SAAB museum in Svenstrup on the little island of Als, a must for all SAAB enthusiasts. The cars are mainly 2 stroke SAABs (www.vagnssaabmuseum.dk).

Tuesday: Visit the Castle Egeskov on the island Fyn, a middle age castle built on poles in the middle of a lake. Do things with the family, such as tree top walking, mazes,



parks, and of course a car museum (www.egeskov.com).

Wednesday: The best known part of Jylland is Legoland (www.legoland.com). We also visit the lion park at Givskud zoo. Drive your own car in to the monkeys, or take the bus if you like your car too much. (www.givskudzoo.dk).



Castle Egeskov on the island Fyn

Thursday: We have found another car museum, Jysk Automobilmuseum in Gjern, with 140 cars and motorcycles from 1900 - 1950 (www.jyskautomobilmuseum.dk). Aqua in Silkeborg is North Europe's biggest freshwater aquarium. Take a trip in the area around Silkeborg and visit Denmark's most famous mountain Himmelbjerget 147 meters over sea level. This is the day where we will arrive in Aarhus Denmark's 2nd biggest town. We will also meet the participants from the other trips.

As of the writing, the East Trip hadn't been posted. Visit www.intsaab2004.dk for updates or on-line registration. We have a few mail-in registration forms for those who prefer. Send "sase" to NINES, 2389 Chestnut Hill St., N. Canton, OH 44720. -Ed.

President's Corner

Fellow Saab Lovers,

Some of you may know that Garry Grimes, our current SCNA president, is on a six-month military assignment. Please keep him and all our troops in your thoughts and prayers. We on the Board and others wish him a safe journey and look forward to his return in March. Until that time, the duties of his office have been turned over to me as vice president. I'm working with the Board to carry out the various business needs of your club.

I would like to publicly thank Marc Fails and all the people who spent countless hours planning and running the very successful SOC03, held in September at the wonderful Hershey Lodge and Convention Center. I also want to thank the myriad sponsors for supporting our annual Saab-Fest, for without their involvement, the event most surely could not have happened. Approximately 550 Saab owners and 400 Saabs from across North America and some foreign countries descended on "the sweetest place on earth" to sample the annual immersion in all things Saab.

Some other news to report since the convention:

Jon Hochstetter, membership chair, reports we have 1,061 members as of Sept. 30, 2003.

At the October Board teleconference, Marc Fails was nominated to fill the vacant treasurer position. Marc accepted the nomination and the vote was unanimously in favor. Linnea Krajewski was nominated to fill the Board seat vacated by Marc Fails, which she accepted and the vote was unanimously in favor.

Since the last convention, there have been many rumors surrounding the annual Saab convention. As of Nov. 15, 2003, the Board does not have a written proposal that they can act on. Information provided to the Board for hosting SOC 2004 in Charleston, WV, was inadequate to be considered at this time for several reasons, including but not limited to the fact that there are no Saab dealers in the state and no organized club. Another rumor had the convention going to somewhere in Missouri, another in Tennessee, while an offer from the West Coast was not supported by the Club in that area. The planned Lunatic Fringe event co-hosted by the Northwest Saab Owners and the Rocky Mountain Saab Club is not designed as an alternative to the SOC04, although we certainly encourage people to attend.

The bottom line is that the Board has nothing firm for 2004, and we feel that if we don't have something by January 2004 we will announce that there will likely not be an SOC 2004, as it takes more than six months to adequately plan and hold the annual gathering of the Saab faithful. This bothers us on the Board as much, if not more, as it probably bothers you. Those who have hosted this annual event realize how much work goes into it. With each passing year, the challenges mount in terms of human and financial resources. You simply cannot hold the convention without a large investment of either.

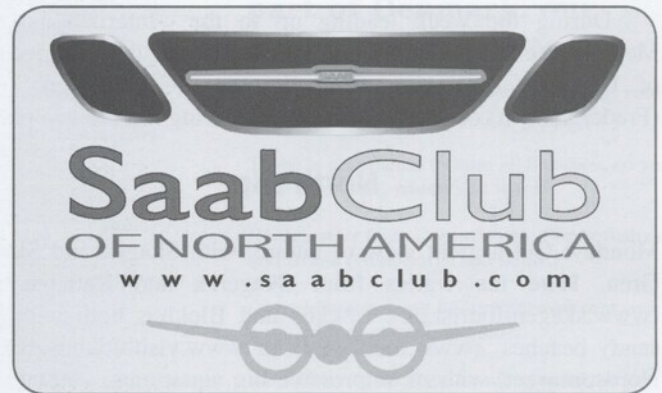
The Board cannot make this happen on its own. The local Saab clubs have to take the lead on this. There are several Board members and others who have years of experience in putting the event on, but they can't do it unless a strong local club made up of committed volunteers decides it will be the local host.

The time to act is now. If you are interested in hosting SOC04 or any future convention, please contact any of the Board members via e-mail. Our e-mail addresses can be found on the Saab Club Web site or in NINES. We can provide you with the details of what you need to do to present a proposal. Generally, proposals should outline the proposed location, date(s), expected attendance, activities, budgets and organizing committee members. We have found that a successful SOC is organized by a local club or group of Saab enthusiasts. The club/group should be "local" to the event site. While much of the SOC may be planned and organized via e-mail and telephone, it is strongly suggested that close proximity to the SOC site makes last minute planning easier. The proposal should specifically address: **Dates:** SOC's have generally been held in the July or August, this year's SOC was held in early September. **Activities:** Technical and historic seminars, road rally/tour, parts swap, Concours 'de Elegance, autocross/track events/driving school (however, due the extra cost, liability and other details, these three driving events are not mandatory). **Attendees:** Average attendance has been in the 600-700 range, with the exception of 2001 (about 200) and 1997 (about 1,500). **Budgets:** The budget has been in the \$150,000 range, depending on sponsorships, events planned etc. **Organizing Committee:** Core group of 10-15 enthusiasts to organize and plan the event, with another 10-15 people to staff the event.

In the meantime, please be sure to renew your membership when it comes due and also encourage non-members to join. Also, get involved with your local Saab club, and if there is no club near where you live, consider starting one. Ask any of Board members for advice on how to do it.

Best wishes for a joyous holiday season and a happy, healthy 2004.

Dan Orzano, Vice President, SCNA



2003 Saab Owners' Convention *by Stephen Goldberger and Seth Bengelsdorf*

The parking lot of the Hershey Convention Center in Hershey, Pa started filling up Thursday afternoon, September 4, and remained packed with Saabs until Sunday afternoon. With so many cars to look at, and the weather finally cooperating, much of the time spent after registering was outside with the cars. And what could be better than a convention overrun by cars?

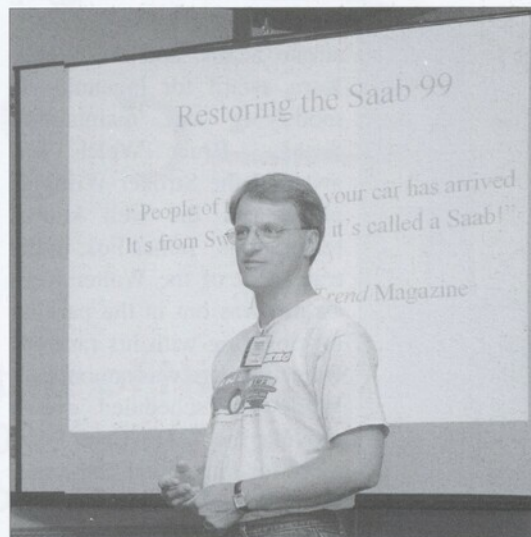
By far the biggest surprise was the number of 99s that were in attendance. George McElhinney brought his SSE, which included the original fake wood



Chuck Christ's 93B Vintage Race Car vs. the Dynamometer

and Conference Center's ample banquet hall. In another departure from past years, the Saab Club of North America conducted the sale including unloading the truck, pricing, and working the cashier lines. Saab Cars graciously donated all the items sold, allowing the SCNA and Convention Committee to use the proceeds to help offset other costs.

Seminars covered the range of Saab products from vintage to concept, including



Gary Stottler opened his 99 restoration seminar with a quote from "Motor Trend"

vinyl roof trim. Gary Stottler who has been encouraging owners to restore and enjoy 99s, gave a technical seminar on restoration. The seminar included a "walk around" of a couple of 99s in the parking lot to illustrate restoration trials and tech-

niques. The Concours judging included Saabs from the full range of cars, from pristine looking 2-strokes to today's models, with every model in between.

The Viking Challenge went on all weekend. The Viking Challenge was a "Triathalon" of Saabs: Dynamometer, Autocross, and Technical Concours, meant to highlight the performance of cars, their owners and their technicians. The chassis dynamometer measured "wheel" horsepower, and points were awarded according to how the measured power compared to the factory specification. Autocross measured the car and its driver's

speed around a closed course, a measure of both the car and the driver. Finally, concourse points were awarded according to the professionalism of modifications and maintenance to the cars. The

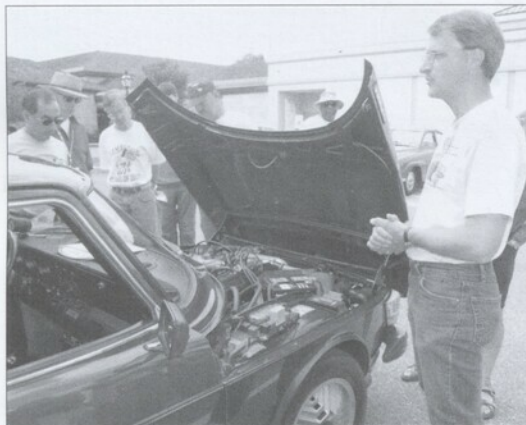
Viking Challenge results showed predictably that the older cars were more likely to have been "improved" by their owners, with the three top places going to an "old" classic 900, and "older" Sonett III, and a "really old" 93B vintage race car.

All who were able to attend the annual Saab Parts "Tent" sale were in for the usual treat of scratch and dent, over stock, and returned goods for sale at barn-fire prices. In a departure from past years, the "tent" was a section of the Hershey Hotel

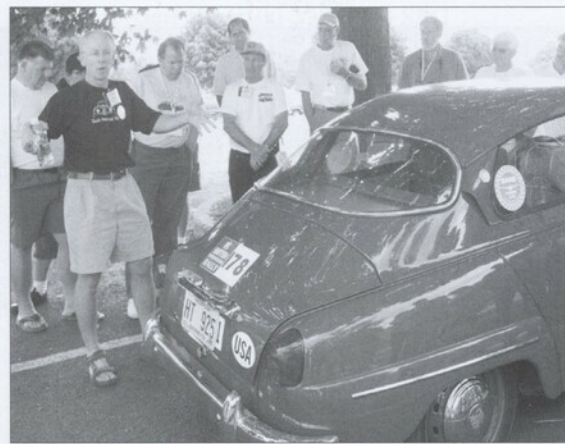
Vintage Racing a Saab 93 (by Chuck Christ), finding and restoring Erik Carlsson's 1960 Royal Auto Club (RAC) Rally Car (by Eric Johnson), restoring models 96 and 99 (by Jerry Danner and Gary Stottler respectively), Classic 900 and 9000 performance chat, Saab's "Sensonic" transmission in the NG900 (by James Uhl), the 2004 9³ Convertible, 2005 9^{2X}, and 9⁷ and 9³ Sport Hatch (by John



Both Kathy and Craig Ross drove the Autocross in their 1993 9000 CSE.



