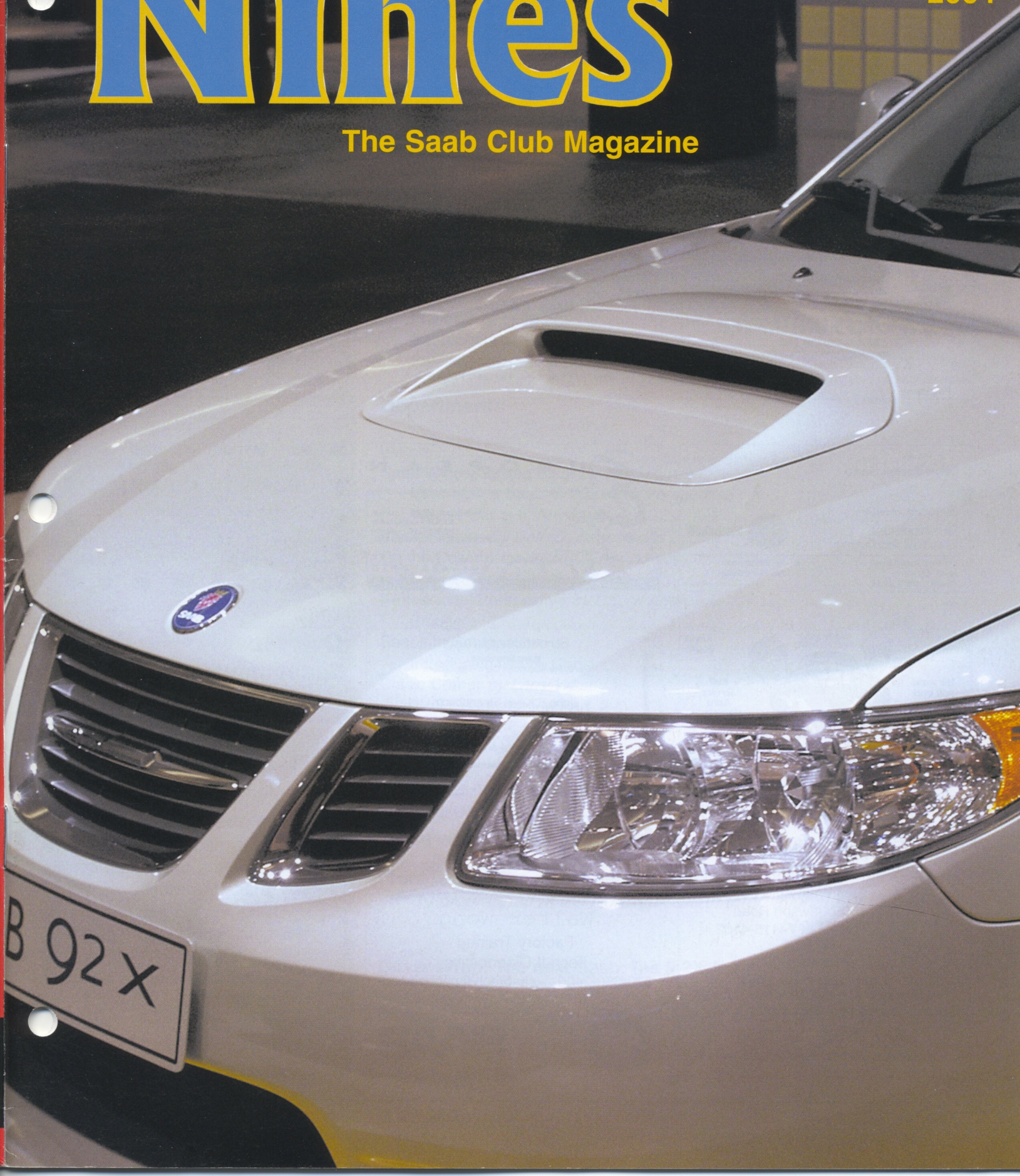


Nines

The Saab Club Magazine

NINES #267
JANUARY/FEBRUARY
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


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Front Cover: The next Saab: the 9-2X Aero

Photographed at the North American International Auto Show by Stephen Goldberger

Cover Wrap: The next Saab: the 9-2X Aero

Photographed at the LA Auto Show by Dick Lague

Saab Saves A Life

Dear Editor:

On the night of December 5th I was driving my 1993 Saab 900s home after visiting my girlfriend at work and getting a sandwich. I was going around a blind corner doing about 30 m.p.h. when another car - without its lights on - came racing around the corner the other way. I spotted it at the last second, swerved and missed him. He kept going, of course. And just as I was about to pull back onto the road I hit a tree at 30 m.p.h. Big oak tree at least four or five feet wide. I was able to get out and walk away.

pened. I know the car was totaled, and I was told that if I had been in another car, I could have been hurt really badly. I guess Saab's motto is, "Everyone Walks Away". I loved

Since I was in a Saab that night, the car saved me from serious injury and pain. I'll miss my car a lot, but it did what it was



Pete's car, in better days



Pete's looking for one of these!

I hit the tree on the passenger side. To tell you the truth, I would have thought the car would have sustained much more damage than it did. I also expected the hood to come through the windshield or something equally dramatic. But I don't think that much hap-

that car so much.

It saved my life and I wish I could save it. I'm definitely buying another Saab. I'd like an SPG because I love the look of them.

suppose to do, save me.

Thanks, Saab!

Peter R. Lockart
Glens Falls, NY

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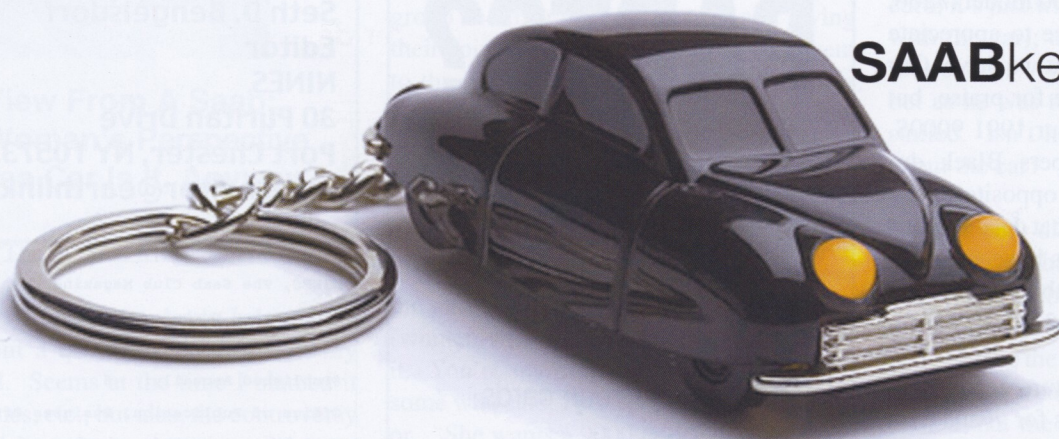


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Love Those 9000s

Dear Editor:

The new status of the 9000 model (#266, page 37) gave me a chance to appreciate again the two 9000 cars that we drive. Our Aero is the obvious choice for praise, but the really amazing car is our 1991 9000S. It has bumpers. Real bumpers. Black, durable bumpers. The exact opposite of the delicate, bulbous balloons that decorate cars today. How many minivans have you seen with very expensive basketball size indentations in their rear corners?

Another wonderful feature of the 1991 9000S is VPA. VPA stands for visual park assist. No need for expensive beeping sonar or rear video cameras on this car — we can actually see out of the car with our eyes. Today, people are spending huge sums on SUVs with solid rear axles. We got ours for tens of thousands less! In 2004, Toyota and Chevy will spend millions to trumpet the convenience of their 5-door hatchback offerings - again, been there, done that in the 9000.

I've heard that BMW dealers strongly recommend that LoJack be installed on their cars. Something about not everyone who wants their cars actually buys them. The 9000 had the opposite problem: people who wanted its features didn't even consider it. Not great for Saab, but it is great now for NINES' members. Of course, the early 9000's appetite for high margin repair parts is great for Saab, but at least lousy resale value leaves lots of money for repairs.

When we are ensconced in those fantastic heated seats, enjoying the great driving feel and position, confident in its all-weather performance, tank-like safety and incredible interior versatility, we are grateful for its sensible and durable exterior as no one gives it a second look.

In a market filled with look-at-me vehicles, the 9000 is the best statement of all.

Josh Jablons
Montclair, NJ



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Reported By The Associated Press January 8, 2004:

The government is investigating Saab's 2003 9-3 sedan after receiving 16 complaints of the vehicles stalling without warning.

The stalling led to at least one reported accident but no injuries, the National Highway Traffic Safety Administration said Thursday. The stalling allegedly occurred during cruising, acceleration and deceleration at speeds of up to 40 m.p.h.

Saab spokesman Kevin Smith said the company is aware of the problem and believes it can be solved if dealers reprogram the vehicle's computer with 2004 software. He said Saab intends to recall the vehicles, but hasn't yet notified consumers.

The agency said some consumers reported that dealers have already reprogrammed their vehicles and fixed the problem.

Smith said there are about 30,000 9-3 sedans on U.S. roads.

Submissions to Letters are always gratefully accepted!
Send them to:

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View From A Saab: A Woman's Perspective Whose Car Is It, Anyway?

"The 9000 is MINE!"

A few NINES issues back, I shared the news about a quandary going on in my household. Seems at the time I blamed it on hormones, etc., but alas, the controversy has reared its ugly head again and I must deal/share/whine about it. And, since this is my article, darn it all, I will!

As you know, we were blessed with a second child in August. Mason James Payne is home now from seven weeks in Children's Hospital in Minneapolis and I am the crazy, busy but happy mom of two boys. But alas, the car space with two boys and two car seats continues; ie. not enough room or a tight fit for the baby car seat! After the pressure and stress of the last few months, I have won the car switch saga! I get the 9000 and he gets the 9-3.

At the time this controversy started, we weren't overwhelmed with the gravity of our child's health. The fact that the new car seat we had purchased didn't fit tightly enough in the 9-3 brought the controversy back full stop. One day I stopped and realized, wow! I won the controversy! Whoa, stop the presses - I won?? This was such a hotly contested debate and hubby was RIGID and whiney about losing his precious 9000. In the early summer I heard things like I didn't understand the gem this car was and couldn't treat it well enough. You would think the bumpers were gold plated, with all the grief I was getting.

"It's just a car," I thought to myself. But after our lives were flipped upside down with a sick infant, it seemed silly to fight over such a thing, and he was giving and kind and genuinely understanding about my quandary of space with two kids. I did do

the "touchdown/end zone" dance once it all hit me. It actually cheered me up and took my mind off things. But the honeymoon only lasted a short while. Before I knew it, hubby had again whined to the Saab internet group and they were up in arms and giving their opinions. I think hubby probably went to the garage late at night and cried at his loss, and all the Saab community joined in his distress.

Hubby whined primarily to his chat board of Saab enthusiasts, and once they got wind that he had sacrificed his prized possession, the gloves were off. Only a few responses (women who posted) said, "Hey, get over it. You're married!" But then there were some who said, "It's your car, take it back," or, "She wants a 9000, buy her one!"

He came home laughing and informed me of the trauma I had caused. I stared at him blankly, as he was obviously expecting me to say, "Oh honey, I have seen the error of my ways. How could I have taken this from you? You are right, I betroth the keys of the magic mobile back to your hands."

No, I'm sorry. I laughed right back and said, "Oh well. We're married and we share everything, plus we don't need a third car." He didn't say anything right then, but I knew this was not the last I would hear. Then I got the coaching.

Before I was allowed to "have the car" I was given instructions. My Mom was present during this lecture and was as moved by it as I was. It went as follows:

1. Watch out when you park, the front air dam is low. I can break it if I pull too far forward in a parking space.
2. The car is wider, be careful not to hit curbs going around corners; and
3. If you hold the boost down too long, the car will hit the fuel cut-off, so don't floor it too much.

During this surmised lecture, it was like Charlie Brown listening to Miss Othmar, the Peanuts teacher, "When you have the car, whah whah whah whah whah whah, blah, blah, blah." I didn't really get it. I also ran

this instructional piece past my girlfriends because it seemed to me that a) I do watch out when I park but not super closely, plus I didn't know the car had a front air dam; b) it would only be a matter of time before I hit a curb, it's just what I do (I did it the first day with the car); and, c) what the hell is the fuel cut-off? They laughed, as did Mom, but as he was telling me my "rules" I just smiled. Isn't he cute when he gets flippy about the car?

Not only did I get "the rules" but also side notes of things to watch for. The best one was the other day when he wanted me to start the car and pull it into the driveway to make sure the clutch wasn't "squishy" due to the cold weather. He was gravely concerned that the car was failing and would require serious work. I understand the concern regarding expensive auto repairs, but there was nothing in driver's ed class that prepared me for a "squishy" clutch. I again heard "blah blah blah" but I didn't feel anything and this all falls under my "don't ask" category. I figure it's just his lot in life.

So what's the moral of the story? I'd love to say, the wife wins all no matter what or you'll lose certain privileges, but that would be untrue. In fact my November issue of baby magazine, *American Baby*, talked about the *quid pro quo* of marriage, and Dr. Phil had a woman on his show last month who got diamonds, furs and clothes if she indulged hubby whenever he wanted. It's obviously a la-la land they are living in and this isn't an issue for *Cosmopolitan* so I'll stop this discussion now. I'd just say that I just need some more space, or the car seat to fit correctly for me in the 9-3.

Hubby obviously loves this car, and I am more than willing to turn it back over. Winning for awhile is enough for me, and I'm just thankful to have both my boys home and a husband that stands with me through the good and the bad. I love his quirkiness!

And here I swore I would never use the word "quirky" in an article!

Backpressure

Welcome, all!

Backpressure is what I call my editorial comment, and it will usually appear toward the back end of an issue of NINES, but since this is my first effort as editor, I wanted to start off at or near the beginning.

The new Saab 9-2X is a Saab. Or it isn't.

We'll get back to that in a moment, because whatever your take on the wee beastie, you are reading this publication because you are interested in Saabs. I've always found in my travels that Saab people are interesting, passionate, opinionated people. They are a force to be reckoned with, and are made up of some of the nicest people imaginable.

I've been to a number of National Saab Conventions. I've spent time watching John Moss,

Saab's head technical trainer, delve into the finer aspects of Saab brakes. I've edited the New England Sonett Club's quarterly publication, *North East Writings on Saab*, for more than nine years. I've watched Saab move to a decidedly up-market position.

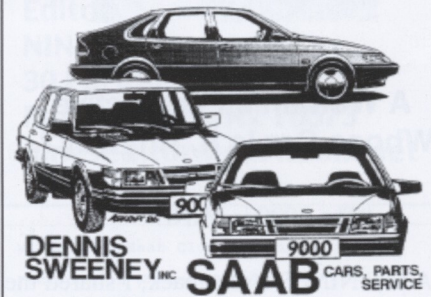
Before we get too far afield here, allow me to introduce you to what journalists call a "jump". Not something you find in a standard autocross course, a "jump" means the article you are reading is continued on another page, often far away from here.

I hate jumps. You'll rarely, if ever, see one in this publication. Except for now.