Gary Stottler illustrates the finer points of 99 restorations.



Eric Johnson demonstrates the RAC Rallye winning 96 which he restored.

Libbos), Saab electronic systems from the 99E "D-Jetronic" through the current fiber optic "infotainment" bus (by John Moss), the Saab Car Museum (by Museum Curator Peter Backstrom), and the company as a



Participants at the Sponsors' Reception.

whole (by SCUSA President Debra Kelly-Ennis). As usual there was too much to do and see, with seminars running concurrently with each other and events such as



Scott Paterson of The Saab Network receives an award from Marc Fails

the Concours, the dynamometer, autocross, and Viking Challenge.

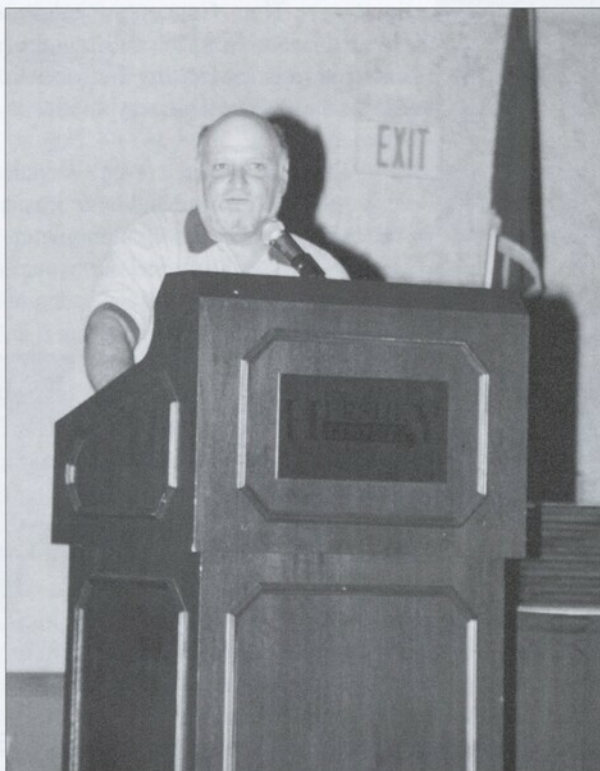
The weather was perfect for all the outside events, and the hotel was overrun



John Moss presents Bruce Welch (r) with the 2003 Larry Williams award.

with Saab Enthusiasts. New this year was the offer of Vintage Saab rides. Bruce Turk and Chip Lamb had their 96s, Tom Cox ran his Sonett II, and a stroker station wagon joined in, giving rides to one and all. A fast trip around the convention center in Bruce Turk's car was a ride not to be missed!

Evening activities included a Sponsors' Reception on Thursday evening, dinner with brief comments by Special Guests Debra Kelly-Ennis and Lennart Lonengren. The obligatory Awards Banquet on Saturday included Keynote Speaker and author Burt Levy.



Keynote speaker Burt Levy

Levy told of his experience learning to build and campaign race cars, culminating in a decision (after a colleague crashed a race car in which Levy had invested most of his net worth) to become an automotive writer. It was as a writer that Levy developed a talent for convincing others to allow him to race their cars, thus enjoying the sport he loves and at the same time acquiring material for his "day job".

Following Mr. Levy's address, the Autocross, Viking Challenge, and Concours winners were recognized. Also recognized were the recipients of the Larry "Stroker"

Williams award for embodying the enthusiasm Larry had for 2-stroke Saabs, and the Walter Kern award for ingenuity in modifying and maintaining Saabs. Bruce Welch was awarded the Stroker Williams plaque for his well known restorations. James Fox, in the true spirit of the Walter Kern award, was out in the parking lot tinkering with his race car when the prize was announced. While the scheduled events provide the "Meat and Potatoes" for the annual gathering, the "Dessert Treat" of the weekend was the gathered Saab enthusiasts. Reacquainting old friendships and making new ones, all the while enjoying the cornucopia of assembled Saabs, is the treat that brings us together year after year.



File photo of James Fox in his SCCA Pro Rally race car. James is the 2003 Walter Kern Award recipient.



Autocross winners (l-r) Chris Mohberg, Stefan Vappa, and Steven Church (first place).

Viking Challenge winners (l-r) Jeff Proposki, Chris Mohberg (first place), and Chuck Christ.

Concours Results

Class: 9⁵

First Place: Bill Baughman
2002 Aero (w/IL plate: GRIPEN)
only entered car
(I should have entered. Dirty and messy would have been good enough for second place! -Ed.)

Class: 900/9³ 1994-2002
& Convertible 1995-2003
no entries

Class: 9000
Third Place: Jerrimie Danner
1991 white turbo 5-door
Second Pl: Curt & Judy Olson
1997 black CSE
First Place: Nick Mangino
Scarabe Green 1998 CSE

Class: Classic 900

Third Place: Hank & Jolly Weil
1987 900T
Second pl.: Bill Wagely
1993 900 T Commemorative Edition
First Place: Stuart Quarnmesser
1991 Beryl Green SPG

Class: 99

Third Place: George McElhenny
1972 99 SSE
Second pl: Frank Stodolsky
Chamotte Brown 99 GL (He's the original owner!)

First Place: Tim & Wendy Boucher
1978 99 turbo

Class: Sonett

Second Place: Ralph Backoven
white Sonett V4
First Place: Lewis Eig
Silver 2-stroke Sonett

Class: V-4

Second Place: Chris & Bill Scott
1971 95
First Place: Kerry Mull
1968 V-4 Deluxe

Only one point separated these two!

Class: 2-Stroke

Third Place: Jim Hutchings
blue GT 850
Second Pl: Chip Lamb
Monte Carlo 850
First Place was a tie:
Bob Ables - GT 850
Ed Lorenz - 1966 96 Special

Thanks to my judges: John Moss, Peter Bäckstrom, Erik Carlsson, George McIlhenny, Don Wollum, Bruce Welch, Seth Bengelsdorf, Jerry Danner, Gary Stotler, Ingmar Ekstron and Bruce Harbison.

Thanks also to Pete Eisenhauer and Eisenhauer Saab for sponsoring this event!

Bruce Harbison is the new chairman of the Concours Committee effective immediately!

Larry West

Viking Challenge Results

Viking Challenge - Dyno

- 1 - Chris Moberg 1971 Sonett
- 2 - Jeff Proposki 1988 900 SPG
- 3 - Chuck Christ 1960 93F

Viking Challenge - Autocross
1 - Chris Moberg 1971 Sonett
2 - Jeff Proposki 1988 900 SPG
3 - Eric Pilarczyk 1996 900 SET

Viking Challenge - Technical Concours
1 - Jeff Proposki 1988 900 SPG
2 - Chris Moberg 1971 Sonett
3 - Brian Kidder (model not recorded)

Viking Challenge - Overall

- 1- Chris Moberg 1971 Sonett
- 2 - Jeff Proposki 1988 900 SPG
- 3 - Chuck Christ 1960 93F

History of the Saab Club in North America

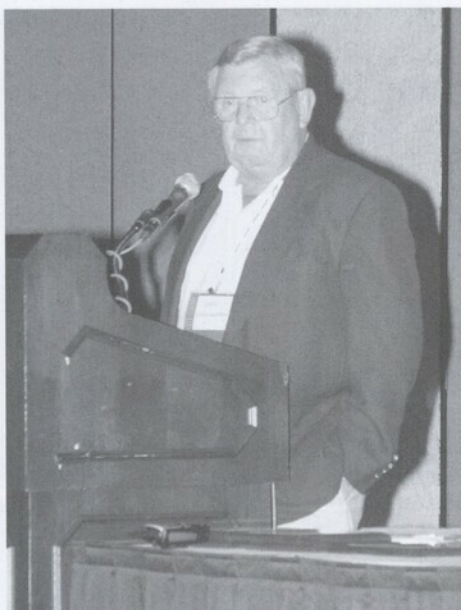
At the Saab Owners' Convention in Hershey someone asked me a question that made me a bit curious, "When and where did the national Saab Club organization actually start?" I know there were Saab clubs way back when, and I do remember attending club meetings and dinners in the 1960's in connection with the annual Open House for all Saab owners, that were held at the head offices in the harbor of New Haven, Connecticut. When I got home it struck me that I also knew where to find an answer to the question.

I should mention that Saab Owners' events have a fond place in my memory. As long as I worked at Saab I attended most of them, especially the later series which I think began with a meet in Galena, Ill. After I retired from my job as Director of Corporate Communications for Saab, I have to admit I missed a number of them.

One of the few things I kept when I retired was an almost complete collection of Saab Soundings, the owner magazine that I had the pleasure of writing and editing for most of the time I was employed by Saab. That's where the Saab owner club history was covered pretty well, and where the club's origins were reported.

Saab Soundings was actually started almost as soon as the first Saabs were sold over here in 1956, and was published in one form or another well into the 1990's. Unfortunately, I do not have a copy of the very first issue, which a number of people have been looking for, but I do believe I have all issues after that, at least until soon after I retired.

The first mention of a Saab club doesn't appear until April of 1962, but then it refers to a much earlier Saab Club beginning. The writer reports that the first "chartered" Saab Club was organized in 1958, in Harrisburg Pennsylvania, and that since that time several others have begun, although none are specifically mentioned. The Harrisburg club, it is reported, devoted its efforts to helping the Children's Home of Central Pennsylvania, and members arranged outings and Christmas parties for all the children at the home. The club raised funds by running gymkhanas, rallies and something called "Suit and Dress Clubs". The brief article also reported that Saab



Len Lonnegren delivering a eulogy at the Convention for Ralph Millett, who passed away in December, 2002.

Motors was formulating plans for a National Saab Club.

A few months later, the next issue reported a Saab Club of America to be introduced in conjunction with the Little LeMans endurance race at Lime Rock, CT., on July 7, 1962; special Saab parking was being arranged; a special tent would be set up for Saab Club members, and a number of local Saab clubs had made arrangements to rally to Lime Rock to see the Saabs race. (The Little LeMans endurance races were run at Lime Rock, in northwestern Connecticut, for six years in the 1950's and 60's, and Saab won the coveted Index of Performance trophy every time.) For interested Saab owners who couldn't make it to Lime Rock, an application for membership in the Saab Club of America was included.

The next Soundings issue, in August, reported that Saab again won the Index of Performance award, as well as first in its class, and that the first Saab Club gathering was a great success. Over 250 Saab were parked at the race track and a large number of owners signed up for club membership. Mail applications, by the way, were to be sent to the Club secretary, Joan Deavor in Dauphin, PA. Special seating and parking was also being arranged for the next endurance race, a 12-hour grind on August 19, 1962, at Marlboro Motor Raceway in Marlboro, Maryland.

The next club mention came in January 1963, when it was reported that the Saab Club of Philadelphia was organized in August of 1962, and that the National Club at year's end had a total of 183 signed-up members, representing 28 states. Activities planned for 1963 included a Pocono weekend in connection with the ice races in the Poconos, another quite successful Saab racing venture, and a national convention in August. Provisions were made for Saab Club members to participate in a 12-day tour of Sweden organized for American Saab dealers.

Unfortunately there are no further mentions, either of the Club meeting at Marlboro, nor of any participation in the dealer trip to Sweden. I do recall being told that some club members had been on the dealer trip. Instead there was a short paragraph noting that the Saab Club of America will hold a business meeting in connection with the first Saab Owners' Open House at Saab's Connecticut headquarters in October of 1963.

The first Open House is reported to have attracted some 1,000 Saab fans to the New Haven harbor facility, all there to meet Erik Carlsson, to learn about service and parts, and to eat some 4,000 hot dogs and hamburgers. That's 1,000 persons at a time when the total Saab car population in the United States probably hadn't reached much more than 20,000! Today's owner conventions appear to generally draw around 500.

The report on the Open House includes a picture of a special desk for people interested in joining the Saab Club, while later 1963 issues of Saab Soundings promise a regular column on Saab Club activities. It was also noted that 75 Saab Club members attended the ice races on Lake Stillwater in Pennsylvania Pocono Mountains.

The first Soundings for 1964 reported that the Saab Club of America was headed by William Deavor, and that Larry J. Long of Arlington, VA, was membership chairman. Addresses and contacts for six local Saab Clubs were also provided, with clubs reported in Harrisburg, the National Capital Area, Baltimore, Philadelphia, Milwaukee, and Canada, headquartered in Pointe Claire, Quebec. A special service school session for Saab Club members was

also held in New Haven in June of 1964. Since I didn't report the number of people who attended, I can only assume there weren't very many there.

The 1964 Open House was reported as "the biggest ever", with about 1,200 Saab fans attending. The event also included the annual meeting of the Saab Club of America, where Richard Hansell of the National Capitol Area club was elected president. By 1965 the list of local Saab clubs had grown to 10, including new clubs on Cape Cod, Mass.; in Rochester, NY; Richmond, VA; on the "south shore" of Massachusetts, and in East Springfield, NY, something called the Turnpike Saab Club.

The next Saab Club of America meeting, the third annual, was again held in conjunction with the Saab Open House - which that year drew at least 1,500 visitors. Saab Soundings also reported that there were Saab Clubs outside of the US, in Israel, Holland, Belgium, and, of course, in Sweden and its neighbor Denmark. In addition to the New Haven meeting, the Saab Club also held its first Fun Convention in 1966, hosted by the Saab Club of Harrisburg. Activities at this event included a gymkhana, with blindfolded drivers, a midnight barbecue and a banquet with a number of speakers.

The 1966 Open House, again reported as the biggest ever, also included the annual meeting of the Saab Club of America, where Richard Hansell was reelected president. The other national officers were Lawrence Mason, Sr, of Sanford, Me, vice president; Mrs. Betty J. Krantz of Harrisburg, PA, treasurer; Lawrence J. Long of Arlington, VA, secretary; and Jeanne Fletcher of Baltimore, MD, membership chairman.

Unfortunately, it seems the national Saab Club was nearing the end of its existence in 1968. Saab Soundings reports that "despite rumors and reports, the club is alive and kicking", and urges more Saab owners to join, not exactly very positive signs. There are no further mentions of a national club in later issues of Saab Soundings. After four years of steadily growing attendance, the Fall 1967 Open House for all owners was reported as "postponed" until 1968. There was never another Open House. Although later issues mention local Saab clubs, including one in

Hawaii, and the formation of a Sonett club, there are no more mentions of any national Saab owners' organization.

It took many years before anything like a national Saab owners' organization arose again, and then with many thousands of more owners it really has taken another course. What killed the first club efforts? The early Saabs, with their distinct looks and sounds engendered what was a very special community, where every Saab owner would wave and honk when he met another on the road. With more models, and more conventional engines, I'm afraid the early community feeling faded, and maybe that's why the club community also disappeared. I am happy to see it back again.

*Len Lonnegren
Madison, CT*

99 Rally Car

After a 20-year hiatus, the competitive re-debut of the infamous Karen Anne, a '73 SAAB 99 L modified for rallying, was both a frustrating and an exhilarating experience. Killer B Racing and service crew Team Code Blue prepared and delivered her to the first annual Viking Challenge held during the 2003 SAAB Owners Convention (SOC03) in Hershey, PA.



Sean Mullady attaches a number plate to "Karen Anne", a '73 99 Rally Car.

Though not a stage rally for which Karen Anne was prepared, the inaugural Viking Challenge is a combination of Strength, Agility and Beauty as measured in the Dyno Run, Autocross and Technical Concours. "We thought the Viking Challenge would be a good re-debutante ball for Karen Anne", stated owner/team principle Sean Mullady. "Well, she wasn't ready to be ridden heavy yet. Call it a Bat Mitzvah."

The fun started the weeks before the event. Prep crew MeMyselfnI (MMI) spent extended waking hours prepping the car for competition. Not willing (nor is race car restoration lucrative enough) to get fired from their day job, MMI scrounged hardware a few hours each night after work & spent the weeknight hours of 7pm-2am actually prepping the car.

Upon arrival at the competition, the lack of sleep showed. Mullady slapped his head, waking himself up. "Oh, I forgot the trunk lid. I left it curing on the boat instead of curing in the trailer where it should have been." Also, the lack of trim, dangling wires, and remaining masking on the accent stripes attested to the restoration task triage.

In true rally car form, Karen Anne took and showed some lumps. "My driver took off without putting in my hoodpins. So my top was forcibly removed, showing off most of my goods," Karen Anne wailed. "To add to the indignity, my hood went 'CRACK' upon landing." Also, when her top was removed during a SOC03 party, "...some inebriated bloke stepped hard on my top while trying to get my engine rev'ing."

The biggest indignity came the next day. The physician's consortium of Howard, Fine, and Howard came to work on her Saturday AM. "While they might be good at cosmetic work, they are no heart surgeons." Karen Anne lamented.

While completing some plastic surgery (lens attachment), one of the trio noted that her twin fluid fuel-misting horns were loose. The Nixon tapes recorded the following Howard, Fine, and Howard conversation:

"" "I think those are loose."

"" "Yeah, they do wobble a bit. Whoop, whoop, wobbling wobblers!"

"" "They're probably sucking air."

"" "We should tighten it."

"" "Yeah, let me at her..LET ME AT HER!"

In the ensuing eye-poking, it is not known which of the trio got to her, but two broken carb mounts resulted. Luckily, Team Code Blue, made up of Paul Ellis, Roger Podob, & Killer B Racing team principle Mullady showed up, wrenched the quacks away, and saved the day. An experienced service crew with many years of reviving & wrenching on Saabs like Karen Anne, Team Code Blue decided on a plan to get her back into competition.

With Mullady ready to throw in the towel upon this latest setback, Ellis and Podob pushed on. "This is a Saab convention. Someone's got to have this (unique) dual Weber intake." And someone did.

John Whyland of Saab Savior, to whom Killer B Racing had earlier lent necessary equipment to get them repaired, kindly offered his intake for the day. Mullady philosophized, "Some times karma bites you in the butt; sometimes it licks your face...or is that dogma? I never get those right." Honorable mention goes to John Moncrief of Sobstory who also offered his intake & lent moral support.

Team Code Blue sourced the needed hardware, retrofitted the dual Weber DCOE 45 carbs and Whyland's intake, and got the lady onto the dyno. "We missed the autocross and technical concours, but all in all it was a good day." Mullady concluded as Karen Anne was locked down onto the dyno.

True to form, Karen Anne was not done for the day. She refused to turn more than 3000rpm (cause the dork/owner forgot to reset the max rev limited from 2700) and spewed coolant when a jury-rigged coolant line let go after unloading her from the dyno. What is next for the intrepid car and crew? Have no fear; the intake fixin' is near. Vintage race car restoration specialist and honorary Team Code Blue member Chuck Christ is on the case.

*Sean Mullady
Leonard,, MI*

Interview with Debra Kelly-Ennis

It was a week of firsts for Saab USA President and Chief Operating Officer Debra Kelly-Ennis: her first Owners' Convention, her first time meeting with Erik Carlsson and her first ride in a two-stroke Saab. Ms. Kelly-Ennis held a private interview and a public session at the Owner's Convention. The following report covers statements from both of those events.

She is very positive on Saab's future, saying that in the US the marque is in the midst of "the best performance in our 47 year history." Despite the financial handicap presented by the monetary exchange rate, Kelly-Ennis said all trends are up, including new car sales, certified

used car sales, and parts. The exchange rate was cited as one of the reasons GM chose to locate production of the 9^{2X} in Japan and the 9⁷ in the USA.

Loyal (repeat) buyers are up 13 percent, and fully 80 percent of purchasers are conquest buyers: i.e., people who owned other cars. She also stated that, "Saab does have the support of GM." GM has no other vehicle that competes directly with Saab, and GM considers every Saab sold as a sale they would have otherwise lost. Kelly-Ennis said that Saab is in the midst of a series of new car launches, "The most prolific period in the product's history." The "Launch Color" for the new 9³ Convertible, which was on show at the Convention and is on sale now, is "Lime Yellow" a color created by Saab's Chief Color and Trim Designer Maria Turnberg. The color Kelly-Ennis said, is a very fashionable one that was chosen for its ability to attract attention. Below the paint, the structure of the car is massive, "Three times the stiffness of our current car," Kelly-Ennis said. The 9^{2X}, a platform from Fuji Heavy Industries (makers of Subaru), will debut in mid 2004. "It drives like a dream," Kelly-Ennis said. "This car will herald the return of the hatchback and, for the first time in a Saab, All Wheel Drive. The expectation is to sell

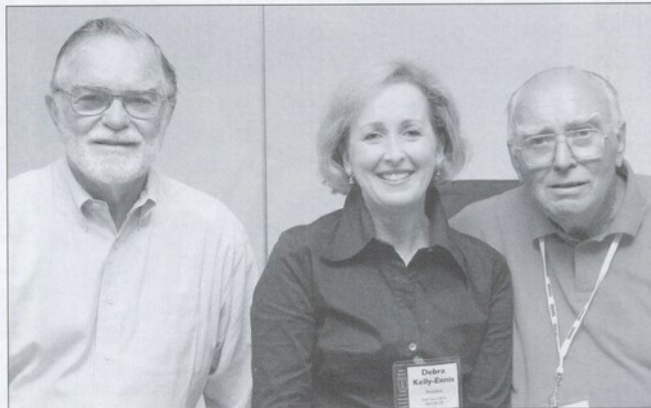
quarter of the people leaving Saab buy an SUV. "It's just very unfair to our dealers that people are leaving our line. It (the 9⁷) won't satisfy all of our needs," Kelly-Ennis said, "We (also) need a crossover vehicle. We are going to leverage a GM technology. It will be there for a period of time (to get to) our crossover hatch. This vehicle will be brought to production. Platforms today are very flexible," and there will be "substantial differences" between the vehicle it's based on and the new Saab, paying special emphasis on "driving dynamics and brakes" for the Saab SUV. The 9³ is seen by Kelly-Ennis as "The core of our product line." After the launch of the Saab SUV, the 9³ SportHatch, which Kelly-Ennis said is "already approved for production," will debut to restore the hatchback to the 9³ line.

When asked about dealers and the recent tendency for Saab dealers to be paired with Cadillac, Kelly-Ennis said that by the end of 2004 she expects 60-70 percent of sales to be from exclusive facilities, selling only Saab. "We have a renewed level of energy," she said. Saab prefers to "dual" with Cadillac (and Hummer) in markets that are too small to support a stand alone Saab dealer, but having a quality dealer is the first priority.