Kindly See Page 34

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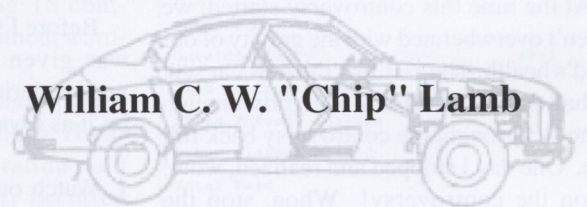
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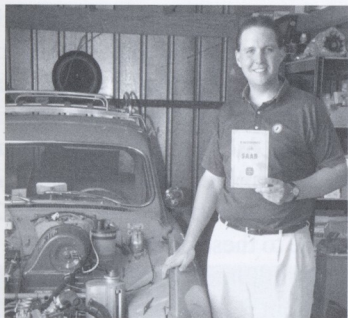
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Even A Free Saab Isn't Free or How Not To Profit From Natural Disasters

It's been my month for free Saabs. That is, Saabs which were given to me by folks who had them sitting around for a long time and needed them to get gone.

Take Jim in Williamsburg. Jim flew bombers in World War II, and later worked for the Army as an engineer and consultant, traveling between nearby Fort Eustis and to vendors such as Sikorsky Helicopter in Milford, CT, in one of three Sonett IIIs he owned during the 1970s and early 1980s. His wife, Ruth, drove a DKW, a '65 96 and even later, one of the aforementioned Sonetts, to her job as an engineer at NASA's Goddard Space Flight Center.

The legend, or so it seemed, of these three derelict Sonetts has been following me around since I first arrived in this area more than seven years ago. Invariably, as someone saw me going around town in one vintage Saab or another, they would ask if I knew what happened to Jim and his Sonetts. I did try to get hold of him once or twice, and when that proved futile, I gave up.

Fast forward to a month or so ago: I got a call on a Monday morning inquiring whether or not I'd be interested in some Saabs. Turns out Jim had two trees fall squarely on his garage during the recent hurricane, and needed to get the cars out of there to reconstruct the roof of the garage. Two cars, a 1973 and a 1970, sat in the garage for about 20 years; the third, a 1971, was rusting away peacefully under a tree alongside the building. This afternoon I will finish making all three cars roll (the brakes were very, very stuck,) and ready to board the trailer to come back here. As 'payment'

for the Sonetts, I've endeavored to clean Jim's garage for him and haul away the debris, which ranged from 50 years of back-issues of aviation magazines, a seized 2-stroke 96 engine and out-and-out trash. As Jim is 79 years old and his wife, Ruth, is in ill health, I felt it was my civic duty, if nothing else, to finish the job I was asked to do in removing the cars. Two will end up being parted out, and one, the 1973, is such a nice solid and complete car that it will be sold as an easy restoration project.

Another, and perhaps more interesting tale, is that of the Sandy Saab, a Silversand colored 1967 96 2-stroke which an individual down in Virginia Beach had been asking me, on and off for about three years, to come down, inspect, and possibly cart away. Every time I would plan on going down there, the owner would be off on a job somewhere, well out of town. As of a month ago, his last e-mail dated March 2002 was still sitting at the top of my in-box. But just short of a month ago, I received another email indicating that the time had come to deal with the 96, as he had injured his back during the hurricane. I made arrangements to come down the following weekend and deal with the car. On a Sunday afternoon, I towed the trailer down and retrieved the Sandy Saab from its resting place of the last 14 years, prior to which it had been in the original owner's garage across the street for about as long.

Of course, being that nothing is free, the automatic transmission in the "Lust Bus II", my 1989 Chevy conversion van, decided to strip what linings were left off the 3rd and 4th gear clutch packs, and I limped van and loaded trailer home in 2nd gear that night. It was a long ride! The transmission has since been rebuilt for heavy-duty use: 9 clutches on the 3-4, an RV/Towing torque converter, and a massive secondary air cooler to supplement the inadequate cooling of the radiator's internal transmission fluid cooler. To top that off, the Sandy Saab is still occupying prime real estate in the middle of the shop while the local Gas-Tank-Renu outfit takes yet another stab at fixing the tank which, of course, had 27 years of varnish, rust, and very old gas-oil mixture in it on arrival. Of note, the Saab's formerly

frozen locks and latches have all been freed up, the original paint is about 2/3 buffed out to a very presentable shine, and rust is just about non-existent.

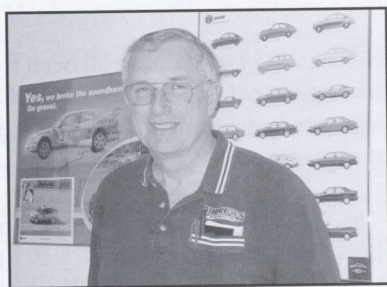
The Sandy Saab, though, is just too nice of a car to do a quick fix-and-sell job. I just can't pass up 'damned original' 96s when I find them. For a car which has been sitting as long as this one has in relatively proper storage, it ends up being something that I want to keep. Furthermore, the story behind said car is too interesting to just discount. The original owner bought the car new in San Francisco, and used it to drive to the Bering Strait in Alaska. Why? Said individual was a CIA agent, and despite the rather noticeable profile and early-warning system of a 2-stroke exhaust, the agent drove his Saab to spy on the Russians! As I sorted through the spares which came with the car, I found a lone .44 Magnum shell casing at the bottom of one of the boxes. Indeed!

In any event, and with any luck, the Sandy Saab will be sitting on fresh rubber and with a properly siphoned fuel tank in the course of the next few weeks. I'm looking forward to driving this most basic of 2-stroke 96s shortly, as this car is still fitted with Koni shock absorbers and a GT twin pipe expansion chamber and exhaust system. JP alloys (from one of the Sonetts!) are in the process of being polished and their lugbolts out now for cadmium plating in Pennsylvania. Getting this car ready for some good reliable use has taken time and resources which I would gladly have spent anyway, but as the old saying goes "Don't ask for that which you want, you might get it!"

Hoping that all Saab folk got what they wanted this holiday season! My best to you!

William "Chip" Lamb
West of Sweden SAAB
Charles City, VA

Professional Perspective



SLUDGE

You may be one of the fortunate car owners who doesn't know about oil-borne engine sludge. It could happen to your car! I would suggest that you re-read John Lippis' and Stephen Goldberger's articles in NINES #261, about engine oil. In my article I hope to give you information that is basic and not as technical, but will help you understand the danger that even your Saab faces.

First of all, be aware that the oil carries about 40% of the heat from combustion and

friction inside the engine. About 20% of the oil by volume is made up of the additives, the rest being the base stock oil. The components in the additive package include detergents, sealers and corrosion inhibitors, among others. Each oil company or brand combines a base stock and blend of additives to lubricate the engine and meet specific performance standards. These standards would meet and/or exceed those specifications stamped on the container in most cases. If you want to know which oil you should use, the label on the container should match what the Saab owners' manual calls for. All engine oils are not the same.

There are several ways to describe the sludge problem. Generally, when engine oil additives are depleted and oxidation residues combine with combustion by-products, sludge and varnish are formed in the engine. Sludge is a thick, tar-like form of deposit, while varnish is a thin colored coating.

During my research for this article, I have found that virtually every brand of

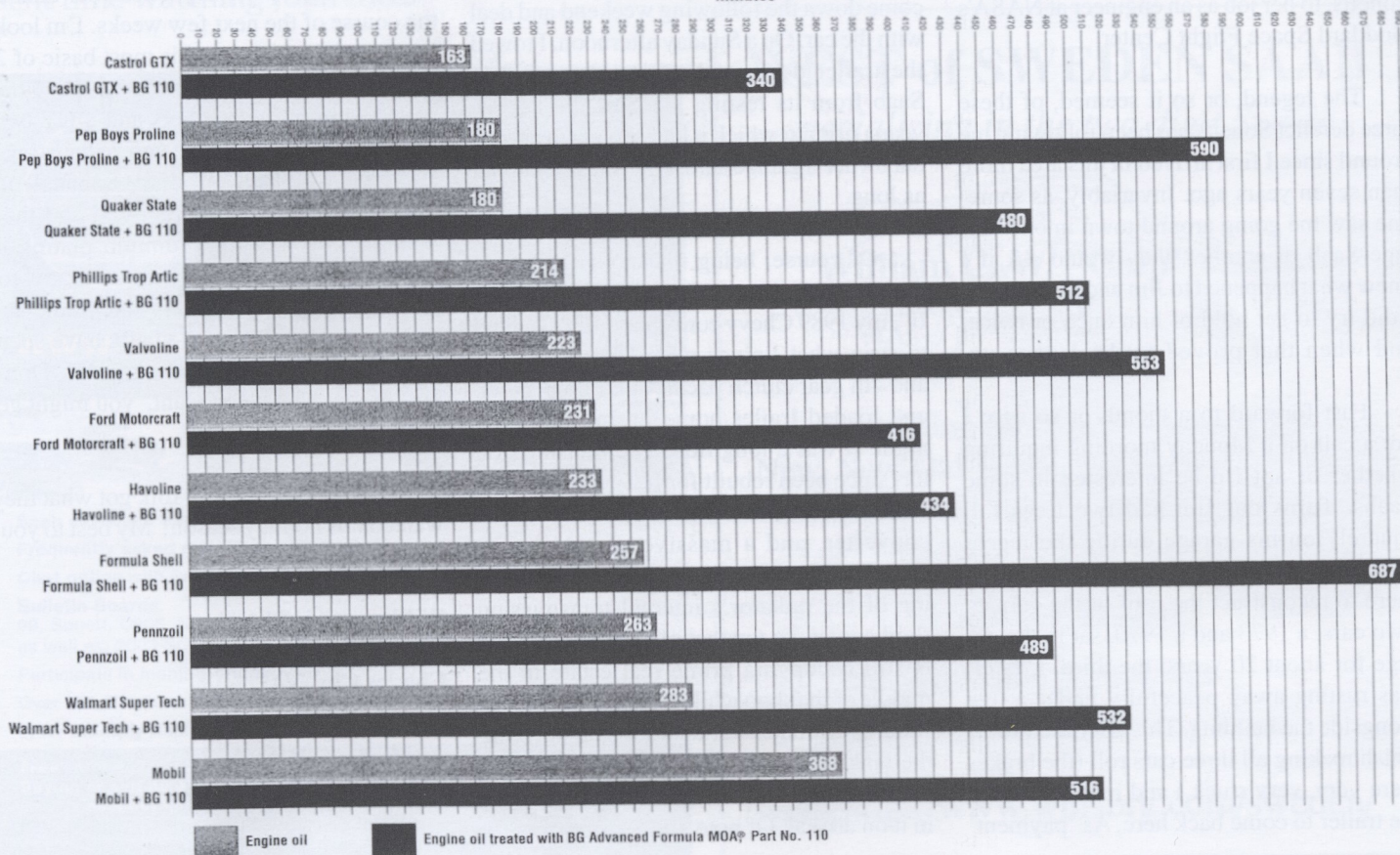
car has had complaints about sludged engines. When the sludge plugs the oil pick-up screen or the oil passages are plugged or impeded, the result is engine damage or failure. Toyota/Lexus probably has the largest documented problem today. Both V6 and 4-cylinder engines built from 1996 to 2001 seem prone to these problems. Toyota sold about 3.3 million of these cars and to date has had about 3,100 complaints.

As a result of these complaints and publicity evoked, the warranties on these engines were extended to 8 years from the date-of-purchase (new) and unlimited miles in that time frame. This number of problems amounts to one percent of the total car sales. While this is a significant group, it is certainly not overwhelming. However, it might seem huge if you were one of the owners that had a problem!

I read in AutoWeek On-line that an engine replacement cost of \$8,000 was being quoted to replace Toyota engines before the warranty policy was changed. The description I read that was attributed to Toyota (who still claims that they didn't

API SL Engine Oils, 5W-30 TFOUT Test—ASTM D-4742 (Modified)

minutes



have a problem) stating that oil gelling occurs when oil becomes contaminated, thicker, and no longer lubricates the engine, leading to engine failure. Toyota claimed these problems were from extended oil changes only, yet many of the owners documented 4,000-6,000 mile oil changes.

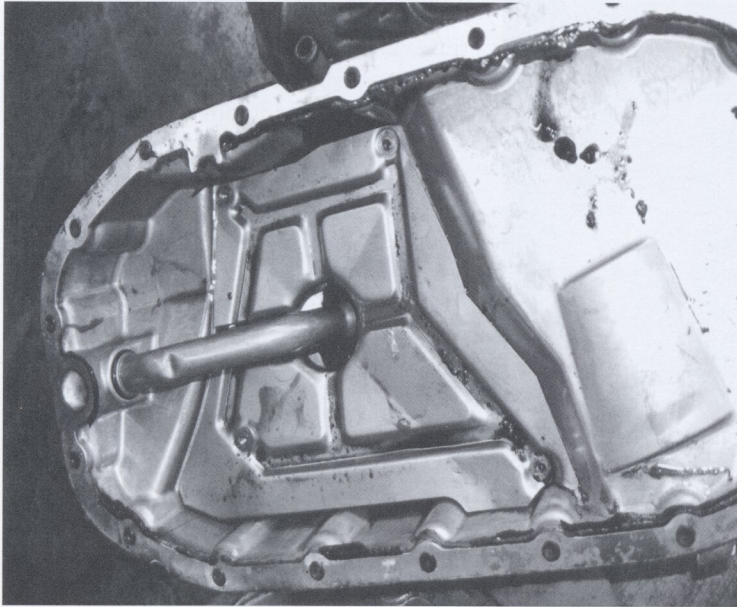
doing its job, this bad stuff will be dissolved, coated, floated, and carried to the oil filter where it is deposited and life goes on with no damage.

This system works extremely well until we extend the oil change to the point that either the oil filter has reached its capacity and the oil filter by-pass valve opens, or the additive package has been depleted. This allows sludge and contamination to circulate and be deposited through the engine. The oil in this condition has become very abrasive and is systematically destroying the engine. Excessive engine wear and reduced engine life is certainly the result, causing premature engine failure. The solution is

cheap and easy! Change the oil and filter!

I know that the owner's manual may say your car can go up to 10,000 miles between oil changes. I have a brochure from Amsoil that says once a year or 25,000 miles works with one of their products. Most professionals in the auto-repair industry would suggest 3000-5,000 miles, regardless of the type of oil used, and not go more than four months regardless of miles. It all depends on your driving habits, oil choice and climate.

There is a scientific way to decide how far you can safely go between oil changes. That would be to have an oil analysis done (see NINES #251, page 30 by Douglas Pond). Another way is to try the new OilMedic 5-minute test kit. This is a do-it-yourself test that they advertise for \$2. The test is done simply by removing the dipstick from your engine and putting a drop of oil from the stick on the test paper. The oil condition is determined by the color and contamination their test paper demonstrates over a period of time. I haven't been able to get a hold of one of these yet, but I think the kit has some merit. You can find the test kit on internet at <www.oilmedic.com>.



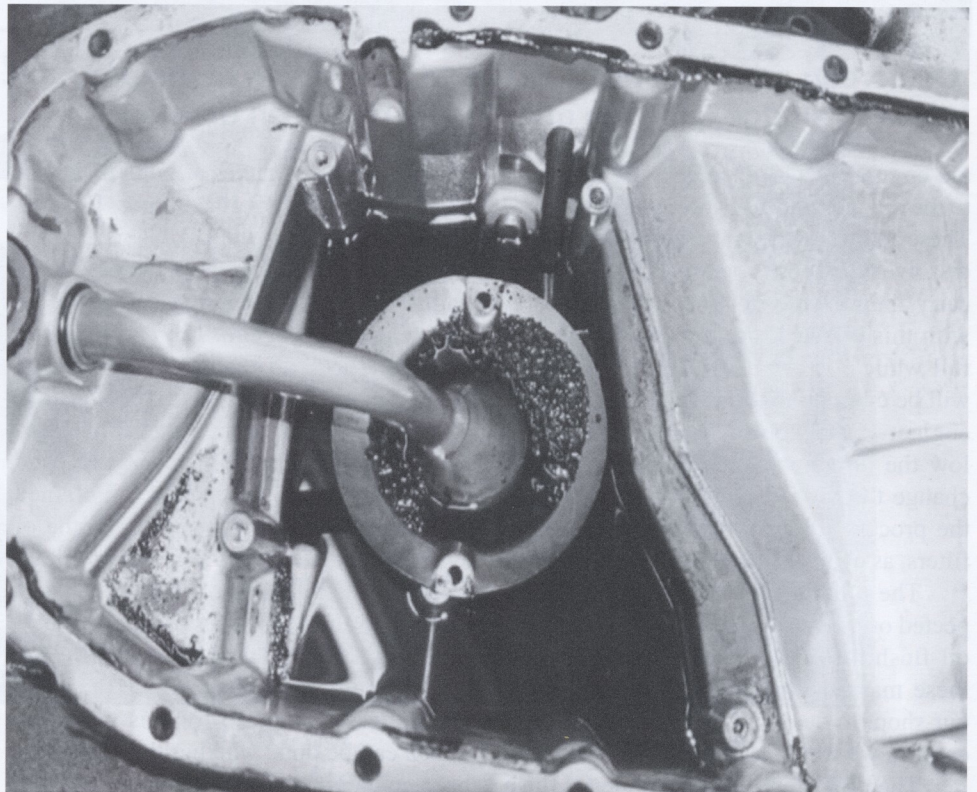
9-5 oil pan with shield and oil pickup in place
All photos supplied by the author.

Chrysler also has a group of engines purported to be sludge-prone.

In the chart provided by BG Products, Inc. reprinted on page 10, you can see in the test sequence shown that there is quite a difference in the performance of each of the brands tested. Note the differences in brands in terms of their performance in particular tests.

The reason all of this matters is that under normal circumstances engine oil will be circulated throughout the engine lubricating system, cooling it, neutralizing sulfuric acids, (by-products of combustion), removing condensation, carrying dirt and metal, etc., suspended in the oil and returning it to the oil filter, where it is deposited/trapped. Because of the temperatures encountered in the engine, oil degradation is a fact of life. Internal engine temperatures of 300° F are common, with pistons reaching as high as 600° F and turbo-chargers reaching over 1000° F.

At about 475° F petroleum-based oils will start to break down, creating varnish and sludge that causes piston rings to stick, oil passages to be plugged, etc. If the oil is

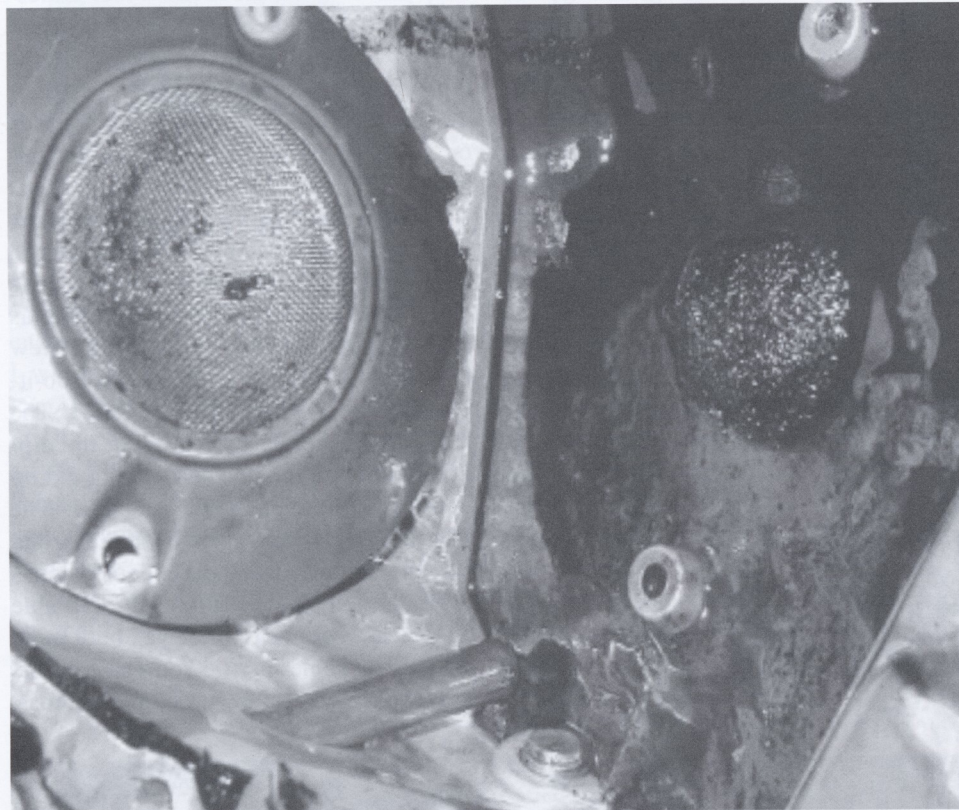


9-5 oil pan with shield removed so position of the pick up with debris is exposed

What if you have already neglected your engine or have purchased a car with an unknown maintenance history? There are solutions to removing sludge and varnish without removing any engine parts. There

brought up to operating temperature. The engine oil filter is then removed and an adapter is put in its place. Hoses attached to the adapter feed the engine oil under pressure (car engine idling) and return the oil to

36,000 miles. We believe that we have saved a number of engines with the flush that have had near-fatal symptoms. The pictures show the engine from a 1999 9-5 with 65,000 miles on it. It was much too late for this Saab.



Oil screen, with mound of debris in the bottom of the pan, in a sea of sludge left even after the oil had been drained

This car showed blue smoke in the exhaust, the oil light flickered on and off at idle, hydraulic lifters rattled from time-to-time, and the timing and balance shaft chains rattled like crazy. For demonstration purposes, we removed the oil pan before flushing this engine. Upon removal of the oil pan and pick-up screen, we found that there was a mound of debris plugging the screen. The debris was semi-solid and felt like sand between my fingers. We scraped this out of the pan. It was about a 1/4 cup full. We reinstalled the oil pan and pick-up screen and did the engine flush procedure. We removed the oil pan and pick-up screen again, and as expected, we were able to remove a large amount of sludge with the flush. The problem was that some of the debris was not soluble and quite heavy, ending up in the bottom of the oil pan.

Upon inspection of the engine parts and debris, I think most of the debris was from the timing chain slides, and some was deteriorated rubber hose. The oil additives could not dissolve these. They were too heavy to carry to the filter and too big to go through the oil screen. They were left in the oil pan.

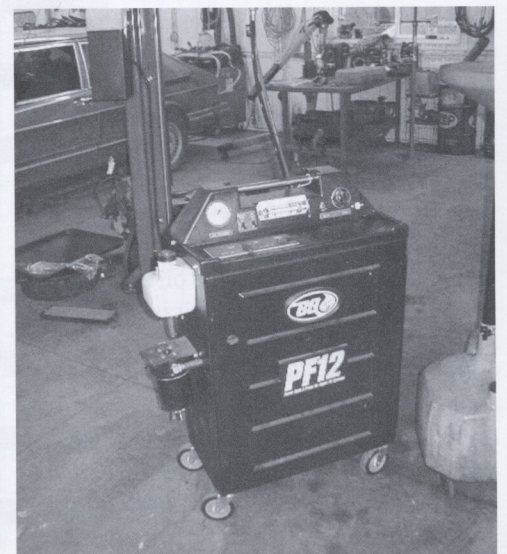
are engine oil additives that can be added to the oil and run just before the oil change. These additives theoretically and practically dissolve the deposits (sludge & varnish) and carry them to the oil filter. The problem with this is that if the filter is full or gets full while you are using this process, you will be circulating the sludge through your engine. If using one of these products, follow the directions and don't be afraid to change the oil filter one or more times in the process. What's a few dollars for oil filters, as opposed to the price of an engine?

The preferred method to remove suspected or proven sludge is to use an engine oil flush machine. We purchased one of these machines from BG Corporation for our shop, to deal with the number of dirty engines we were encountering.

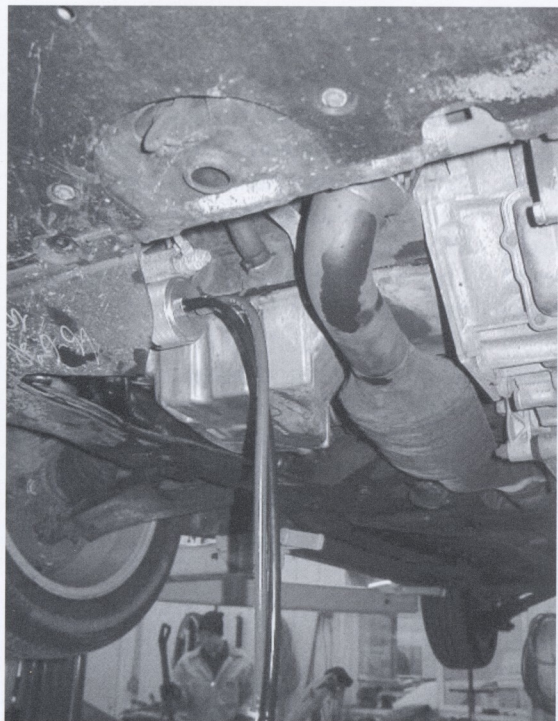
The procedure for the engine oil flush is as follows: the engine is brought up to operating temperature, then the engine oil is drained and refilled. The engine is again

a new high-performance oil filter in the machine. A quart of "Engine Purge," BG's additive, is added to the oil. This mixture flushes the sludge and varnish out of the engine and to the machine's filter. The car engine is run at 1200 to 1500 rpm, and the oil circulates for 20 minutes. There is a flow gauge on the machine, so that the operator can verify that the oil screen is not plugged and that the engine will not be damaged.

The engine is shut off, the oil drained, and then air pressure is applied to the oil system to push out any remaining oil and contaminants. A new engine oil filter is installed, and new oil, with a quart of additive, is injected into the engine with the machine to prevent a dry engine start. We charge less than \$130 for this procedure which can be done whether the engine has been contaminated with sludge or not. BG will warranty your engine for seven years, or 150,000 miles, if you follow their flush program on a car starting with less than



BG Oil flush machine model PF-12



Machine hoses connect to the oil filter adapter during a flush. Note the catalytic converter location on a 9-5. Converters run very hot and contribute to heat in the oil system

If an engine is suspected of approaching this condition, the oil could be drained and a probe inserted through the oil pan drain hole. With the probe, the debris could be loosened and possibly flushed out the drain hole by using a solvent like diesel fuel, poured through the engine.

The material coming through the drain plug can then be examined to determine the situation. A large amount of such debris would certainly warrant disassembly to find out what parts had failed or are failing. After pouring solvents into the engine, we would always perform a flush to get all loose gunk and solvent out. We would never, ever run the engine with any solvent in the pan.

Back to our 9-5 engine: we removed main bearing caps and used "plasti-gauge" to measure the clearance in the bearings. We found them to be worn out of specifications, and the crank shaft and oil pump were scored. There was no reason to do any further disassembly since the

damage was terminal. We replaced the engine. How much do you think the owners saved on oil changes? If you have an engine that you suspect or that has been damaged, remember that ours was an extreme case. Don't throw the towel in before trying some of the flushing procedures.

My best advice to you is to use good oil and change it often. Refer to previous NINES articles for help if you want oil type recommendations. I can't think of better insurance than that! If some of you are under factory warranty or have service contracts, be sure to keep records of all of your service so if you have a problem, you have documentation. We have heard rumors of warranty/service claims being denied because of sludge. Don't let it happen to you!

Oil service is a huge subject that I have tried to boil down into a short dissertation. There are many sources that have exhaustive information on this subject. If you have more questions, there are many practical and technical papers that can be found on the internet under "oil sludge."

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On a recent Thursday I bought a Saab Sonett III on eBay. After calling the owner ("Sergeant's Towing"), and since I have the next day off, I purchase a one-way Amtrak ticket for 10:13 AM to go to Portland, OR, where "Steve" is to meet me to take me to his "tow lot" to finalize purchase of the 1973 SAAB Sonett III. Steve says he will throw in a battery, fill it with oil, and check the brakes, and that I shouldn't have any trouble driving it back to Albany.

About 8:30 AM, I decided to stop in at the Albany DMV to see what else I will need to be able to drive the car back from Portland. I am informed that I will need a temporary "trip permit" (21-Day tag for \$20), but that I "had to have proof of insurance" before they can issue it to me. Our insurance agent is also there, so I head over to Lebanon.

I arrive in Lebanon about 9:00 AM, stop at the insurance agent and have the new vehicle (not yet purchased) added to our policy. (I did have the VIN number.) Head back to the Albany DMV to get the 21-Day Trip Permit. I get that and head over to the Amtrak station, arriving there at 10:00 AM.

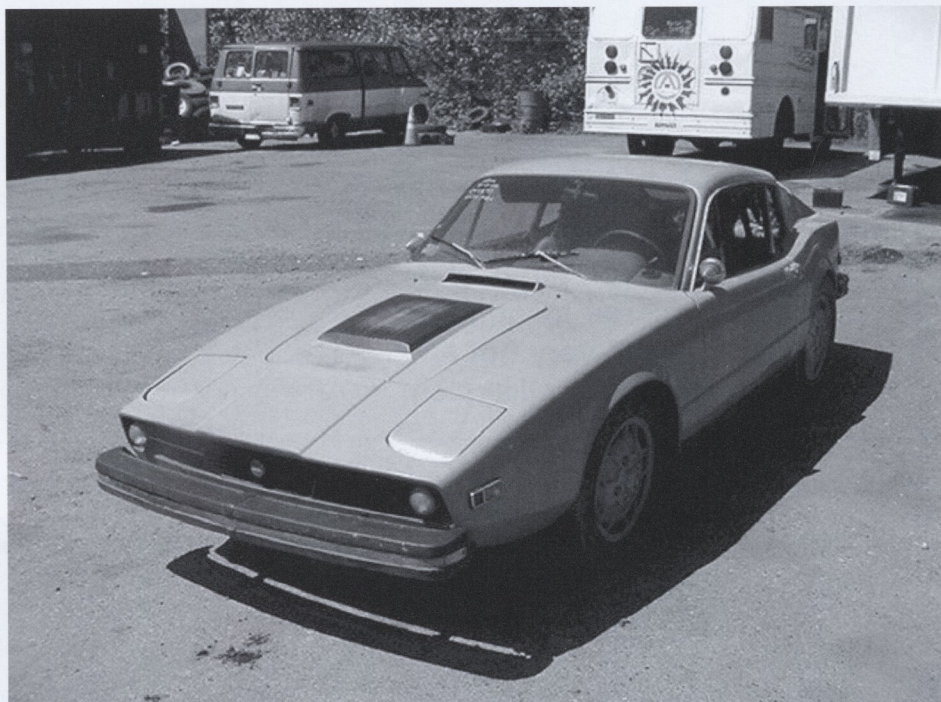
The northbound Amtrak train from Eugene is exactly on time! We actually pick up time going north and it appears we will arrive in Portland about 20 minutes ahead of schedule. Then, we stop about two miles from the Portland Amtrak station and wait, for 35 minutes! We arrive at 12:15 PM (was scheduled to arrive at 12:05 PM). Actually, this was good timing, because I was waiting for Steve, who pulls up in a fully camouflaged, real Humvee!