While television advertising is expensive, Kelly-Ennis said Saab and their advertising agency are looking into a "longer format" video to introduce people to the Saab range. Since then the commercials have been seen on CNN and MSNBC, with one reader saying, "Finally an ad for Saab that shows the cars being thrashed on a test track and twisty road. One that covers why Saabs handle well and why turbos are used."

On a more personal issue, we followed up on Ms. Kelly-Ennis's experience with the Aero Academy. Said she, "It gave me a better appreciation of the incredible performance of the car. Since I usually drive in traffic, mostly to and from the airport, I don't usually get a chance to experience how great a car it really is. My favorite part of the experience was being around a group of very knowledgeable, enthusiastic Saab owners".

Seth Bengelsdorf and Stephen Goldberger



SCUSA President Debra Kelly Ennis (C) with Retired President and CEO Robert J. Sinclair (L) and Saab Rally Driver Erik Carlsson. Photo by Stephen Goldberger

about 7,000 in the first year. The 9⁵ has received an update with better fuel economy and more power" for most of the product line. A new 9⁵ is at least two to three years away, according to Kelly-Ennis.

The Saab SUV, designed to broaden Saab's reach into new segments, will follow the 9^{2X}. Kelly-Ennis said that nearly a

Changing a 9000 Sunroof from Metal to Glass

In February, I took delivery of a 1991 Talladega Red 9000 Turbo. 1991 was one of those years where only the 9000 CD got the glass sunroof, and the hatchback did not. I suppose \$32,000 was not 'up market' enough for a glass roof.



A steel sunroof was standard equipment on 1991 9000S and Turbo models in the USA.

One of the things I like about the 9000 is the availability of a glass sunroof. To be able to see out while keeping the weather out at the same time is one of the attractions. But mine didn't come with the glass roof, and as is typical of cars of its age, the upholstery on the bottom of the sunroof was bad. Heck, it was actually missing in my car!



A missing upholstery panel gave further incentive to replace the sunroof.

To find the difficulties I could encounter in doing a swap, I took out the parts manuals. The sunroof in the 9000 was remarkably little changed over the nearly fourteen years of production. They pretty much got it right the first time. Unlike the earlier designed 900 power sunroof, the 9000 power sunroof (there are no manual sunroofs for 9000s) is completely self-contained. It could be assembled separately from the car, and the entire unit raised into the roof on the line, with only one electrical connection to make.

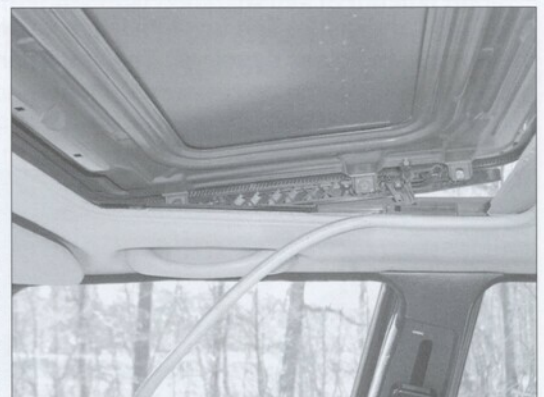
At the worst, I figured I would need to remove the whole assembly, but that means removing the headlining and some of the side trim. There had to be an easier way. The parts manuals showed me which parts were different between the metal and glass sunroof. Aside from the panel and upholstery, there were only two other parts that are different: the support arms and the slide rails. The support arms carry the roof panel for & aft, and tilt it, and the slide rail covers the track and keeps the support arm in place.

How goes the actual procedure? Well, the manual would seem rather complicated, because it does not cover this exact procedure. All the procedures are predicated on keeping the type of sunroof you already have, just repairing or replacing some part. When I read that the sunshade or upholstery can be changed without removing the whole assembly from the car, and that the sunshade is the last part you can remove, I knew it was possible to make the swap without removing the headliner or the sunroof tray. The same procedures can also be used to go from glass to steel. I am not sure why someone would want to, but it can be done.

It takes about 30 minutes to remove all the sunroof parts, and I was able to complete the swap in my 9000 – steel roof out and glass roof in – in just over an hour, including time for disassembling it partially twice, as I had forgotten to do something. Tools needed: Torx T-25 driver, Phillips #1 and #2 drivers, and Saab alignment tools or homemade facsimile (see sidebar).

Removing the steel panel

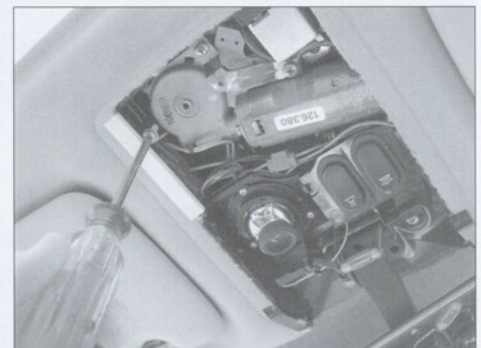
The first step is to remove the steel roof panel. Start by moving the sunroof back 15 cm or so. This can be done either with the crank handle or the motor. Remove the trim around the sunroof opening at the forward edge. Pull down the front edge of the upholstery from the roof panel. It is held there with clips, so gentle use of a screwdriver may be needed. Close the roof panel, and at the same time, pull the upholstery along with it. When the sunroof reaches its closed position, the upholstery will be hanging below the edge of the opening. Slide the trim all the way back, exposing the bottom of the roof panel.



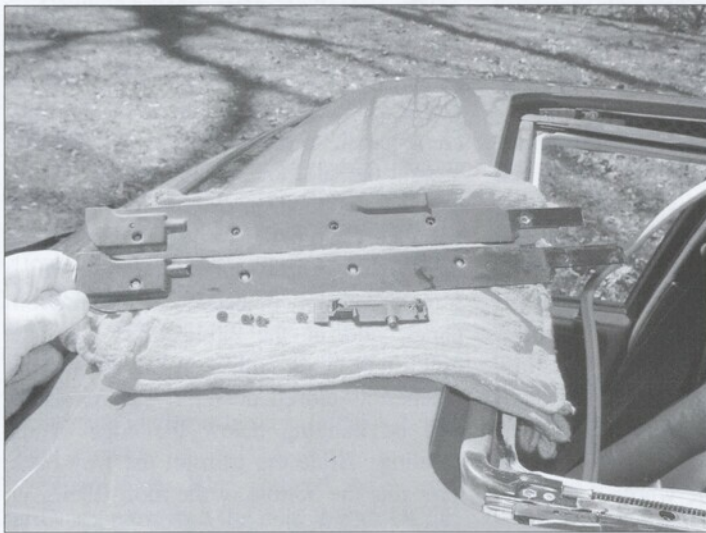
Remove trim from around sunroof opening.

Remove the six T25 TORX screws holding the sunroof panel. Fish them out if they fall off the driver. Lift off the panel. Remove the trim around the overhead switch panel. Remove the three screws holding the sunroof motor and let the motor dangle by the wires. This frees the sunroof cables.

From the outside, push the support arms back between 5 and 10 cm. Unscrew the slide rails making sure not to mix up the two kinds of screws. There are machine



Remove the screws holding the sunroof motor to free the cables.



Slide rails and guide. The top item is the steel panel rail, and the lower is the glass panel rail. The small item in front is the guide and is common between steel and glass panel sunroofs.



Support arm out of the track

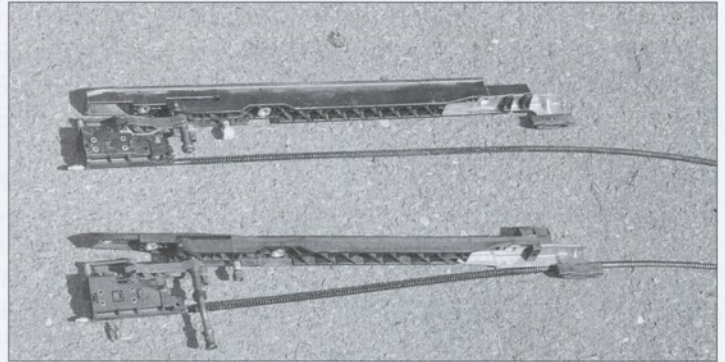


Upholstery being removed

screws (fine pitch, rounded head) and sheet metal screws (coarse pitch, flat head). Also remove the small plate to the rear on top of the track.

Push the support arm forward, raise the tilt mechanism, and withdraw the cable from the tube. Pull the upholstery panel forward and out of the tracks

Place the old parts someplace safe so that you won't mix them up with the glass roof pieces.



The support arms. Top: for glass panel, bottom for steel panel.

Removing the glass panel

Before moving on to installing the glass roof, I should cover removing it, as the procedure is slightly different than it is with the steel roof. This is especially important as you will likely be getting the glass roof at a junkyard.



Sunshade and frame in position.

Slide the sunshade all the way back. Open the sunroof 5-10 cm, and unscrew the 5 screws holding the frame to the roof. Put these in a safe place. Close the sunroof, and tilt it up at the back. Slide the frame all the way back. Remove the two rearmost Torx screws, close the sunroof, and remove the four front screws. Lift off the panel.

As above, remove the slide rails and support arms. Slide the frame out and off of the rails, and slide the sunshade forward and lift it out.

Installation of the glass panel

Put the molding back along the front edge of the sunroof opening. Install the sunshade, making sure the guides are properly

on/in the tracks. Install the frame, also making sure it is on the guides at both sides.

Install the support arms by sliding the cables into the tubes. Make sure you've got the right one for each side. Fit the slide rails, making sure you have the right ones for the glass roof mechanism, and that the screws are in the right spots.



Glass sunroof includes a sliding fabric panel.

Push the support arms to the 'closed' position. Using the Saab tools, or homemade replicas (see sidebar), align each side. These tools must remain installed until the first two screws are tightened down.

Look at the bottom of the motor. On the large gear, there is a dot. Rotate the mechanism (easiest to do with the crank handle) until that dot is pointing through the center of the smaller gear. This is the closed position. Install the motor.



View the sky during inclement weather.

Lift the glass panel into position. Use a piece of cardboard (about 1mm thick) between the back of the panel and the roof for spacing. If you don't use this piece of cardboard until at least the front 4 screws are fitted, you run the risk of having a high-pitched whistle at speed.

Level the panel (not the edge gasket) with the roof surface all around & tighten the front 4 screws. Remove the cardboard and special tools. Tilt the roof up at the rear and fit the rear screws. Slide the frame forward, then lower the sunroof, then open it some. Fit the frame retaining screws. Enjoy your 'new' glass sunroof!

Larry West

Photographs by the Author



Enterprising readers may compare this to the first photo and calculate by the angle of the shadows just how long it took to complete the job!

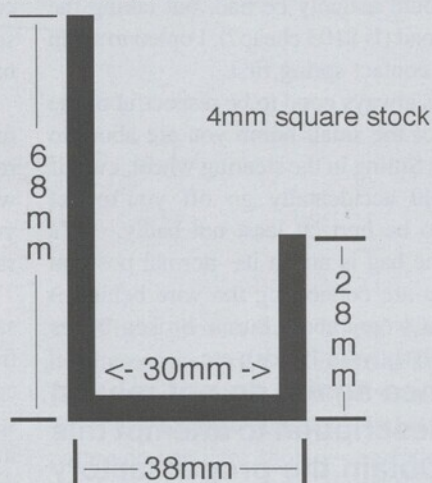
Saab Special Tool for aligning the 9000 sunroof

The Saab part number for this tool is 82 92 500. I am not certain if this is for the pair, or individually. You should be able to make your own from some square stock. It needs to be square, as the holes are square.

The tool is shaped like a squared off 'J', the longer part being the part that does the actual alignment, the shorter end just providing a handle, and something visual to remind you the tool is installed.

The stock is 4mm square. The 'short' end is 28mm long from the tip to the outside edge of the stock. The long end is 68mm from the tip to the outside edge. The 'loop' of the 'J' is 38mm outside to outside, or 30mm on the inside.

Saab Tool 82 92 500



SRS Contact Spring

WARNING: DO NOT ATTEMPT THIS PROCEDURE WITHOUT CONSULTING THE PROPER FACTORY MANUALS! FAILURE TO FOLLOW THE PROCEDURES CAN RESULT IN INJURY AND POSSIBLY DEATH!

I replaced the 'contact spring' in the airbag system in my 1991 9000 turbo. The 'contact spring' connects the steering wheel and airbag module to the dash wiring for the airbag and horn. The spring consists of a stationary portion, screwed to the steering column support, a long, flat wire with 4 contacts (2 for the airbag, 2 for the horn), and a movable portion that rotates with the steering wheel.

The spring unwinds and winds up, depending on which way you turn the wheel. This maintains contact between the airbag and the airbag control unit. Often, especially on older cars with a few miles on them, something in the contact spring breaks, and a failure code will be set in the airbag ECU, indicating high resistance to the airbag unit (or detonator).

That was the scenario in my 9KT. The "SRS" light came on and blinked for 10 minutes, then stayed on. A Tech 2 showed the high resistance codes, and clearing them only brought them back again. The bag itself could actually be bad, but taking the cheap road (is \$103 cheap?), I opted to swap out the contact spring first.

It is always good to be respectful of the power of the small bomb you are about to handle. Sitting in the steering wheel, even if it should accidentally go off you're not likely to be hurt, at least not badly. It's when the bag is not in its normal position and you are connecting the wire behind it that you worry about burns, broken bones (particularly your hands), etc.

Once again, do not rely on this description to attempt this job. Obtain the proper factory manual and follow the procedures outlined in it.

The first thing is to disconnect the negative battery terminal. Then, go away

for a minimum of 30 minutes. I didn't question, just did it. This is the factory procedure.

Make certain the front wheels are pointed straight ahead, and the steering wheel is centered. After the 30 minutes or more have passed, use a Torx T-30 driver to break loose the screws holding the airbag unit to the steering wheel. Space is tight in a 9000, and a normal driver won't work. In a pinch, you could move the steering wheel a bit, but make sure it gets returned to center before removing the wheel.

The screws are captive in the steering wheel, and only hold the airbag with a couple threads. Once they are loose, you can pull the airbag unit away from the wheel. Carefully remove the white connector at the center of the airbag. Place the airbag unit metal side down in a safe location.

I then disconnected the horn contacts, and loosened the nut for the steering wheel with a 22mm 1/2 drive socket, and removed the steering wheel. Note that the wires must go through the hole in the wheel one at a time. The connector housings will not fit out at the same time. Set the wheel aside.

The process for removing the contact spring from the steering column varies from C900 to 9000. At the least, you need to remove the trim that surrounds the stalks. On the C900, the manual says you must remove the entire fascia, but you may be able to get to the screw without that. On the 9000, just remove 4 screws, and remove the trim.

Remove the two screws holding the contact spring and remove the contact spring. Disconnect the wires from the wiring harness.

Install the new contact unit, first removing the tape that prevents it from rotating in transit. Connect the car side wiring to the wiring harness (don't worry, you can't mix them up). Replace the steering column trim.

Now the interesting part. The manual says to set the contact spring to 3.5 turns from the clockwise stop. Check the new contact spring to see if there is a different spec. Mine had a yellow label that said to set it to 2.5 turns (in 4 languages). This gives you about the same number of turns each side of center (which is where the wheels are, right?), and there are more turns available than the steering wheel will make (unless you disconnected it from the rack).

This is why it is critical that the wheels are pointed ahead, the steering centered, and the contact spring set properly. If you don't, you can easily break your new \$100 contact spring by turning it too far.

When you're ready to put the wheel back on, make sure the contact spring has the wires at the top, and the 'pin' at the bottom. Run the wires into the hole in the wheel, and set the wheel on the splines. The contact spring will center itself in the holes.

Tighten the nut (don't forget the washer!) holding the wheel on. Connect the horn connectors. Re-route the wires for the horn contact through the rubber slots in the wheel.

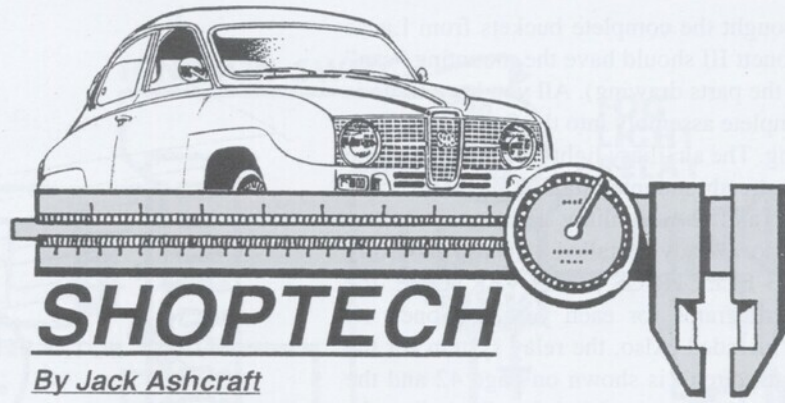
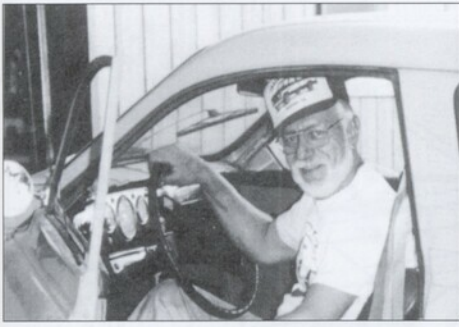
Pick up the airbag unit. Carefully connect the wire to the back of the unit. Set the airbag in place, and tighten the two screws at the back of the steering wheel.

Now start the car. The SRS light will NOT go out. You need a Tech 2 or SRS tester to reset the ECU and lights. Without resetting the ECU, the airbag may not work, even though everything is functioning properly. Once a code is set, only the Tech 2 or SRS tester will clear it.

Having a Tech 2 on hand, I connected to the SRS ECU, and cleared the fault codes. The SRS light only comes on now when the car is started. Success!

Larry West

The supplemental restraint (airbag) is a life-saving device. Improper attempts at repairing this device can render it inoperative in the event of a crash or expose those attempting the repair to the force of an exploding device, causing serious injury or death. You may never find your nipples again. This article is not for the untrained. We know there are many skilled professionals who read NINES and we have printed this article for their benefit. This procedure is not for the untrained. NINES and the SCNA strongly discourage tampering with supplemental restraint systems and will not assume responsibility for injury or death resulting from attempting the procedures contained in this article. -Ed.



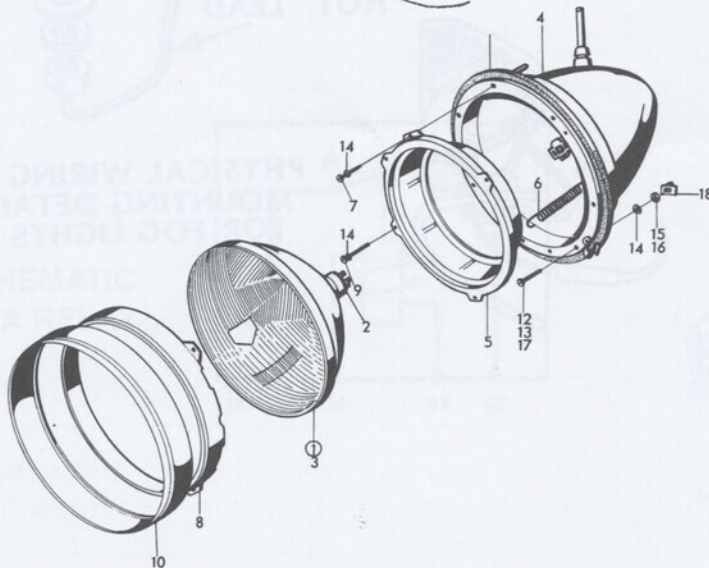
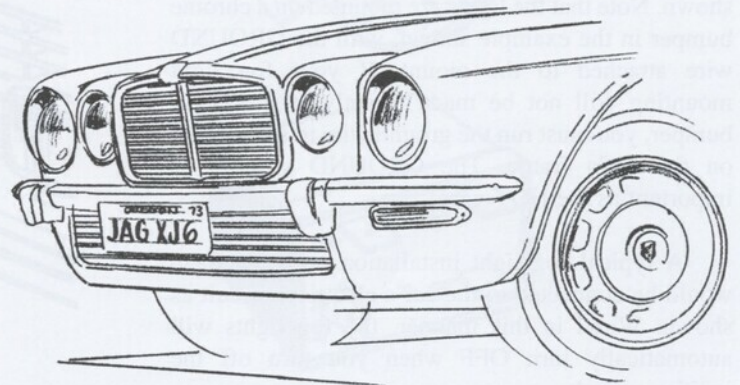
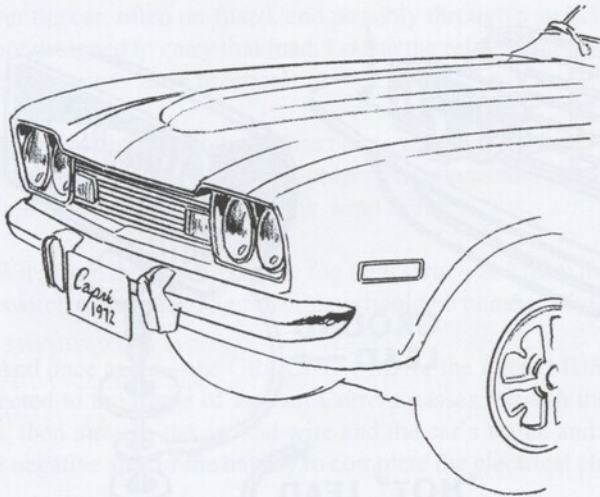
By Jack Ashcraft

SONETT III DRIVING LIGHTS

INSTALLING FOG LIGHTS

Many Sonett III owners have asked me where to get the driving light assemblies for their wee Troll. Here's the deal:

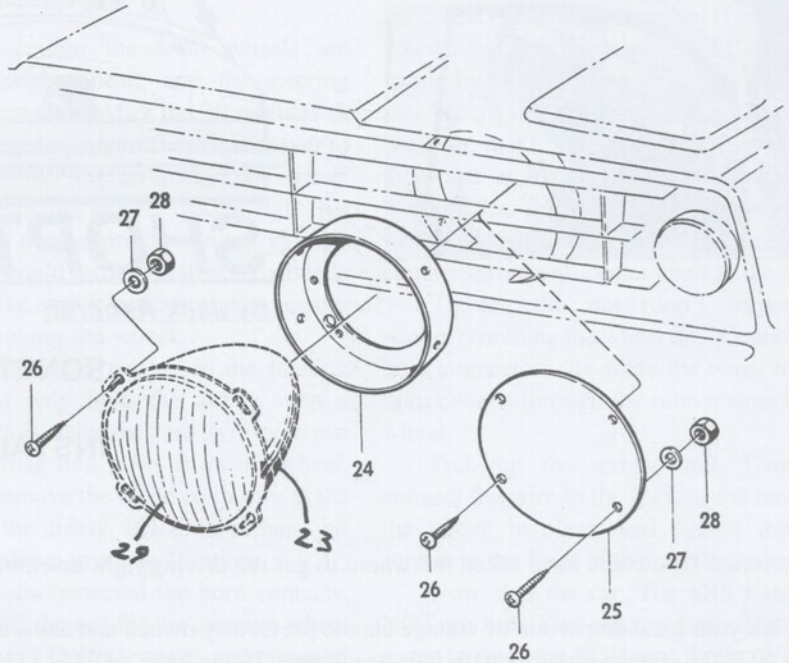
Visit your local emporium of vintage classic previously owned and abused vehicles (junk yard). Look up a Lincoln/Mercury Capri of the 1971-73 vintage, the cars with four headlamps. If you have a QUALITY and very snooty abused vehicle recycler, you may find a Jaguar XJ-6 of the same vintage.