He said that it is recently from the US Marine Corps, and that it was acquired from an intermediary company that had taken 700 of them as part payment for an electronics company that had a military contract. The Marine Corps cannot sell them directly to the public, but the "new" owners can do that. This one has the turret-hatch cover to mount an M60, etc.

We drive back across the Willamette

to his combination shop and lot. The Sonett is not a "pretty" vehicle. It looked a whole lot better in the pictures. Steve did say, and it was posted on his eBay description, that it had been in their "impound" lot for more than two years. He added a battery, oil, water, and drove it around the lot to test it. He points out many of the cosmetic defects to me and says that one of the tires is quite bald. True! Down to the cord on right rear. I tell him that my only hope is to be able to drive it back to Albany in one piece.

He thinks that shouldn't be an issue.



Ray's purchase on the seller's lot

He gives me a screwdriver to fire up the ignition (no key), and suggests I get gas, as it only had about a gallon in it. He also says that I had outbid a guy in Utah who had called him after I won and told Steve that if I did not buy it, he would fly up from Utah to get it.

After signing the paperwork, paying for it and affixing my temporary tag, I start it up, and it immediately dies. Can't get it restarted for love or money. One of the mechanics comes over, snoops around and finds that the wire to the coil has come off. He reattaches it by hand, and off I go. Interesting start, since this

vehicle is a real "beast" after having sat for over two years, bucking and snorting, completely out of tune, the engine idle is shot. I have to constantly feather the gas to keep it running at stop signs in Portland on the way to get gas, fan belt screeching like a banshee, etc. When it does stall out at an intersection, I have to grab the screwdriver to fire up the ignition. It's 1:30 PM.

I get gas and head out to I-5, and head south. The car seems quite sluggish going through the gears, but it does get to speed. I get to the Marquam bridge about five miles from Sergeant's

Towing and I hear a "pop-pop-BOOM"! I lose 100% of power and, as I am going uphill, barely make it over to right shoulder to stop. The shoulder is too narrow even for a Sonett, so I have the right lane of I-5 blocked. I get out, grab some flares from the emergency kit I brought along for this purpose, and start to place them.

I attempt to open the hood and the latch breaks. I can't open the hood to see what the problem may be. An EMT vehicle pulls up and asks if everything is OK. I tell her it is. She leaves after calling her dispatch. Right behind her

was a Portland utility truck. The guy gets out and says he's called the Emergency Response vehicle to help clear freeway blockages. I ask him if he's got a cell phone. I use it to call back to Sergeant's Towing. Steve says he'll send one of his trucks to tow me back to his place.

It's now about 2:20 PM. The tow truck arrives and we head back. I tell Steve what happened, and tell him of the broken hood latch. He gets a pair of pliers and opens the hatch by pulling on the remainder of the latch. Easy for him to do! We look around, he calls the mechanic again, and the mechanic notices that the wire to the coil had fallen off,

Head south on I-5. I can't see the tow truck behind me, as traffic has intervened. Car seems to be running as smoothly as can be expected, considering no tune up, etc. Then we have some downpours. Gee, the windshield wipers don't work either. It's fun doing 65 on the freeway without wipers. I also note that I have literally about 1/4" "play" with the brake pedal and when I do "stand" on it to get them to function, the car makes a decided turn to the right. Cool! We get about 35 miles south of Portland, near Woodburn. I pull over and wait for the tow truck. He pulls in behind me and after calling Steve, charges me \$45 to that point.



Ray's purchase arrives home
All photos by the author

hence the engine failure. The mechanic crimps the connection and says, "It won't come off now!" I ask Steve how much he would charge to tow the Sonett to Albany. Steve says usually it's \$4/mile plus gas, but since we're doing a deal here, he'll only charge me the "flat rate of \$145."

I said that was cool, but offer him an additional scenario. How about if I drive the Sonett back and have a tow truck follow me? If and when I feel that the car can make it OK, I'll stop and we can do a better deal, based on how far I get with the truck behind me. Steve agrees. Off we go again. It's now 2:45 PM.

I keep heading south, running through several more intermittent downpours, and get to Albany about 4:15 PM. I stop at the DMV to get the vehicle licensed and titled. After filling out all the paperwork and am then told they don't take credit or debit cards. Grrr... They let me keep all the paperwork and say that since I still have 20 days

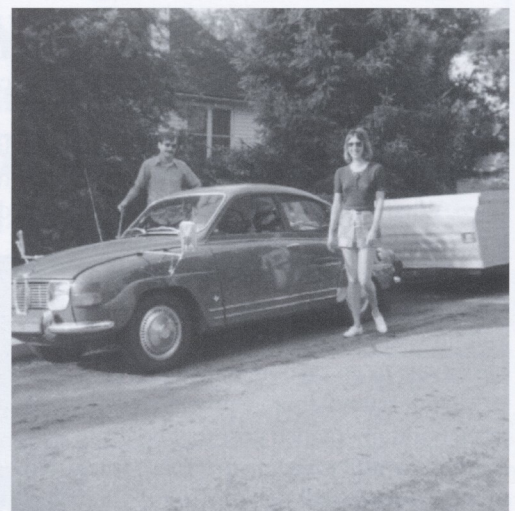
left on my trip permit, I can simply take the paperwork to any DMV and pay for the plates, title, registration, etc. I drive it home to take more pictures and more closely inspect it.

Some serious repairs are necessary! Safety first and then cosmetic. First on the list is new tires! The spare tire in the trunk is literally rotting off the rim.

This will be a long-time fun project. A Saab Sonett III does need to be driven. You cannot put it on autopilot, that is for sure!

A little background on Ray:

My first ride was in a 1970 96, courtesy of my fiance, who had just purchased it in PA. Her brother was a real convert, having driven a succession of 93s, 95s, etc. He regaled us with neat stories of being on the road with breakdowns, quick repairs, mixing the oil, etc. After we got married (32+ years ago), we had a couple of 99s, a yellow Sonett (long gone), and then a hiatus from 1985 until this past spring when I acquired a 1973 Sonett III on eBay.



Ray's honeymoon

Addendum to Ray's Sonett III story:

Relatively early on, I realized that I was in over my head vis-a-vis restoration capabilities. I then purchased a quite well-restored 1973 Sonett III in August and am still 'tweaking' it. I've added a full-extraction exhaust system, ordered additional parts from Jack Ashcraft and Chip Lamb and others, and lots of "goodies," via eBay. I found an excellent Saab guy nearby me named John Collins in Jefferson, OR, who does wonderful work.

I did resell the Sonett III in this story on eBay.

Ah, yes. Minilite wheels. Brings a story to mind . . .

After I signed on with Saab-Scania of America back in 1979 (soon to be known as Saab Cars USA, Inc.,) I eventually got around to looking into the company's Parts And Accessories business. Being a bit of a car enthusiast, I naturally noticed that we listed gen-u-wine Minilite wheels. Matter of fact, I also had noticed there were Minilites on some of the company cars parked in front of the Orange, CT, headquarters.

Since I wasn't especially fond of the stock wheels coming on the cars from the factory, and felt Minilites would fit right in with my still nascent drive to emphasize PERFORMANCE as a major part of moving Saab upscale on the U. S. market, I asked a few questions of our P&A people.

Like how many Minilites were we selling per year?

- What, only 400 or so?! How come?

- Well, sir, our landed cost is more than \$100 per wheel, and the lug nuts cost extra. And we might as well tell you now, sir, most of the 400 we sell to ourselves, to go on company cars.

Understand that, using a normal price buildup, landed cost to wholesale to retail, would translate to a retail price of well over \$200. Back in 1979!

And that, dear friends, is how my deal with Carroll Shelby began.

At the time Carroll had a wheel casting business out here in the Los Angeles basin. I made an appointment with my friend Shelby, flew to LA with a Minilite in my suitcase, and told him I wanted a price for wheels that were enough different in radii, etc. that I couldn't be sued, that would be "hell for strong," would be hub-concentric, clear-coated, and of the highest quality.

I needed them cheap if we would have any chance to sell them in volume. And, oh yes, they had better be perfect, because I was going way beyond my area of responsibility, sticking my neck way out, and would have to put a few sample wheels through rigid testing before I dared put them on the market.

We dickered for a while, then agreed on a price. A few weeks later, some sample wheels arrived at my office. I took two of them with me on one of my regular trips to Trollhättan, and asked my pal, design chief

Björn Envall to take me to the room where the company tested road wheels.

Enval took me to a room filled with component test rigs, and introduced me to the person in charge. I briefly told the man what I was up to, and gave him the two Shelby wheels, telling him I wanted them put through the full OEM test, and I wanted it done confidentially.

I also handed him two fifths of fine American bourbon. He gave me a broad smile, clearly indicating he understood what I was up to, and that I was sticking my nose way beyond what I was authorized to do, and said he would send me the test results when available.

The reports arrived a few weeks later. The wheels passed with flying colors, of course.

During a board meeting some weeks later, I put one of the wheels on the board room table and mentioned we were introducing Shelby wheels as part of our acces-

over the subsequent years.

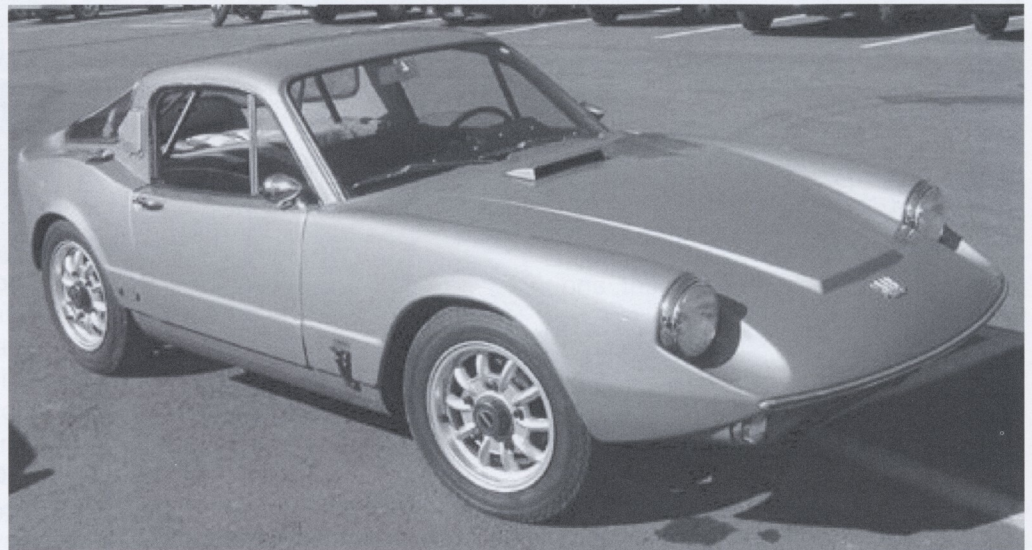
My wife and I happened to meet Carroll at a dinner recently, at the Petersen Automotive Museum in Los Angeles. He and I hadn't seen each other or spoken in quite a few years. Now in his early 80s, Carroll appears to be holding up quite well.

The business world can be a lot of fun, provided you don't take yourself too seriously.

Ever wonder how the color of your Saab is selected? We know that the Lime Green for the new 9-3 Convertible comes from Saab designer Maria Turnberg, the head of color and trim at Saab. The color was inspired by the Brazilian drink — the caipirinha.

But what about the special grey SPG's? Bob Sinclair reports:

During my watch at Saab, in the 1980s, I visited friends in Italy a number of times, each time in loaners provided by my



Lewis Eig's Sonett II shows off the Shelby wheels

sories line.

My boss, Sten Wennlo, the President of the Saab Car Division, exploded. "Mr. Sinclair! I FORBID IT! This is a safety part. I forbid it!"

I passed the factory test sheets to him. "Gee, Sten, they passed all the tests at Trollhättan. I assumed it would be okay."

My boss and good friend knew he'd been had. There was much merriment around the table.

U. S. Saab dealers sold many thousands of Shelby Silvervane and Goldvane wheels

good friend and Saab importer, the late Odoardo Pagani. For a number of years Odoardo and I served on Björn Envall's "Color Committee," which met several times each year to discuss and help make decisions on colors and interiors, and such-like.

Odoardo Pagani campaigned long and hard for dark gray to be added to the Saab color range, to augment the black, which was very popular in his market. As I remember it, by far the majority of Saabs sold in Italy in the early to mid 1980s were black

Turbo hatchbacks, something like 80% or so of the total! Odoardo wanted to broaden the color offerings a bit, but not too much.

Eventually, in response to his pleas, a dark gray was added, called "Odoardo Gray." For the U.S. and Canadian markets, we called it Edwardian Gray.

Robert "Bob" Sinclair joined Saab in 1958. His first job was as a field rep calling on Saab dealers. He rose to be Saab's national sales manager, then switched to Volvo in 1962 as advertising manager. He moved to California as president of Volvo's Western U.S. subsidiary in 1967, then rejoined Saab in 1979 as president/CEO, later chairman/CEO. Bob Sinclair is known as the "father of the Saab Convertible." He retired in 1992, but as a longtime car (and motorcycle) enthusiast, he remains active in the industry as a consultant, and as board member of a number of automotive-related companies.

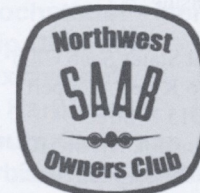
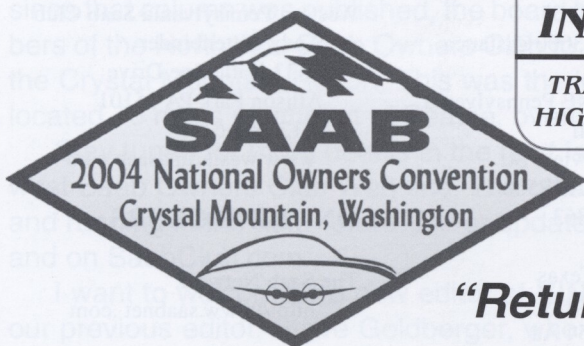
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"Return to the Mountain"

Northwest Saab Owners Present the 2004 North American Owners Convention

The Northwest Saab Owners Club has been selected by the Saab Club of North America to host the 2004 North American Owners Convention. In an area home to many serious Saab aficionados, this year's gathering will focus on the heritage that first brought Saab fans together locally and nationally. The spirit of the Saabs themselves and their loyal owners will be highlighted. From simple 2-stroke engines to complex computer controlled engine management systems to driving rapidly down twisty forested roads to simply "getting there" in the worst winter storms, the spirit of Saab remains the same.

Crystal Mountain Resort, the site of the highly successful 1991 convention will be the destination this year from August 20th through 22nd. The resort is located high in the Cascade Mountain range, 76 miles southeast of Seattle near Mt. Rainier. This gathering of Saabs and their owners will be a more intimate type of experience, with a smaller venue where it's easy to find others at the convention if you aren't overwhelmed by the nearly unbelievable scenery. This is as close as you will get to a Scandinavian setting without traveling to Sweden itself. In 1991 Erik Carlsson was quoted as saying, "I can't believe it, what a wonderful place, the mountains, the forests, the pure air and our Saabs; it's just like home." Come share this experience. Bring your jeans and hiking boots and your sense of adventure and of course, your Saab spirit.

More information will be available soon, so stayed tuned.

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Saab Club of North America

News for 2004!

Another year has passed and another very full year is certainly ahead for those of us on the board of your Saab Club. We've got a lot to do to continue to grow the club and to provide member services and other benefits of value to you. As always, we welcome your input. Please remember to renew your membership when it comes due, and encourage other Saab owners you know to join the National Club.

I also want to urge you to participate in your local or regional club activities that you read about in NINES or on The Saab Network web site. The National Convention is not the only event that happens each year, and since the convention moves around the country, not everyone can attend every convention, although we'd love to see you there! If there are no local clubs or activities in your area, consider starting a club and having your own local events. It doesn't have to be a huge, complicated event; even a gathering at a local pub among Saab owners can be beneficial.

The key is to have fun and share in the special camaraderie that comes with owning a Saab.

Speaking of the National Convention, one of the major issues that I wrote about in my last column was the status of the 2004 event. I'm pleased to announce that since that column was published, the board has approved the proposal by the members of the Northwest Saab Owners Club to host the event August 20 - 22, 2004 at the Crystal Mountain Resort. This was the location of the 1991 convention, and is located 76 miles southeast of Seattle, overlooking Mt. Rainer.

Stay tuned for more details in the next issue of NINES, or check out the Northwest Saab Owners Club Web site. The official convention Web site will also be up and running in the near future. Other updates will be posted on The Saab Network and on SaabClub.com.

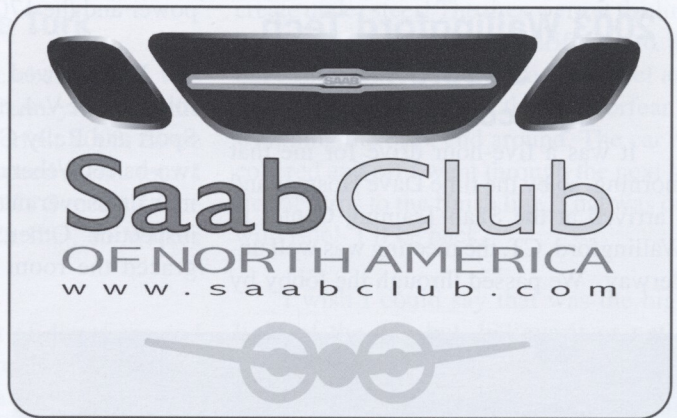
I want to welcome the new editor of NINES, Seth Bengelsdorf, and also thank our previous editor, Steve Goldberger, who will continue to publish the magazine. Seth is a longtime Saab owner and enthusiast, and in his spare time wrote and published the newsletter for the New England Sonett Club, New Jersey Saab Owner's Club and Green Mountain Saab Club. His experience certainly will come in handy as he produces content of interest to the Saab community.

Steve has been at the editorial helm since mid-1999, and he was instrumental in getting NINES on a regular publication schedule and expanding the content of the magazine. Additionally, Steve was able to add a splash of color to the cover and several internal pages as often as advertisers would pay to support the additional costs through their use of color. Thanks to both these enthusiasts for bringing NINES to our mailboxes every other month!

In closing, I want to let you know that your club president, Garry Grimes, should be back in the states sometime in March. He's been on military assignment for several months now and I'm sure he's as eager to get back as much, if not more so, as we are to have him back. Please keep him and all our soldiers in your thoughts and prayers, no matter where in this world they may be serving.

Best wishes for a happy, healthy and prosperous New Year!

Dan Orzano, Vice President, SCNA



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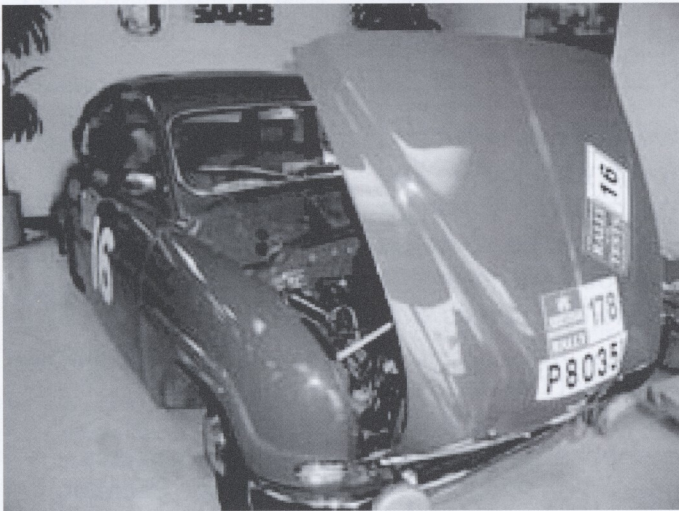
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Club News

Report On The Nov. 1, 2003 Wallingford Tech Session

By Scott Prentice

It was a five-hour drive for me that morning, so by the time Dave Hosmer and I arrived at the Saab Training Center in Wallingford, CT, the meeting was well underway. We passed through the lobby by



Eric Carlsson's rally car greets visitors
Photos by the author

the Carlsson racer, through the classroom, and into the garage area. There we saw lots of familiar faces and lots of new ones, at least new to me. I counted about 30 people in attendance.

Ron Wilcox was surrounded at the back of the area, describing and demonstrating some of the variations of the V-4 used by Saab over the years. It's widely believed that the Ford V-4 used by Saab was derived from the V-6 eventually used in the Ford Capri. There is some evidence to support this, as there are some engine internals shared between the early V-4s and the Capri V-6s. Ron had an open-deck V-4 block sitting on a cart in front of him and a milk crate or two of various other parts that, by the end of his talk, would be shown, passed around and otherwise scattered through the crowd. The open-deck block was arguably the worst of the V-4 variants suffering from water leaks and other weaknesses. The closed-deck 1500cc version was a great improvement, and lasted until

emissions controls took their toll on horsepower and the 1700cc evolved.

Ron showed off several intake manifolds for the V-4, many right out of the Saab Sport and Rally Catalog. Commonly seen two-barrel Weber manifolds and the uncommon crossover manifold were available for inspection. Other Sport and Rally items that graced the room included lightened flywheels, steel idle gears, and camshafts. Ron also spoke of at least one subtle difference between the standard V-4 and the ones used in the Sonett III; stiffer valve springs to give a slightly higher top end. Much of the V-4 variations over the years can best be ascribed to incremental improvements on the design rather than great leaps forward. Later, Ron said he found himself suffering from *déjà vu*, having given essentially the same lecture at

ward to the Saab 99 and the Triumph 1.7L in-line 4. Truly, this engine was half of a V-8, the Triumph Stag engine to be precise. The resulting slant was well suited to the low hoodline of the 99. Just as the last major transition, from 2-stroke to V-4 had been problematic, so too was the change from the V-4 to this engine. "For every 20 people that admit to driving a two-stroke, there might be one or two that admit to driving a 1.7L 99," John Said. And so, let the incremental improvements begin! There was the 1.85L. There was the 2.0L. The water pump got moved. And then this was changed, then that. Then there were 16 valves. Then there was the 2.1L. We are ultimately led to the newer 2.3L all - Saab design and the V-6 GM design.

You can always count on John Moss to help you understand some of the more obscure things about Saabs. For example, he supplied the following explanation for the engine designation B201. First, there's the "B" that stands for Benzene, as in gasoline. This would seem to be an obvious redundancy, but perhaps there were thoughts of a diesel variant. Next, there's "20", or more to the point, "2.0" -- as in liters displacement. Finally we're left with the trailing "1" for single camshaft.

Therefore, the engine designation B201 was a single camshaft, gas-burning, 2.0L motor. Another piece of trivia leaked out during this session; the "S" designation (as in 900S) is said to stand for "sugmotor", literally translated to "the motor that sucks". In other words, a naturally aspirated engine as opposed to one that's turbocharged.

There were plenty of fun and games back out in the garage, for

there were two 2-stroke motors to be disassembled. Although it wasn't really a competition, there were two teams of folks working at the same time. One was a standard motor and the other a GT. Both were eventually disassembled and some assess-



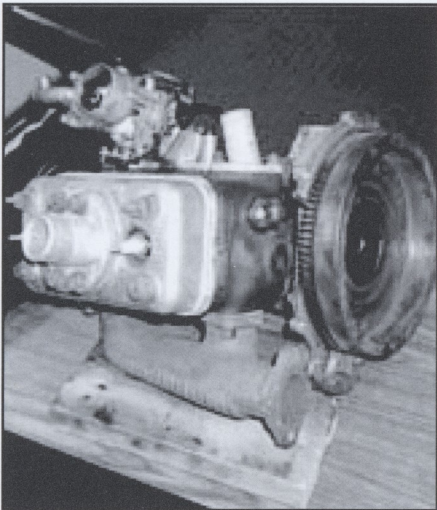
John and Ron work on a two-stroke

the convention in Sturbridge some years ago.

John Moss herded us back to the classroom for the next installment of Saab engine history. This was the great leap for-

ments made as to their respective rebuildability.

To oversimplify things, perhaps one can describe the evolution of Saab Engines through the Ages as a series of step-function changes followed by years of small and subtle refinements. First, the two-stroke



The rare two-cylinder motor

was refined over many years, then the V-4 appeared and it, too, went through incremental improvements. The in-line engine appeared with the Saab 99 and it was with us for a very long time, indeed. The last of the 2.0L in-line four-cylinders was with Saab until the 9000 model. Today's engines are different once again, and it seems as though the refinement process continues.

Alas, all too soon it was time to leave. I said my goodbyes to friends, then Dave Hosmer and I headed for his place in Woodstock Valley. It was an uneventful drive home after a fine day of Saab tales and lore. Thanks to the folks at the NJ Saab Owners Club for sponsoring such a fine event.

Thanks also to Saab, for opening the facility and providing lunch. And as always, special acknowledgement is owed John Moss for his tireless patience and endless well of knowledge and stories.

Saabtoberfest 2003

By Bruce Turk

At 6:00 AM on October 11th, I was cruising down Rt. 81 in Pennsylvania to the starting line of Saabtoberfest 2003. Since Saabtoberfest is a high-speed scenic tour, I drove my fastest car, a 1974 Sonett III. The tour started at Eurotech Inc., in Wilkes Barre, PA.

Everyone gets a set of directions and drives in a group of approximately 15 cars. Most participants carry a Walkie-Talkie radio to notify other participants of road hazards, sharp turns, yumps, police, etc. The group leader generally drives at the speed limit, so if you want to take a leisurely drive, stay at the front of the pack. The folks at the back of the pack allow plenty of distance between them, trying to keep the car in front in view at all times. I was driving in the rear of my group, just in front of the sweeper car. The sweeper driver is responsible for rescuing broken and lost vehicles. Driving in the rear of the pack offers a slingshot affect when the group stretches out, only to be pulled back together again at great speed. Communication among the group is critical.

Although we were driving on open public roads, it would be difficult for a road hazard to sneak up on the folks in the rear of the pack. Our radio communication was excellent; I felt like I could see a mile down the road.

We paused for a moment at the starting line, then everyone in front of me started off together up the road. I motioned with my left hand that I wanted to wait. I sat there for a minute allowing the cars ahead to make their way up the hill. At 6000 RPM, the clutch was released and both front tires started to squeal. The car pulled away quickly, I could smell my clutch burning. Maybe that wasn't such a good idea?

The car reached about 65 mph as I approached Devil's Elbow, a super steep and tight right-hander followed by another steep left. I down-shifted to third to slow the car down a bit and then punched it through the turns. Ahhh yes, nothing like a big fat and heavy front bumper and V-4 engine hang-

ing precariously off the front of your car to create under steer! The tires were at the limits of adhesion as the car drifted into the oncoming lane. I held on to the wheel and didn't dare let up on the throttle, for fear of whipping the back end around. The car recovered and off I went through the next series of turns to the finish line. That was one wild ride! I'll be back.

I wish I could say that was the highlight of the day but, believe it or not, it wasn't. We drove on one crazy, twisty mountain road after another. The route was outstanding!

Our lunch break was at a park in Weatherly, PA. For just \$5.00 per person the organizers provided a hero sandwich, candy bars, potato chips and a soda or bottled water. After lunch I made the rounds, giving away Saab hats, pens, tattoos, Frisbees, and sports bottles. The gifts were compliments of Tiffany Cook at Saab Cars USA. After I finished my big giveaway, a raffle was held, where dozens more Saab-related gifts were distributed.

After lunch, we continued our tour and went up yet another amazing road. This one had the steepest hairpin turn I have ever driven. It was a right-hander that was nearly vertical on the inside; how the pavement sticks to it, I will never know! The right-hander was followed by a hairpin left, followed by more steep and tight turns. The Sonett III went through in second gear, screaming at red line. Just another adrenalin rush at Saabtoberfest!

Our dinner break was at a local Italian restaurant near the intersection of Routes 81 and 80. Just \$20 per person for a delectable meal, with pitchers of beer included. Having a nice sit-down dinner with like-minded individuals is always a lot of fun. The main topic of conversation was how beautiful the drive was and how much we are looking forward to next year.

Saabtoberfest . . . worth the trip from anywhere!



Photos by Thor Carlson

Swedish Car Day

By Mike St.Pierre

It was nice to see such a good turnout for the October 20th edition of Swedish Car Day in Brookline, MA. I think the only disappointment was the weather, cold and wet, which made things conclude too early. I drove my stroker from Maine It ran flawlessly both ways.

It was great to see the New York group: Ed Lorenz, Bill Trench, Jim Hutchings and Bruce Turk. I think we all would have liked the festivities to have lasted at least another hour. Craig Webster brought his newly acquired early Saab 99. What a great car! A true transition Saab, with airplane logos on the instruments and the dotted headliner like the old 96's. To finish my day I

drove to Cy Tompson's Saab repair shop in Portland and looked over the collection of 95's and 96's that are restorable but tired. Kind of sad, but nice to know that we are able to keep a bunch of these cars on the road!



Impressions of the Saab 9-2X

Saab presented the new 9-2X to the U.S. press for the first time on December 9th, 2003, at a special media unveiling at the Los Angeles Convention Center. My first look at the 9-2X came a couple of weeks later, during the Los Angeles Auto Show press preview day on December 29th in the same hall.

During his keynote speech, immediately preceding the show opening, GM North American President Gary L. Cowger emphasized GM backing the brand and broadening the Saab lineup with GM's new world view of platforms and model releases.

I had heard all sorts of negative rants from Saab as well as Subaru WRX enthusiasts about this Japanese sourced Saab, and I had reserved judgment until I could take a look at the 9-2X in person. I have to admit that my first impressions were very positive -- more positive than I would have guessed.

The front end is a huge improvement over the WRX from which it is derived. It looks much more complete and does not have that added on "aero and flair" kit look of the Subaru. From the side, the 9-2X looks like a shrunken 9-5 wagon. At least that was my first impression, and the more I let the side view soak in, the more I was convinced that this somehow looked not like a

The interior looked great from a distance and a little "plasticky" up close. The seats are not up the current 9-5 standard. The Saab logo looked at home on the steering wheel, and I wondered how many Subaru pieces were in the rest of the interior.

The 9-2X was getting lots of attention with Saab global CEO, Peter Augustsson giving a string of television interviews being orchestrated by Steve Janisse. Steve is the former Saab USA press guru and now doing similar PR duties in Sweden for Saab. It was good to talk to Steve again, and we covered lots of ground c h a t t i n g about motorcycles, Sweden and even the 9-2X!

The 9-2X was the highlight of a large Saab display in the middle of the GM stand at the L.A.

show. Also present were a 9-5 Aero and 9-3 con-

and reliability going for it, and now that Saab has wrapped the car in a very attractive body, in my opinion, the 9-2X has the potential to be a huge success for Saab.