These British built bombs had four-headlamp sets by Lord Lucas, the Prince of Darkness, and that's what you want to bag. You only need the complete bucket and the parts you need are shown—essentially the whole bucket, screws and all. If they are rusty, pass and find another car.

Saab bought the complete buckets from Lucas and your Sonett III should have the mounting "can" (item 24 in the parts drawing). All you have to do is bolt the complete assembly into the Sonett and hook up the wiring. The auxiliary lights relay is one of the set of three already mounted in all Sonett III cars at the factory, and the auxiliary lights switch and wiring is also already installed. If you have my book, SAAB ELECTRICS FOR EVERYONE, the full wiring diagrams for each year of Sonett III models are included. Also, the relay system for the auxiliary light circuit is shown on page 42 and the wiring for just the front end lighting (including the auxiliary lights) is shown on page 44a.

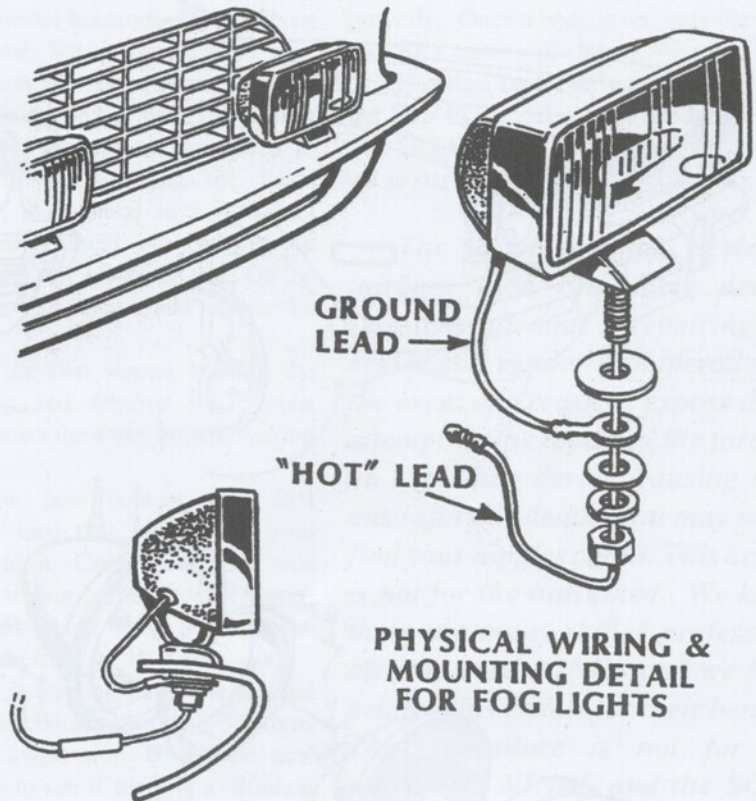
I would suggest you install NEW sealed beam units—quartz halogen are the best—as the old units you find Ye Olde Junque Emporium could be 30+ years old. Install the extra lights and enjoy a lot better night visibility.

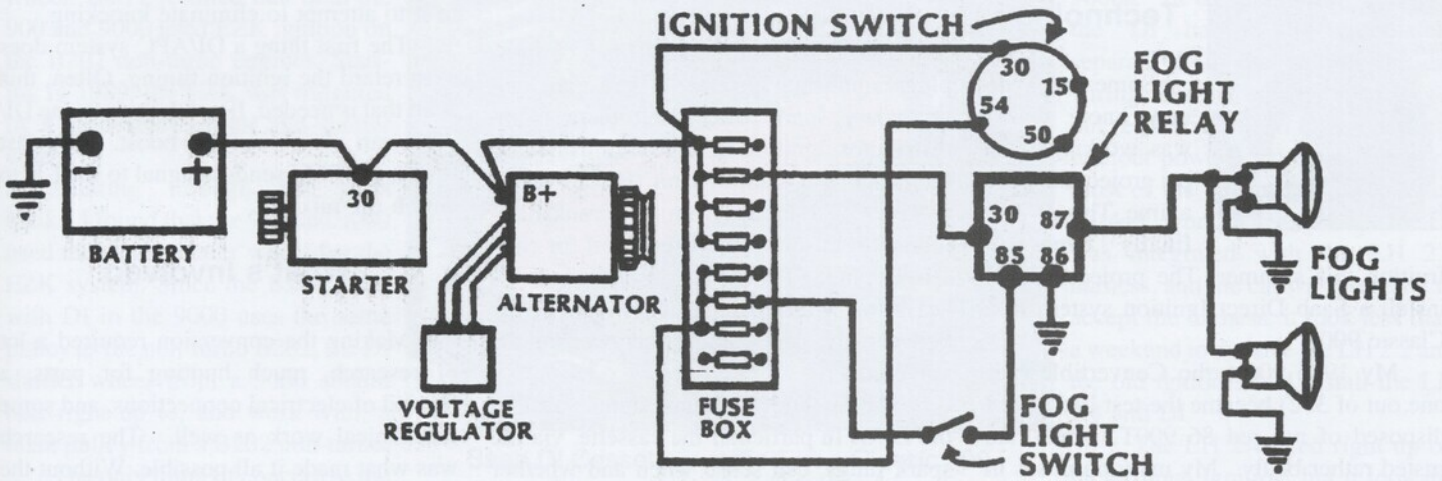


INSTALLING FOG LIGHTS

Any auxiliary light should be wired into the car's electrical system using a relay and proper GROUNDING. A typical fog light installation is shown. Note that the lights are mounted on a chrome bumper in the example shown, with the GROUND wire attached to the mount. If your fog light mounting will not be made directly to a STEEL bumper, you must run the ground wire to some point on the car's frame. The GROUND wire is as important as the HOT wire!

A typical fog light installation on a V4 Saab would be connected to the car's electrical circuit as shown. Wired in this manner, the fog lights will automatically turn OFF when you turn off the ignition switch.





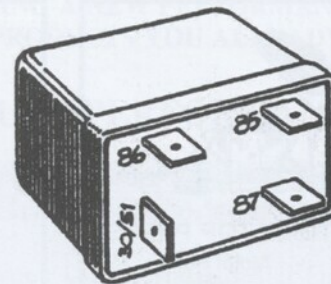
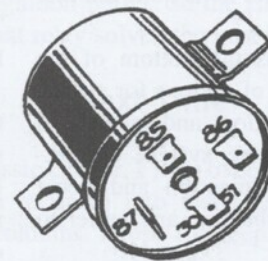
Four-connector relays come in various shapes, but almost all are wired the same INSIDE, if they are numbered on the base as shown. A schematic representation of a four-connector relay is also shown here.

The purpose of a relay is to keep heavy current from running all over the car, often un-fused, and possibly through a switch that was not designed to carry that load. Locate the relay as far forward in the engine bay as is practical.

The wire running from the fuse box to terminal 30 on the relay should be number 12 gauge, no lighter. All connectors should be soldered and insulated with shrink wrap tubing.

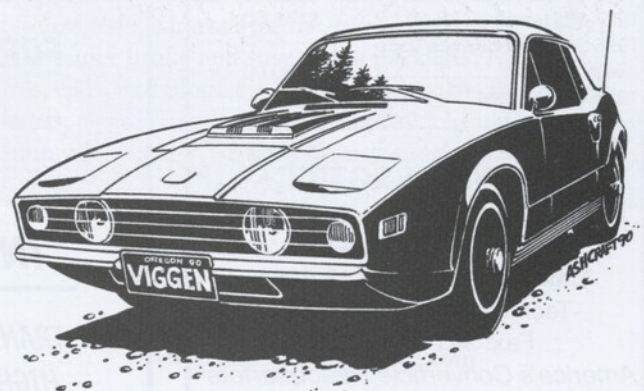
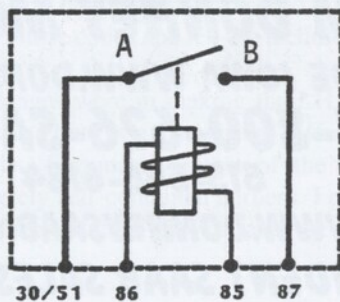
Wire from the fuse box to the fog light switch and from the fog light switch to terminal 85 of the relay should be number 16 gauge.

And once again—the GROUND wire for the lights MUST be connected to the frame of the car. Current passes through the fog lights, then through the ground wire and the car's frame and back to the negative side of the battery to complete the electrical circuit.



DIFFERENT RELAY SHAPES -- SAME JOB

SCHEMATIC OF A RELAY





Advanced Technology

Some of you may know that I was working on a pet project for quite a time. This project finally came to fruition this summer. The project was to install a Saab Direct Ignition system in a Classic 900.

My 1986 900 turbo Convertible (yes one out of 352) became the test bed after I disposed of my red 86 900T, which had rusted rather badly. My main purposes in making the conversion were to bring the advanced technology to one of my 900s, and to prove to myself that it is feasible. Whether it is all "worth it" is quite another discussion.

Performance was the bottom of the list. There are plenty of options for a Saab with Hall Effect ignition, and indeed, an aftermarket, stand-alone system that replaces the ignition, injection and boost control is probably cheaper, and easier to install.

How it Works

Saab Direct Ignition (DI) is a coil-on-plug ignition system. There are no secondary spark wires, and there is no distributor. Ignition timing is controlled by the Electronic Control Unit (ECU), which receives a signal from a crankshaft-mounted sensor. There is one coil for each spark plug. These are mounted in a "cassette" which fills much of the valley between the cams, and is screwed to the valve cover.

The cassette also sends signals back to the ECU. In particular the cassette, via the spark plugs, can sense when and whether combustion actually took place in the combustion chamber. This tells the ECU on startup which cylinder is firing, and synchronizes the timing. On cars with Trionic, the cassette also functions as the knock sensor).

The original DI system replaced only the hall-effect ignition system. Later systems (and the only ones imported to the USA) included Saab's Automatic Performance Control (APC) boost control, creating DI/APC. The advantage here is

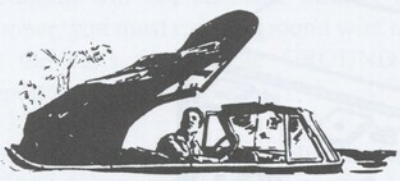
that the system has two avenues available to it to attempt to eliminate knocking.