Dick Lague has been a Saab enthusiast for over 40 years. He took his driver's license test on a 1958 Saab 93B, in 1958. He has owned at least nine Saabs over the years, from strokers to his current 9⁹⁻⁵Aero. Dick is the former President of the Petersen Motorcycle Group of magazines, and is cur-



The Saab dashboard looks sleeker. See a direct comparison on Page 37. Photos by the author



The badges read "Saab" and "Aero".

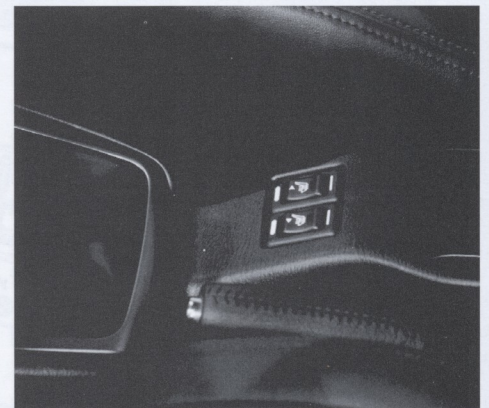
Subaru, but a whole lot like a new, small Saab.

The 9-2X on display was the Aero model and the Saab Aero badge it sported looked right at home on the rear deck lid.

vertible, all of this taking up lots of footage wedged between the H2 Hummer and Cadillacs.

I am sure we are all aware of the specs on the car, and I have read more than a few road tests on its performance as a WRX. I will be very curious to see if it is a suc-

cess in the marketplace. For those who don't carry the baggage of its heritage, and who approach it for what it is and not who built it, I think they will find it to be a neat car. It certainly should have performance



Switch gear for the optional front seat heaters.

rently a partner in the Brandware Group, a PR and market research company.

Saab In Detroit

Stephen Goldberger attended the North American International Auto Show in Detroit, and had a chance to speak to the head of Fuji Heavy Industries, makers of Subaru and the soon to arrive Saab 9-2X. The following is his report:

During my wanderings I was able to speak briefly with Kyoji Takenaka, President and CEO, Fuji Heavy Industries LTD., with Yoshaiki Saito translating. Mr. Takenaka first stressed Fuji Heavy Industry's and Saab's similar backgrounds as aircraft makers turned car makers. I asked whether Saab's production goals are a benefit or a nuisance, and Mr. Takenaka said that every extra unit helps! Either GM/Saab foots the bill for fixed costs, like dies for the sheetmetal and set-up costs for the interior pieces, or those costs are born by the suppliers who add them into the price per piece. More important, he said, he was very happy that Saab's design is well within

Fuji's aim of what they can do and want to do. He said that they need to move Subaru up-market. With AWD as standard equipment across the line, Fuji believes they can not ever be the "low price" competitor. Having Saab's input will surely help.

I asked about the engineering process for the new model. Mr. Takenaka said that a Saab program manager was resident in their facility during the process with responsibility for the result. The actual engineering was performed under his direction by Fuji's staff.

Mr. Takenaka then asked me how the Saab enthusiasts would accept a car made by them. I told him that Saab has a very diverse owner body. While some have not yet forgiven the Company for installing four stroke engines, I expect it to appeal to younger buyers and broaden Saab's appeal to new buyers.

I also got a chance to view the 9-2X. There is no mistaking from which model the 9-2X is derived. At the same time, there is no mistaking the Saab for the Subaru. The

hood, front fenders, and fascia are unique and unmistakably Saab. The rear has also been modified, with the license plate moved to a recess in the tail gate and the rear fascia given a smooth sweep, consistent with the styling on the rest of the Saab line.

The interior is similarly restyled. The car on the Saab stand was in Aero trim, with brushed aluminum accents and a brushed aluminum sweep from the center dash vents down over the radio covering the shifter base, where the Subaru breaks up the area into individual regions. The dash function is the same between the two cars, except for the seat heaters. The seats themselves are uniquely Saab. According to a Saab spokesperson, the cushion material, seat coverings, and of course the active head restraints, are all unique to the Saab.

A Saab spokesperson said the chassis has been specifically tuned to Saab's requirements, including unique springs, shock absorbers, anti-roll bars, and aluminum in some suspension components where Subaru uses steel.

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Introducing Charles Christ

I figure that an introduction is in order, since most of you do not know me or are unaware of the efforts being put forth in vintage racing. I started early, most of my childhood was spent traveling as a family as my father raced 2-stroke Saabs.

During school, every Friday I was picked up by my parents in the tow car, with a race car either being flat-towed or up on the trailer. This is how I remember spending most weekends as a child.

After a weekend of racing cars of every description and my finding every piece of woods or stream near an event, the next thing I remember is seeing my home on a Sunday night, or in the very early Monday morning darkness.

Oh, the stories from each event of who crashed, who won, who lost, what broke this time or every so often, who died. As a child, I knew no different nor did I ever think how this would effect my future, but it did!

Presently, I am racing the last Saab model 93 in active competition in North America. As a child, I remember the 93s (and later the 96s) at every event, and in large numbers! I also remember seeing them arrive carrying spectators as well! Now the registry boasts 76 cars including parts cars, race cars and restored cars. I am shocked to see such low numbers of remaining cars when I look back at the numbers of cars I saw as a youth.

My 93F is painted and numbered the same as my father's last 93 which he raced before the construction and completion of his sports racer "brand X" (which I own). Over the last three years, I have launched a single-handed assault on the vintage racing community up and down the entire east coast of the United States. Hours and hours, not to mention thousands of miles of towing, to and from tracks such as Sebring in Florida to Watkins Glen in New York.

My trusty 79 Chevrolet van has 371,000 miles on it right now. It goes everywhere and pulls my 1969 trailer

every chance it gets! So you see, my entire effort is vintage!

I hold a SCCA solo1 license for hill climbs, and I run as many of the old events I went to as a child with my fa-

If you venture out to an event, please come by and say hello. Bring your camera and please feel free to ask to have your picture taken sitting in my car!



ther as I can get to in a year. I also hold a SVRA vintage license and get as many road racing events in each year as I can.

My next event will be the 12 hours of Sebring, running the support races in my 93F in early March. But the big news is my efforts to get to France in 2004, to participate in the vintage 24 hours of Lemans, The Lemans Classic. Only the model 93 is eligible to compete, and it is an invitation-only event.

I would like to personally invite each and every one of you to come to our events, as the season is beginning to shape up for 2004. If you have never gone to a vintage race you might find it interesting to see the cars of the past competing. If you have never heard a 2-stroke Saab, let alone one out on a racecourse, you might find that a very interesting experience!

As of right now, work on the 93 for Sebring is almost complete, and that will be the start to yet another season. I'll be keeping you posted on the events as they approach, and I plan to share some of my experiences from the driver's seat. The vintage Saab racing group is slowly growing as we gather up other Saabs. Please consider packing the picnic basket, loading up your Saab and coming out to an event. I think you'll find it a fun family outing!

See you at the track!

Charles Christ

Classic Corner



DI/APC Conversion Part 2 Parts

Converting a Classic 900 B202 16 valve motor to Direct Ignition (DI) is made fairly easy by virtue of Saab having used DI on B202 9000s. Some parts will come

1992 B234 DI/APC. Aside from the extra 0.3 liters of displacement, the 1990 system uses a manifold pressure sensor, where the 1991 system uses an inlet air temperature sensor, and on the same ECU pins!

Pull all the bits from a single car, and you should be fine. The actual DI cassette, though, is interchangeable.

The list

-DI "Cassette"-

The part that is most noticeable on the motor. There have been several "upgrades"

-Crank Position Sensor-

Two pieces make up the crank sensor, and two other pieces need to be acquired. The sensor pieces are a shutter wheel with three slots (as opposed to the EZK shutter wheel with two slots) that mounts to the back of the main pulley, and a hall sensor that mounts to the oil pump cover.

You must use a main pulley from a 1989 or later non-turbo 900. Some seem to believe that this pulley can't handle the power of the turbo, but I have seen no ill effects in several thousand miles of driving, with a used pulley.

The 1989 or later non-turbo 900s use an EZK ignition with the same crank pickup arrangement as the DI, only with a different shutter wheel.

The oil pump cover has a place to mount the hall sensor that the shutter wheel passes through. This place is found only on the oil pump covers from 1989 and later. Both turbos and non-turbos should have this mounting place.

The sensor is electrically identical on both the 900 with EZK and the 9000 with DI, the only differences being length of wires and the body of the connector. Change from the 900 3-place connector body to the 9000 4-place body and it will mate up to the harness.

-Knock sensor-

A different knock sensor is used for DI. It still screws into the same place on the block.



Parts you'll need for the swap

from there, others from 900s which have EZK from about 1989.

The basic parts that you need forms a long list, and unless you have a good, cheap scrapyards nearby, the prices can be rather high.

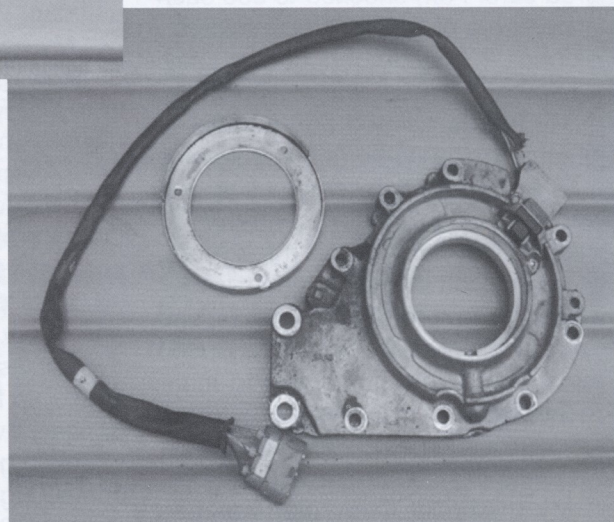
Subtle differences

When acquiring parts, it is essential that you get a set of parts that come from the same year range. The 1990 B202 DI/APC works slightly differently than the 1991-

over the years, the latest being part # 91 78 955. The only issue with this is the need for an adapter harness, part # 93 21 787.

-DI ECU-

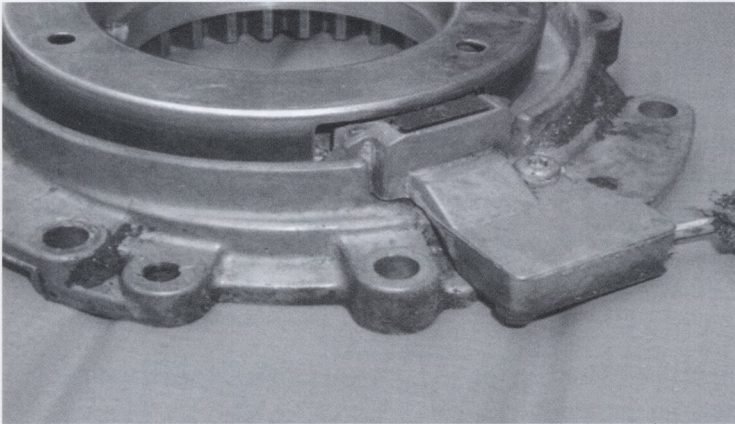
This is the "brains" of the operation. It connects to the LH system, and all of the DI components. For the USA, the 1990 ECUs are different from the 1991 & 1992 ECUs.



Crank sensor, oil pump cover and shutter wheel

-APC Valve-

The APC valve is different. It is more robust, and operates differently. You'll need one from a 9000 with DI/APC.



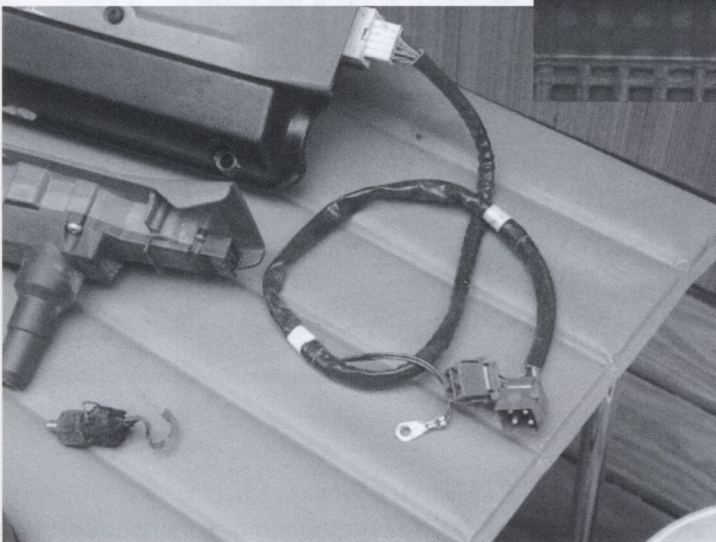
Crank sensor and shutter wheel

Photos by the author

-Manifold Absolute Pressure (MAP) Sensor (1990 & earlier)-

The MAP sensor on the 1990 9000s is located under the steering column in the passenger compartment.

The inlet air temp sensor (1991 & 1992) is located on the upper aluminum inlet pipe. You'll need to have one spot welded onto



Adapter harness for DI cassette

one of the 900s pipes if you choose to go with the later system.

-Wiring Harness-

While not strictly needed, having a 9000 harness can make life a lot easier. Fortunately, the DI/APC harness is completely separate from the rest of the car wiring. The harness begins at the ECU under the driver's seat. You will need to remove, or at least move the driver seat to ac-

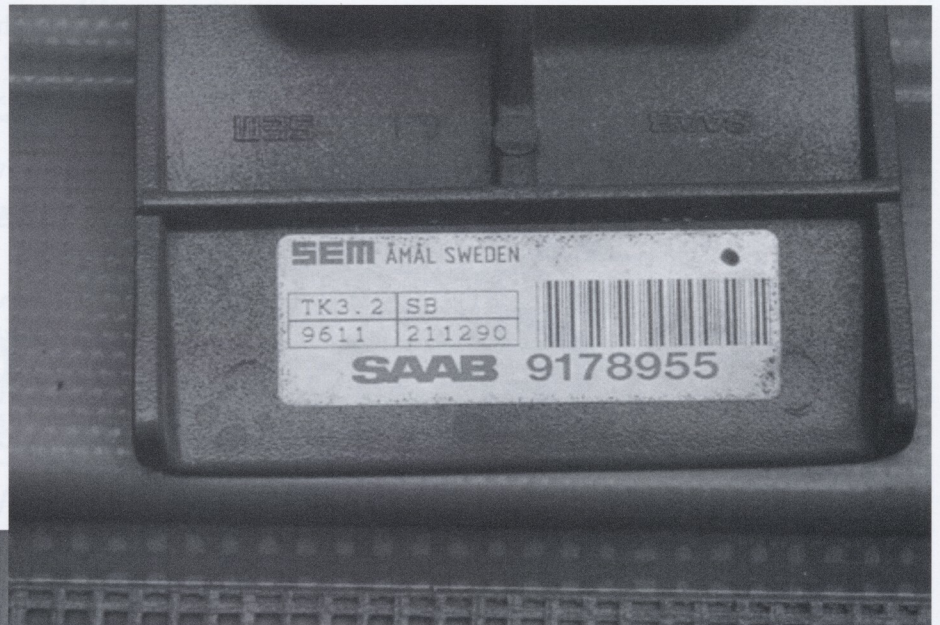
cess the engine bay.

Disconnect the DI cassette, the knock sensor, the APC valve, the crank sensor and the inlet temp sensor under the hood, then go under the seat & dash & pull the harness into the footwell.

Next time

Next time, I'll expand on the connections needed to make it all work. There's a lot to go over. If you are serious about doing this, get yourself copies of the 9000 manuals for DI and LH.