The first thing a DI/APC system does is to retard the ignition timing. Often, this is all that is needed. If not, however, the DI/APC can also bleed off boost. As a last resort, the ECU sends a signal to the LH to enrich the mixture.

What's Involved

Making the conversion required a lot of research, much hunting for parts, a myriad of electrical connections, and some mechanical work as well. The research was what made it all possible. Without the hours spent poring over manuals, parts fiche, and service bulletins, the job would have been a lot harder. One benefit to doing this type of conversion with a Saab is that Saab has been such a small company, that they tend not to change things unless absolutely necessary. I concentrated on locating the common areas in certain systems between the 900 and 9000.

To give you an example, the shutter wheel that controls the DI was one area that I needed to research. The 900, not having a



SAAB CONVERTIBLE TOP PARTS


Top Cylinder \$120	Motor Pump \$199
-----------------------	---------------------




Hold Down tension cables \$29.95/pr
 1987-94 Stayfast Canvas Tops
 with heated glass window \$499.00
 1987-94 Headline, black \$149.00
 1995 Stayfast Canvas Tops
 without glass \$1150.00
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'01 9⁵ Aero, 60K, BBS 2-piece rims, ONLY \$19,700.
 '00 9³ SE, AUTO, 55K, Beautiful, inside and out, \$13,990.
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'94 9000 CS, 135K, Lots of miles left, \$5400.
 '88 900S 124K, 5-speed, \$2395. One of Saab's prettiest colors, Malachite Green.
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DI system, doesn't have a DI shutter wheel. But, I recalled that both the 900 and 9000 used EZK ignition on the B202 non-turbo engines. Starting in 1989, the EZK was triggered by a crankshaft sensor and shutter wheel.

Hunting through the parts books, I found that the 900 and 9000 used the same shutter wheel for the EZK system. Since the B202 turbo with DI in the 9000 uses the same pulley as the non-turbo B202, the DI shutter wheel from a 9000 should bolt right up to, and work with, a main pulley from a B202 non-turbo.

The only thing of concern to me was that Saab made a change in the DI shutter wheel about the time they went with the B234 motor. This was of concern because I had looked at the two pulleys and there was a disparity in the drilled holes that mount the shutter wheel, when looked at in relation to the crank keyway. I solved this mystery by looking at the oil pump covers. The crank pickup sensor was rotated (relative to the cylinder centerline) on the B234. This rotation corresponded to the rotation of the holes in the pulleys.

Collecting the parts can be easy or difficult, cheap or expensive. I was very lucky in my parts gathering, picking up used DI cassettes for \$10, ECUs for \$20, etc. Still, I probably spent on the order of \$600 to \$700 just for the used parts (but I also have almost enough parts to do it again). That included \$150 for a 195 HP 1990 9000 'red box' ECU, and \$150 for two wiring harnesses.

At this point some may be wondering if it's worth the cost. Admittedly, other systems can be bought that have greater controllability, so unless you're like me and just like the challenge, another aftermarket system is probably a better 'deal'.



Saab DI Cassette installed on a Classic 900.

Injection

Though the LH 2.2 should be able to work with the DI/APC, I opted to also upgrade the injection system to LH 2.4. The main impetus behind this was improved troubleshooting ability through the electronic tools. The LH 2.2 has no 'codes' to be read. The LH 2.4 does, though they are not always helpful. But this would match well with the ability of the DI to store codes and tell the technician what is going on.

Probably the biggest challenges were in making the LH 2.4 happen in a car built for LH 2.2. There is extra wiring, different circuitry, and relocated circuits. Fortunately, most of the LH wiring is contained in a completely self-contained harness. I only needed to deal with the interface between the car and the LH harness.

Wiring

I was able to work with the LH 2.4 harness off of the car to integrate it with the DI. Making the DI work was easy, as I tracked

down some DI wiring from two 9000s. In the 9000 with DI/APC, the DI harness is completely separate from the rest of the car wiring. It's not exactly easy to get out (especially from a junkyard car without power), but it takes care of most of the wiring needed to make DI/APC work in a 900. Once the DI was integrated with the LH 2.4 harness, and the car was prepared to accept the harness, it took less than a weekend to remove the LH 2.2 and the old ignition, and install the LH 2.4 and DI.

The LH 2.4 fired right up on the original ignition, but it took me a few starts and a check of the

wiring to get the DI to fire. There was no problem with my wires, but an ignition amplifier that was still installed in the fuse box was pulling down the ignition pulses, so the LH would not give and fuel! Removing that relay solved the problem.

Next Time

In the next Classic Corner, I'll go over in more detail the parts needed, and begin to delve into their installation. This series should run 3 or 4 columns. I hope I'll keep your interest!

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Nuts and Bolts

While some products are designed and built according to the intuition of the designer, in an automobile every single part reasonably believed to be critical to the safety or integrity of the vehicle is engineered according to strict standards. It's not impossible for the engineers to "get it wrong" once in a while, but by and large, you don't find wheels falling off or engines throwing parts due to the wrong fasteners. Reputable auto parts suppliers will provide fasteners of the appropriate grade when you tell them the application for which you are purchasing parts. When you buy fasteners on your own at a hardware store or industrial supply house, it is your responsibility to ensure compliance with the design standards.

What about the brave world of eBay auctions? We found the following:
This auction is for a NEW set of wheel lug bolts and washers for 1 wheel, soccer ball design found on Saab Sonnet (sic). This auction is for 5 bolts and 5 washers. I have more of them for you if you are a winning bidder and need more than 5. Replacing old, rusted lug bolts will add 100 MPH to the looks of your sonnet (sic). Instruction

sheet with correct torque specifications, installation procedures and tightening sequence, included with this auction. This auction is for one set of 5 bolts 5 washers and instruction sheet only.

We wrote to the seller with the following question: "Are these genuine Saab parts with a Saab part number attached or stamped? Are these bolts 'graded' (as in DIN 10.9 or 12.9) and appropriately marked?" He answered, "There is no markings on them." (sic)

"Metric," or Deutsche Institut fuer Normung (German standardization body, DIN) fasteners there are always marked, usually with 2 pieces of information:

- 1 A manufacturer marking which simply indicates the company that manufactured the fastener.
- 2 The strength class which consists of two numbers separated by a decimal point. Common classes are 4.8, 8.8, 10.9, and 12.9. The number of the left indicates 1% of the tensile strength in MPa, or N/mm2. The number on the right indicates the proportion of the yield strength in relation to the tensile strength.

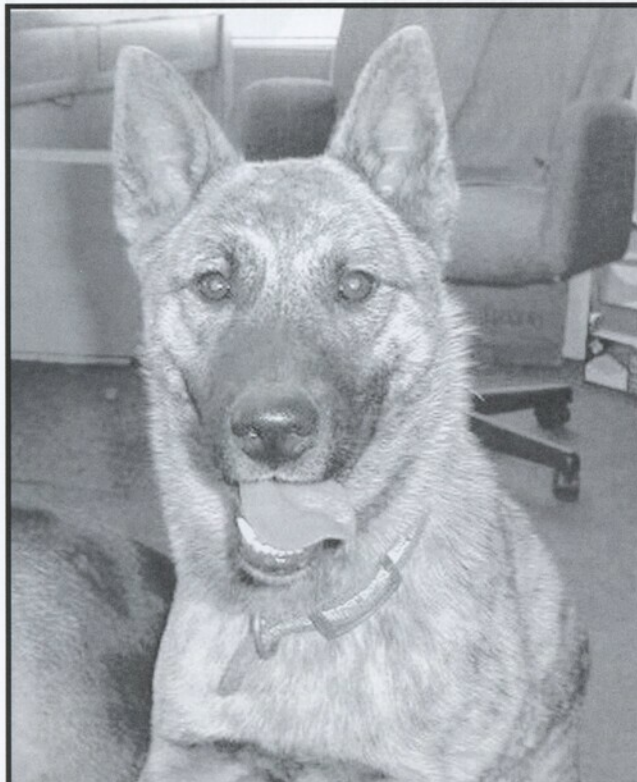
Take for example 10.9, the class marked on the bolts for our BBS RK wheels.

Left Digit 10 (Tensile Strength) Right Digit .9 (Yield Strength)
 10x 100 = 1000 MPa = 1000 N/mm2 - tensile strength
 .9 x 1200 = 900 MPa = 900 N/mm2 - yield strength
 The conversion factor for psi is 145, so:
 1000 MPa x 145 = 145,000 psi - tensile strength
 900 MPa x 145 = 130,500 psi - yield strength

"American", or Society of Automotive Engineers (SAE) fasteners are assigned "Grade Numbers" and usually have arcane markings on the bolt head to indicate grade. For example, a "Grade 8" hex head fastener has six raised lines forged onto the bolt head, lining up with the "points" of the hex. Grade 8 fasteners have a yield strength of 130,000 psi and a tensile strength of 150,000 psi.

Compare these numbers with those for "mild steel", from which an unmarked fastener could be made, which are 36,000 psi yield and 56,000 psi tensile strength. Buyer beware, and by the way, don't ever buy Saab parts from someone who doesn't know how to spell "Sonett."

*Stephen Goldberger, Editor
 North Canton, OH*



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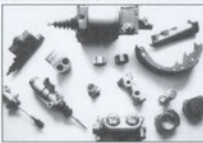
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It's with a certain amount of irony that in the issue celebrating the 2003 Saab Owners' Convention, we have in our President's Corner the news that until now there have been no suitable proposals for the 2004 Convention. One of the benefits of having a National Club was supposed to be the easing of the annual scramble to find a suitable location and an eager Local Club to host the event. Our situation may not be as bleak as it seems, for even as Dan Orzano's column was arriving in my inbox, the "grapevine" was buzzing with the fact that no proposals had come forth. I know that Board Members are working to solicit bids, and hopefully the next issue will have a convention site announcement.

In the meantime, for those interested in attending the International Meeting, the Danish Clubs have set the schedule. The International Meeting is a bi-annual event which is supposed to alternate with an Open House at the factory in Trollhättan. The 2003 Trollhättan event was effectively canceled when Saab announced a substantial layoff of employees, believing that hosting a party in the face of so many job losses was not in good taste.

I think the 9³ Sport-Hatch really delivers on the promise that has been in the 9³ line all along. It brings the kind of breakthroughs in style and function to small wagons that the 2004 Convertible brings to that segment. Setting aside some of the show-car extravagance, it looks like it could roll down the production line tomorrow.

It won't. Early 2005, perhaps after the winter holiday

shutdown, is my guess, and in the meantime there will be Audi A4, Jaguar X-type, BMW 3 series, and Volvo wagon sales that could just as well have been Saab. I have this discussion with Saab officials regularly about the pace of model introduction. They are sympathetic, of course, no one wants to see holes in the product line, but then the argument goes on to the number of models under development, support for the 9^{2X} and 9⁷, and the limit on engineering resources. Excuse me, didn't Saab lay off much of the engineering department after the Sport Sedan was launched? Isn't Saab now integrated with GM of Europe, with projects assigned across product lines? I certainly understand the concept of being able to accomplish only so much with the resources at hand, and understand cash flow. I also understand that the current 9³ line will come to an end, the factory will be retooled, and something different will take its place. Slow product introductions will not forestall that day, they will only reduce the number of vehicles produced with which Saab can amortize its investment.