I would like to take some space here and thank Steve Goldberger for the fine work he has done in pulling NINES up by the bootstraps a few years back, and making it into a marquee magazine to be proud

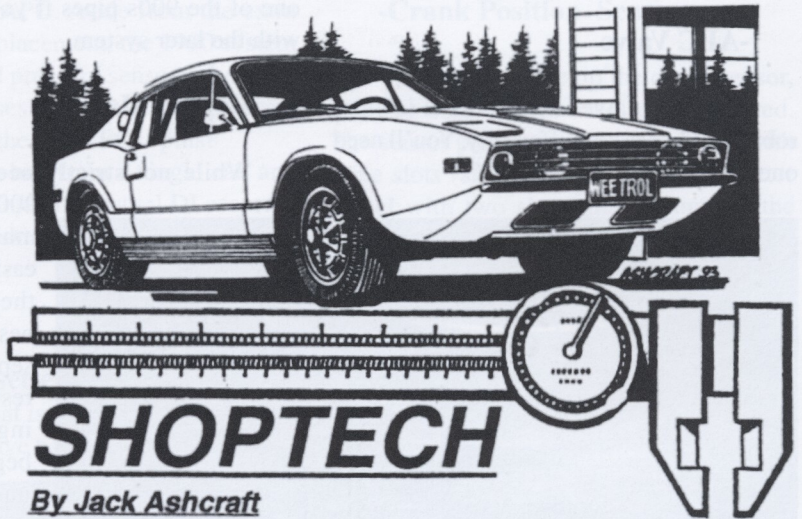
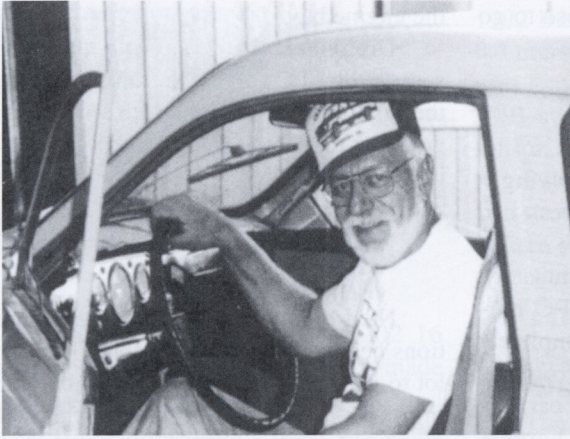


Part number for latest DI cassette

cess the ECU and harness. The harness runs from the ECU to the left door sill (remove the kick plate), forward along the sill, up behind the kick panel, branching to the manifold sensor (1990 & earlier), then through a rubber grommet into

of. Steve devoted a lot of time to producing each issue, and I hope now that he is "retiring" we will see more of his in-depth technical articles in Nines.

And congratulations to Seth Bengelsdorf on his assuming the editorship of NINES. I have worked with Seth on The NEWS (North East Writings on Saab), and I am sure that the legacy Steve left is in good hands.

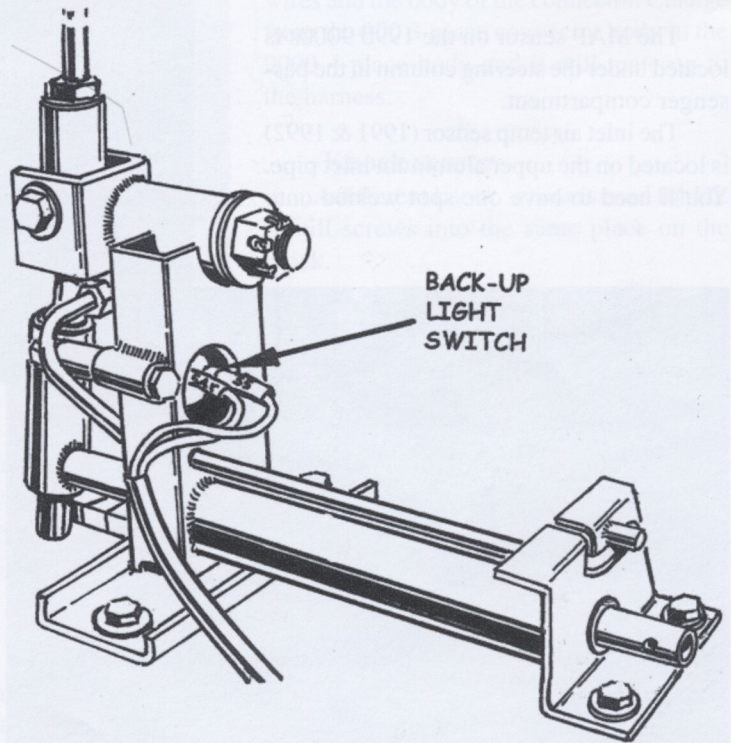
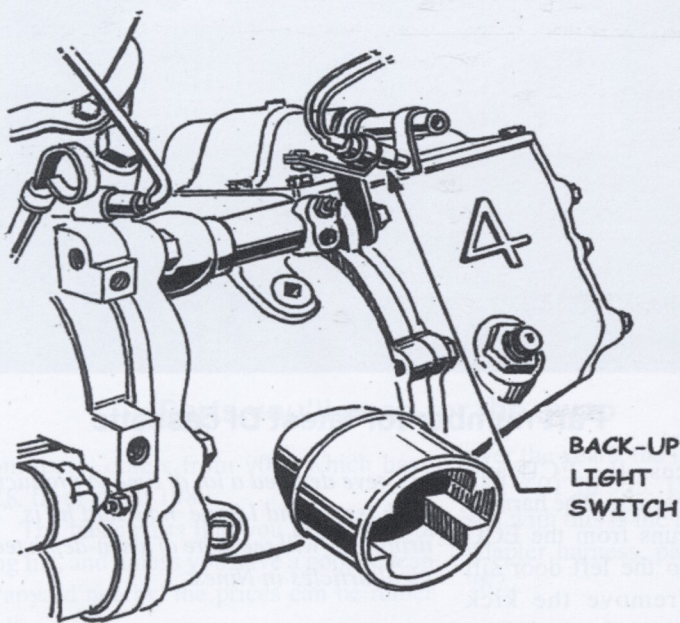


Let's Back Up

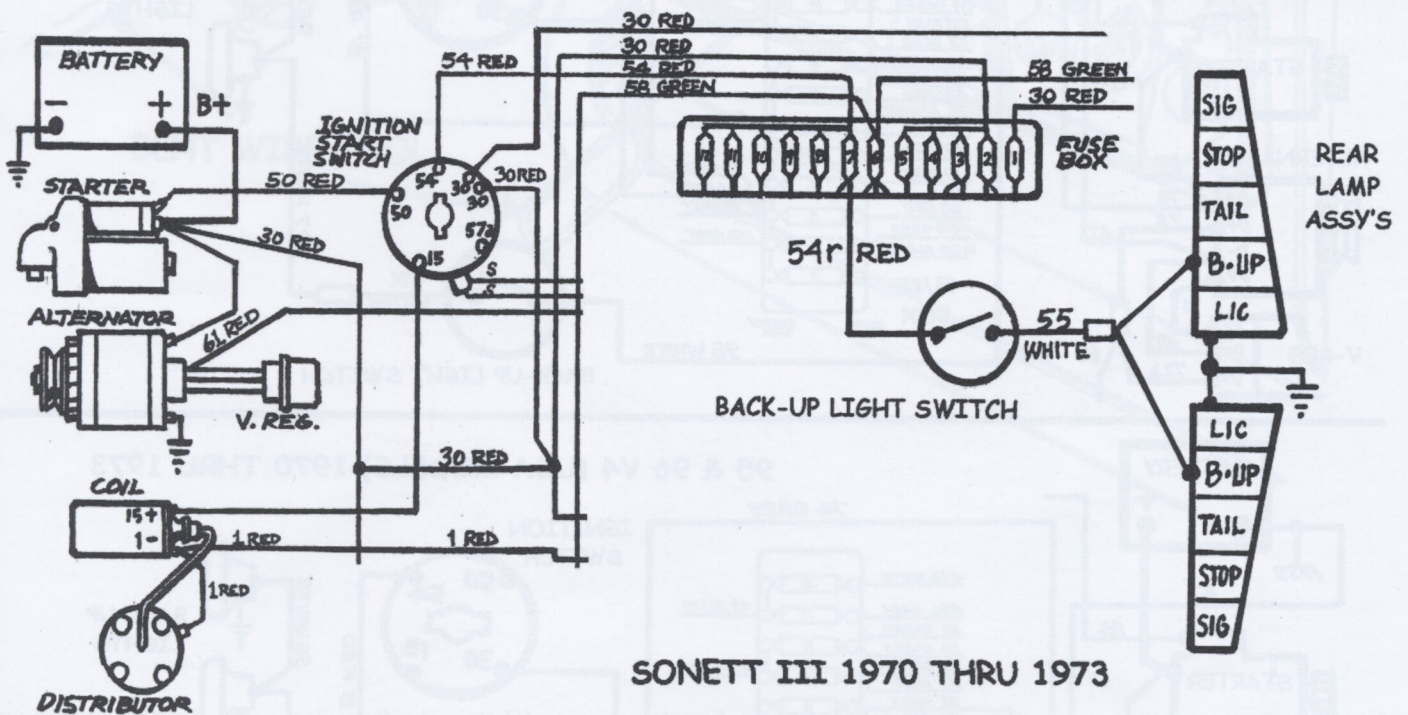
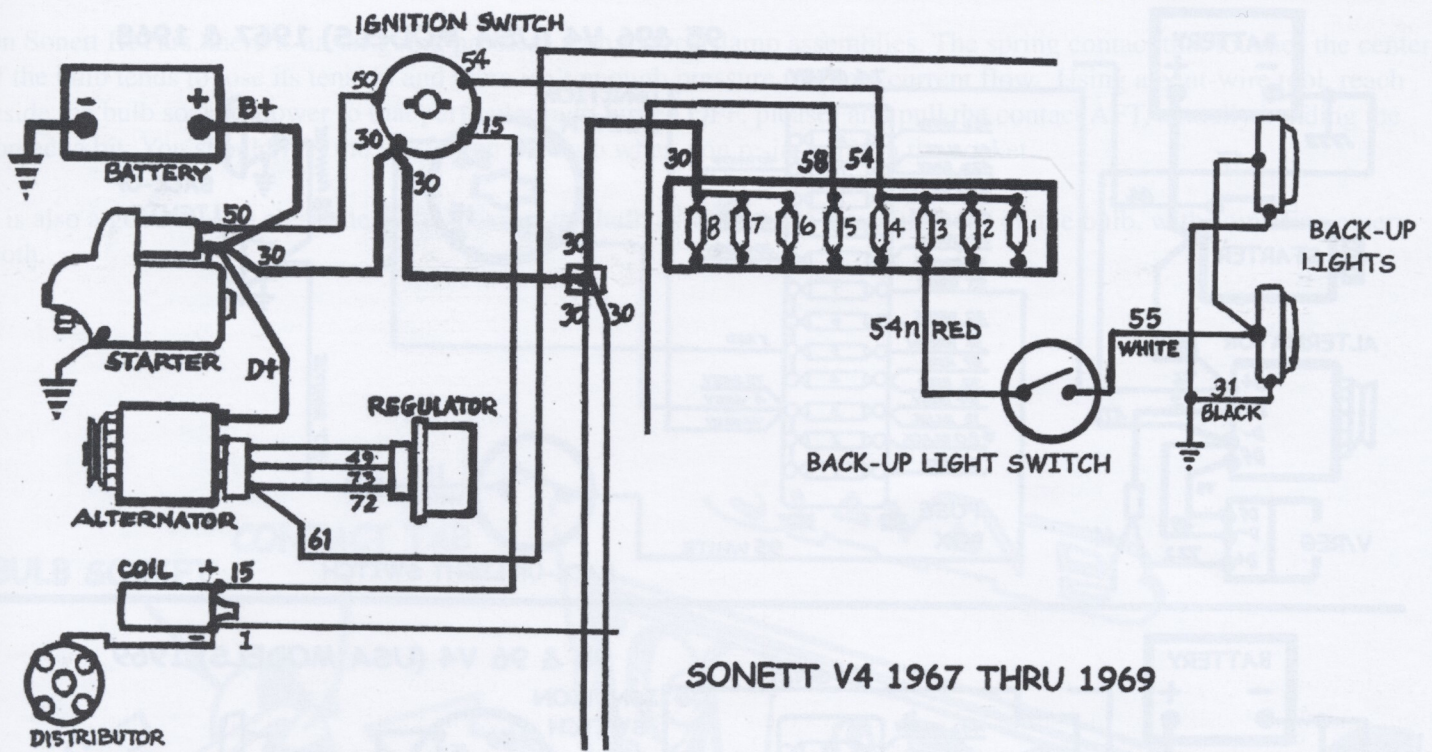
I've had a number of calls asking not only how the back-up lights are wired on the V-4 powered Saabs, but where the actual back-up light SWITCH is located. This should help clear up that mystery.

The drawings show the location of the switches on these cars. ALL column-shift Saabs had the switch mounted on the transaxle, held in place by the same bolt that secures the clutch slave cylinder to the gearbox. This includes the two stroke cars and the Sonett II (two stroke) and Sonett V-4, as well as the sedans and wagons.

The Sonett III moved the shift mechanism to the floor and the back up light switch is mounted in the shift tower assembly, as shown.

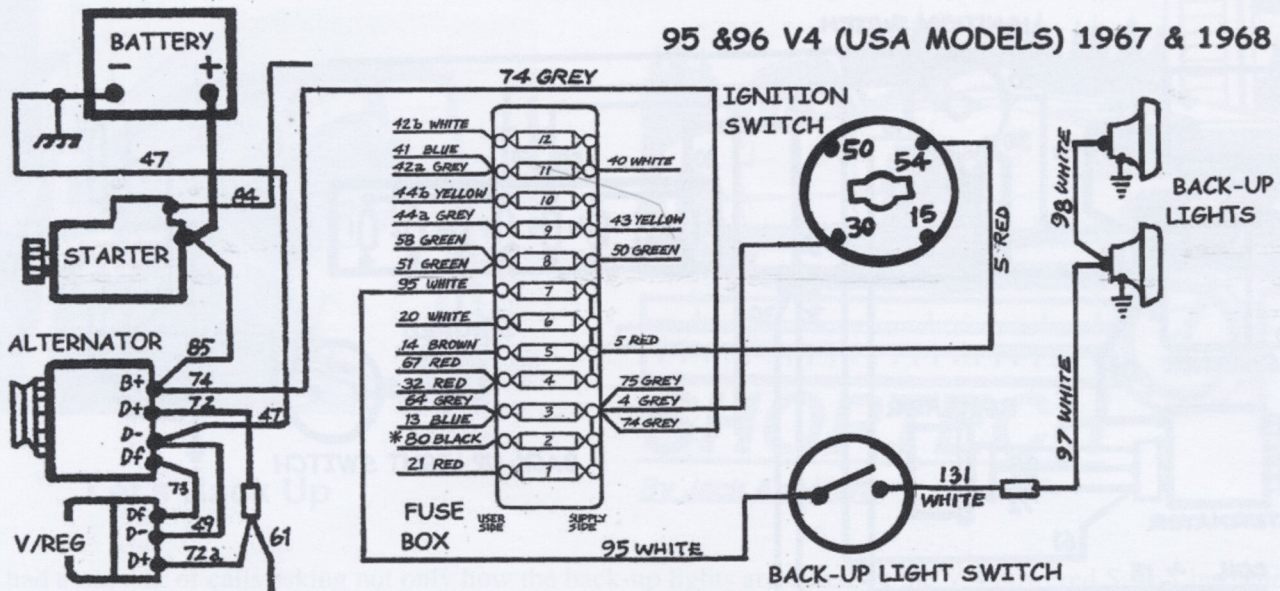


The electrical diagrams for the various years and models are shown. All are essentially alike; the ignition switch must be in the "RUN" position, then current can flow from the alternator (or starter, which is ELECTRICALLY the same point) to terminal 30 of the ignition switch, through the switch, through terminal 54, to the supply side of the fuse box.