You could be excused for thinking that this issue is the Larry West Commemorative issue, with two major 9000 technical

articles along with his Classic Corner. Larry had sent the 9000 articles some time ago, and it was time they were published.

The scope of Larry's 9000 activities illustrates a change in 9000 ownership that has occurred over just the last couple of years. As the Classic 900 models have gotten older, finding them in good shape becomes more difficult. The new generation 900 models, by extension through the 9³, seem to be more current models with strong pricing. Thus the 9000s are becoming the shade-tree mechanics' Saab of Choice. I don't think they will ever achieve the popularity among the "home wrench" set that the C900 continues to enjoy, primarily because they were never sold in large numbers. This limits the market potential for aftermarket parts, just as the economy of scale dictates that Genuine Saab parts will remain costly. They have however, emerged from the "luxury car" status now enjoyed by the 9⁵ to appeal to a wider range of owners. Having owned a number of 9000s over the years, I am confident that the inherent ruggedness of the design and the durability of the materials and finish will keep them in service for a good long time. The 9000 still sets the benchmark for combining passenger and cargo space and great driving properties in a compact, relatively light body.








As we went to press, an energy bill was working its way through Congress. One of the provisions of the bill is the extension of tax credits for purchasers of hybrid, and alternative fuel vehicles to include diesel cars and light trucks. In my discussions with Saab officials over the years, the prospect of the diesel powered Saab models being imported to the US had been regarded as extremely unlikely.

There are good rational arguments on both sides of whether diesel powered cars are an advantage. Direct gasoline fuel injection can narrow the fuel economy advantage, diesel engines are inherently heavier and more costly than a gasoline engine of the same power, they



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are inherently more polluting, and diesel fuel generates more carbon dioxide per gallon of fuel used than gasoline. Conversely, diesel engines can require less maintenance because there is no ignition system, there is inherently less engine wear due to the lubricity of the fuel, there is less risk of fire in crashes because the fuel is less volatile, and even with direct gasoline injection, the higher compression ratio of diesel engines yields better fuel efficiency. Great strides have been made in reducing emissions from diesel engine automobiles, to the point that they can meet current Federal emission standards (although not those of California).

I have learned however that rational arguments frequently are not relevant in defining automobile trends, especially in the United States. Fashion and psychology can play a much larger role, as witnessed by the plague of lumbering SUVs that crowds our shopping mall parking lots. That's what they mean by "off-road", isn't it? At one time diesel powered cars made a sizeable proportion of Mercedes Benz sales in the USA, and I know that the cost of fuel is not the deciding factor for people buying a Mercedes Benz. It was the fashion at the time. A tax credit could be the spark to ignite a national buying frenzy in diesel powered SUVs that flows over to automobiles. I hope that Saab is watching closely. They have a pretty good lineup of diesel engines, but they are mostly available only as standard shift models. To sell into a diesel market in North America, they would need to broaden the automatic transmission availability, since even the barest economy cars are expected to have that feature. At present, the 4 cylinder 2.2 liter TiD 95 is the only diesel powered Saab available with an automatic transmission. The 3.0 V6 95 diesel and the 93 diesel are available only with standard transmissions. That wouldn't be fashionable.

Finally I would like to explain the meaning of the photo clip that heads the column in this issue. The gentleman with whom I am shaking hands is Seth Benglesdorf, who will be the Editor of NINES Magazine beginning with the next issue. For now I will continue to hold the title of "Publisher", and subscriptions, renewals, fulfillment and advertising will remain my responsibility. I will keep contributing to NINES for many years to come, and remain available to Seth to provide what help he needs as he guides NINES to the next level.

I appreciate all the good wishes I have received over the years from the readers. It's always been my goal to put the readers' interests as the highest priority, and that is one reason for the change. I have been Editor and Publisher for just short of 5 years. I look forward to working with Seth, who is eager to make his contribution to this long running publication.

Seth writes:

I'm a Saab nut. My family's first Saab was a 1960 96 that my father brought home used. He felt sorry for the seller, what with the snow tires on the wrong (front) wheels. My father drove the car between his post-graduate work in Albany and our home in Westchester County, NY. My dad would turn the key, and I'd pull the plastic handle on the pull starter. I was hooked!

My first Saab was a 1964 96 two-stroke (with the factory Sun Shine Roof) that took me to and from college. I traded that car for a 1968 Sonett V-4, which I still own. I have a Broadcast/Journalism-Communications degree and have been a newspaper reporter. I've owned 95's, 96's, 97's, 99's, 900's, and 93's.

Saabs are different, and always have been. A car is a car until you get really possessed and delve into the tangibles (seating position, control layout) or intangibles (how you feel behind the wheel when the car is at a stop light, or how the car makes you feel when others see you stopped at the light). Even before the first showroom visit, there is something you've seen or heard about the car that gets the hook into your psychological anatomy. I believe that Saab owners, like their cars, like to feel different. It's why people buy a Saab as opposed to a cookie-cutter Camry.

A good friend of mine bought a Saab on my say-so. He has his choice of rides. He chose a Saab because he knows how much I like my Saab, and he's driven a number of the Saabs I've owned. It's what I do. It's what we all do, and I'm glad to be part of the group.

I will be an enthusiastic champion of the group and the brand for all Saab people. I look forward to introducing, or re-introducing myself to each of you, and making sure that NINES is able to incorporate the sensibilities of all Saab owners.

Feel free to contact me by email: nineseditor@earthlink.net. Send article submissions, suggestions, gripes, comments and criticisms. Thanks!

Seth D. Benglesdorf

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1997 900 SE Turbo Navy Blue, Auto, 72,000, \$9,500 obo 2nd owner Excellent Condition. 3-Door Beige Leather, Power Windows, etc., ACC, Cassette w/ 6 Disc CD Changer, Cruise Control, Heated Seats, 2 sets of Alloy Wheels. Maintained by SAAB mechanic over 72,000 miles needs nothing. TSN #031001myeom. Michael L. Yeomans, Pawtucket RI tag=031001myeom (617) 210-3836

1996 900S Biege, Auto, 85,000, \$7,805 Excellent condition, Always garaged, Dealer maintained, Automatic transmission, Power Sun Roof, 6 CD Changer, Alloy Wheels, Leather Interior, Must sell now. Dick Rome, Loveland CO tag=030922drome (970) 290-6240

1994 9000 CSE 2.3 Turbo Black, Black Leather interior, 5spd, Aero Comp., new tires, clutch, brakes. ACC comp, and headliner. 218,000 hwy miles. Meticulously cared for. Excellent condition. \$4,200 OBO Leon Larson Gainesville Fl. 352-331-5907 leonj7@aol.com

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NOTE: "tag=123456abcd" is shorthand code for TSN email responses. <http://www.saabnet.com/tsn/class/classmail2.php3?tag=123456abcd>
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1995 900SE Black, Manual, 74,000, \$7950 Black Leather speed, 24 valve, V6, 6 cd changer, phone system, Sunroof, power everything, in excellent condition at 74,000 miles. Cover Included Alex Askew, North Babylon NY tag=031018aaske (631) 513-0336

1990 900 Turbo 4-door Green, Manual, 135,000 \$4,000 obo. Rare 1990 4 door 900T, green/beige leather, excellent conditio. ABS, air bags, factory CD, PIAA fogs, 4 extra wheels/hub caps, Original owner, all records. Don, Clovis, CA (559) 230-5838

1988 9000 Turbo Black, Manual, 153,000, Fast and smooth, mechanically sound. A/C works in-dash CD player and speakers sound marvelous. Cosmetic issues: sagging headliner, cracked dash, slight impact crease on drivers side doors, a couple of small rust spots. TSN#031105gabbo Greg Abbott, Minneapolis MN tag=031105gabbo (952) 224-5089

1988 900 Turbo Convertible White, Manual, 149,000, \$3,500 obo. New top, tires, stereo w/CD & satellite radio-ready. 2 careful owners, new bumpers, every 3000 miles oil, all maintenance receipts Maroon interior, driver's seat has some cracks. custom floor mats & parade boot too. Carole Rivera, Chamblee GA tag=031101crive (770) 488-6296

1988 900 Turbo Rose Quartz, Manual, 116,146, \$5,250 Stored winters - rust free. 3 spoke alloys with new tiger paws, fog lights, sun roof deflector, and spoiler. No crack dash, new burgundy headliner, clean leather seats, and radio with tape player and graphic equalizer/analyzer. The A/C was recharged this summer. Photos on request. 30 mpg, and doesn't leak on the garage floor. Robert Janovick, Sparta WI tag=031112rjano (608) 269-3071

1987 Saab SPG Turbo Gray, Manual, 134,000+, \$1,500 Engine, trans, and tires are good. Needs: clutch, front wheel bearings, headliner, window motor, and some minor mechanical and cosmetic stuff. I can get parts at great prices. Edward Novak, San Francisco CA tag=031009enova (415) 269-9776

1987 900T Rose Quartz, Manual, 101,000, \$6500. 3 door, leather, mint. Not driven winters, many extras. 4 snows on steel wheels, Super Inca with Bridgestone RE71 less tan 3500 miles. David L. Adams, Beechwood, OH. adamsjrdl@aol.com, (216) 514-9677

1980 900 GLE \$3250. Classic 1980 body upgraded with 16 valve engine, transmission, clutch, and many cosmetic items from comparable 1992 model. Well maintained (by exclusive Saab mechanic) with all records. Dan Berkowitz, Portland, OR. Brody666@easystreet.com, (503) 284-1144.

1978 99LE White, Manual, 110,000, \$1,500 Starts instantly, engine runs great. New: front calipers, clutch, fuel accumulator, battery. Fairly new brake master cylinder, speedo, rear shocks, rear caliper. Repainted. Third owner. Miles estimated. little rust. Needs headliner. NOT A PARTS CAR! Runs great, handles great. Tom Upton, Pipersville PA, tag=030928tupto (215) 766-2382

Parts and Miscellaneous

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Parting out 97 9000CS Light Pressure Turbo. 5spd. Citrin Beige Beige Leather. 86,000 miles. front end damage: hood, headlamps, grille, core support, etc. Vehicle runs, motor sounds very healthy, transmission shifts smoothly, slightly worn driver's seat, otherwise the interior is good. Email or call for parts available and price quotes. Morgan Lockwood, Girard PA tag=031030mlock (814) 774-3102

1992 9000 Parts Parting out 2 1992 9000's One 200hp turbo automatic one "S" model automatic, both have very good bodies, turbo has reconditioned head with flow tested port job. Many good parts, call with needs. James Bauer, Harvey's Lake PA tag=030924jbaue (570) 639-1075

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Wanted, Saab 95 restored or perhaps in very good shape, willing to pay top dollar. Please contact via e-mail. Charles Jagielski, Duxbury MA tag=030924cjagi (781) 837-3213

Wanted, 1986 900 Convertible. E-Mail or call me with details. Will travel coast to coast for right car. Engine and/or trans missing or not running ok-no rust buckets, please! Joseph P Smith, Voorhees NJ tag=031123jsmit (856) 768-8295

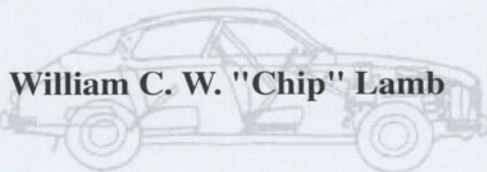
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