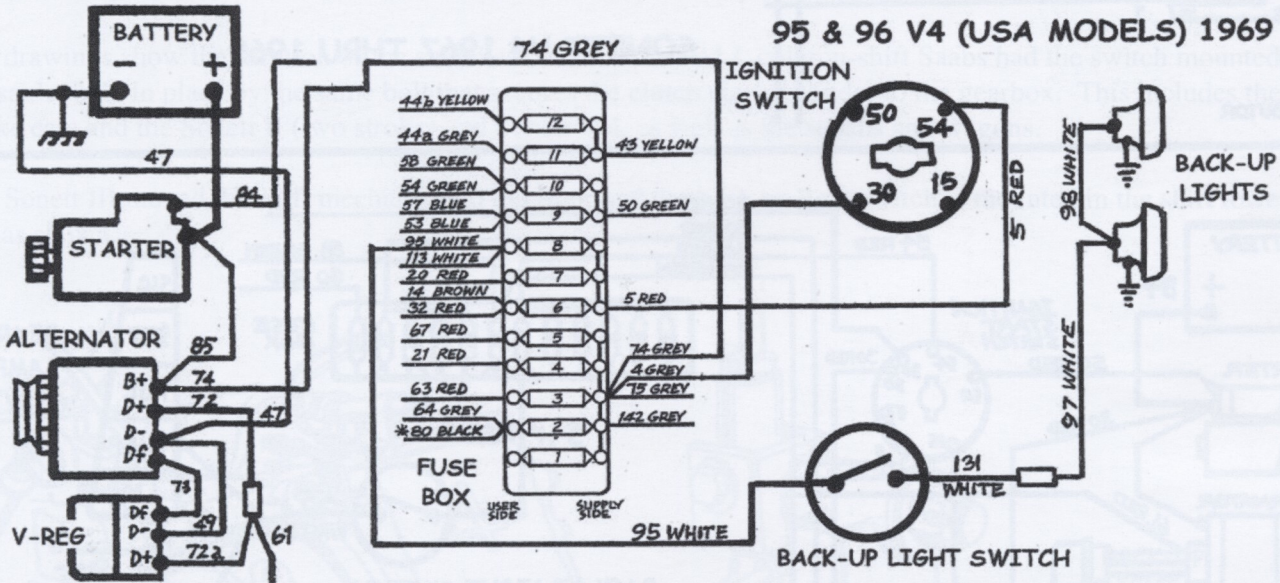
When the gear selector is moved to the REVERSE position, the contacts of the back-up light switch are closed, and current flows from the appropriate fuse, the back-up light switch, to the back-up lights, through the lights, to ground. The back-up lights light up and keep you from smashing into that utility pole behind you!

95 & 96 V4 (USA MODELS) 1967 & 1968



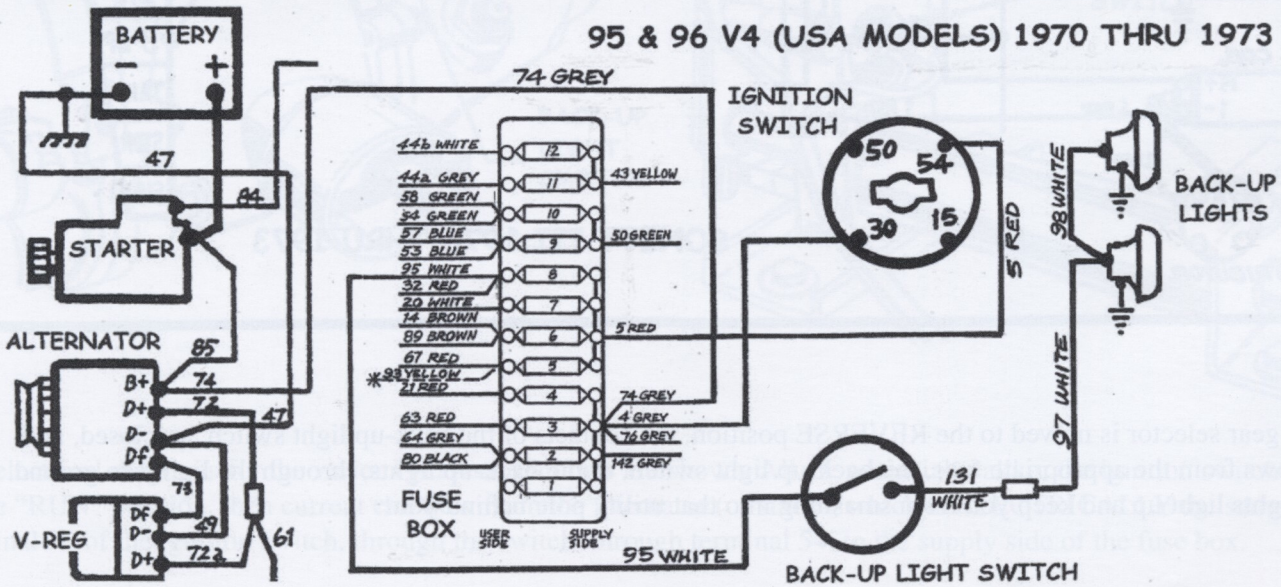
BACK-UP LIGHT SWITCH

95 & 96 V4 (USA MODELS) 1969



BACK-UP LIGHT SWITCH

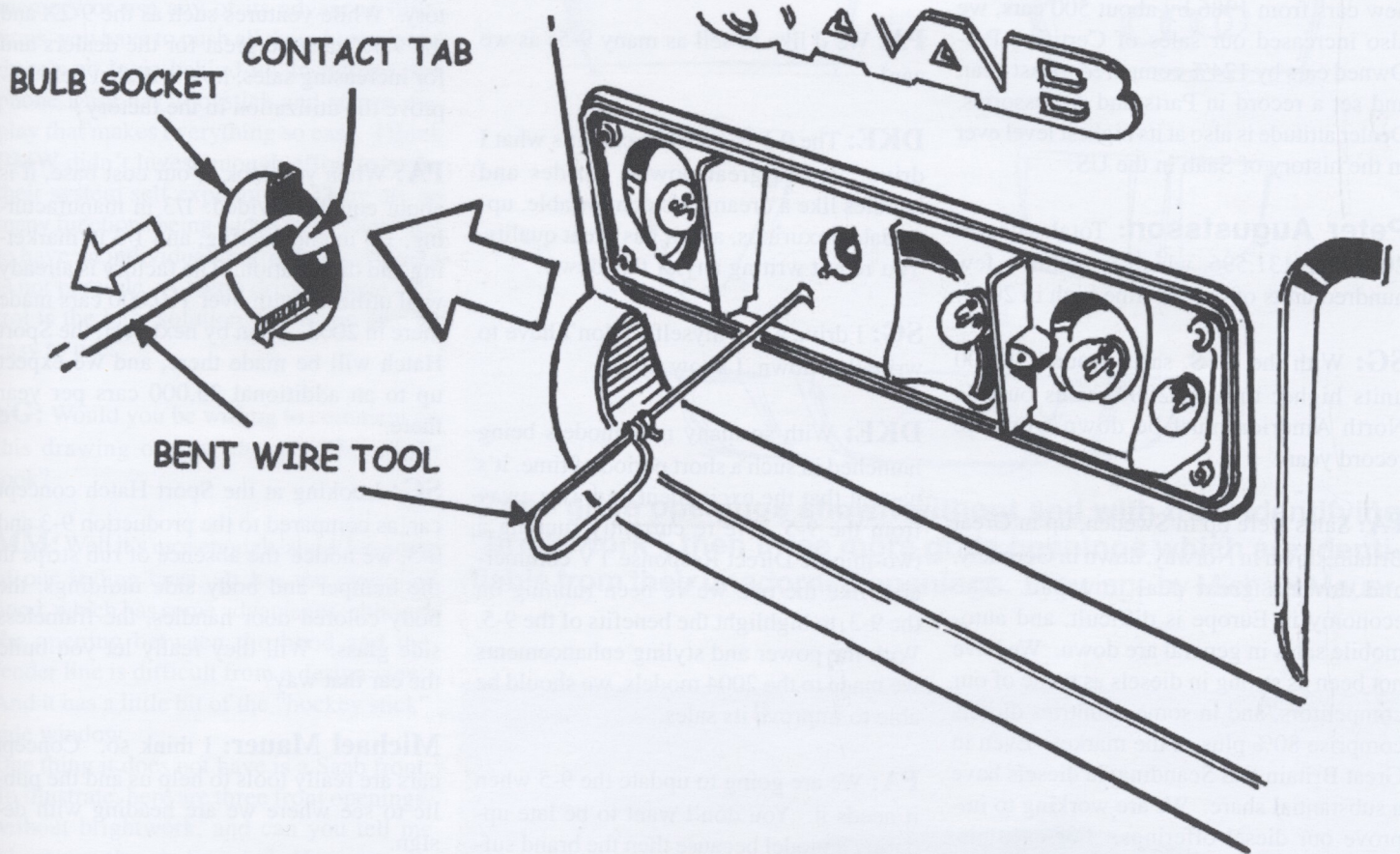
95 & 96 V4 (USA MODELS) 1970 THRU 1973



BACK-UP LIGHT SWITCH

On Sonett III cars, there is an on-going problem with the rear-lamp assemblies. The spring contact that touches the center of the bulb tends to lose its tension and there isn't enough pressure to allow current flow. Using a bent-wire tool, reach inside the bulb socket (power to that particular bulb turned OFF, please) and pull the contact AFT, actually bending the contact a bit. You should feel the tension on the bulb when you re-install it in the socket.

It is also a good idea to clean the metal sides of the bulb as well as the retaining pegs on the bulb, with some fine emery cloth.



When the back-up light switch on the Sonett III cars is replaced, it must be adjusted so that the switch is not turned on when the shifter is moved to the second-gear position.

When the back-up light switch on column shift Saabs is replaced (or when the switch assembly is removed to replace the clutch slave cylinder), the switch must be adjusted so that the tab on the shift linkage contacts the switch squarely when the shift lever is moved to the reverse position.

Stephen Goldberger caught up with a trio from Saab corporate at the Detroit Auto Show. He spoke with Peter Augustsson, President and CEO of Saab Automobile AB, Debra Kelly-Ennis, President and COO of Saab Cars USA, and Michael Mauer, Saab's Chief Designer. The following is his report:

Stephen Goldberger: First, congratulations on your record-setting US sales in 2003. How were the sales outside North America?

Debra Kelly-Ennis: Thank you. We not only exceeded the all time U. S. record for new cars from 1986 by about 500 cars, we also increased our sales of Certified Pre-Owned cars by 124% compared to last year, and set a record in Parts and Accessories. Dealer attitude is also at its highest level ever in the history of Saab in the US.

Peter Augustsson: Total sales in 2003 were 131,596, which is within a few hundred units of our all-time high in 2000.

SG: With the U. S. sales around 10,000 units higher than in 2000, sales outside North America must be down from the record year.

PA: Sales were up in Sweden, up in Great Britain, down in Norway, down in Germany, and down a great deal in Japan. The economy in Europe is difficult, and automobile sales in general are down. We have not been as strong in diesels as some of our competitors, and in some countries diesels comprise 80% plus of the market. Even in Great Britain and Scandinavia diesels have a substantial share. We are working to improve our diesel offerings. For example, half of the diesels sold in Europe are sold with automatic transmissions. We haven't had an automatic diesel in the 9-3, and in the 9-5 it is limited to the 2.2 liter diesel.

SG: In the US, there is beginning to be a great deal of interest in diesels for light trucks. VW has a loyal and enthusiastic base of diesel customers, Mercedes is reintroducing diesel power in the US, and other brands seem to be poised to bring diesels to the USA. Our markets can be very "fashion conscious," and if diesels become fashion-

able then demand can grow very quickly. Will Saab be able to respond?

PA: We have diesels in production, and supplying a demand in the USA wouldn't be a problem.

SG: During 2001, the last year when the previous model 9-3 was available throughout the year, the 9-5 sales often equalled or exceeded the sales of "steel roof" 9-3s. In 2003, 9-5 sales have been more than 2 to one in favor of the 9-3. Do you have any particular goals or targets for 9-5 sales? Is it getting past time to replace it?

PA: We'd like to sell as many 9-5s as we can!

DKE: The 9-5 is a terrific car. It's what I drive. It has great power, it rides and handles like a dream, it's comfortable, up-to-date, luxurious, and it has great quality. You're not writing any of this down?

SG: I drive a 9-5 myself. I don't have to write that down, I know it!

DKE: With so many new models being launched in such a short period of time, it's natural that the excitement is drawn away from the 9-5. We're currently running a two-minute Direct Response TV commercial, like the one we've been running on the 9-3, to highlight the benefits of the 9-5. With the power and styling enhancements we made to the 2004 models, we should be able to improve its sales.

PA: We are going to update the 9-5 when it needs it. You don't want to be late updating a model because then the brand suffers, but if you update too early, your profits suffer.

SG: The 9-2X joint venture with Fuji Heavy Industries: Peter, you were at Volvo when they went through a similar project with Mitsubishi, weren't you?

PA: I was the head of that project.

SG: How would you compare what Saab has done with what Volvo did at the time?

PA: With Volvo, we started off to produce four vehicles: two for Volvo and two for Mitsubishi. The technical level of the new car is much higher than we had then. Communication was a little difficult, with not so many Japanese speaking fluent English, and us not speaking Japanese or them Swedish. But when you put engineers together, right away they start making drawings and communicating that way. The project was successful at Volvo and we expect success with this project.

SG: It seems to me that the biggest single fixed expense at Saab is the Trollhättan factory. While ventures such as the 9-2X and the 9-7X may be great for the dealers and for increasing sales, how will that help improve the utilization in the factory?

PA: When you look at our cost base, it is about equally divided: 1/3 in manufacturing, 1/3 in engineering, and 1/3 in marketing and distribution. The factory is already well utilized, with over 110,000 cars made there in 2003. Then by next year, the Sport Hatch will be made there, and we expect up to an additional 35,000 cars per year there.

SG: Looking at the Sport Hatch concept car, as compared to the production 9-3 and 9-5, we notice the absence of rub strips in the bumper and body side moldings, the body colored door handles, the frameless side glass. Will they really let you build the car that way?

Michael Mauer: I think so. Concept cars are really tools to help us and the public to see where we are heading with design.

SG: I notice, looking at the Volvo stand, that as they progress from the V70R to the XC90, they black out ever more of the grille, fascia, and lower body. How do you view that from a design point of view. Would you want Saab to adopt that?

MM: Not really. Saab should have a more dynamic look. The black gives a more rugged character to the design, to underscore the basic message that the vehicle is in-

tended for that. I think that gives the wrong message for a Saab. The 9-3X was done in body color, with some of the lower panels in a low-gloss finish, but still body color.

SG: Can you comment on the use of a control like BMW's "i-Drive" and the similar system that Saab has adopted?

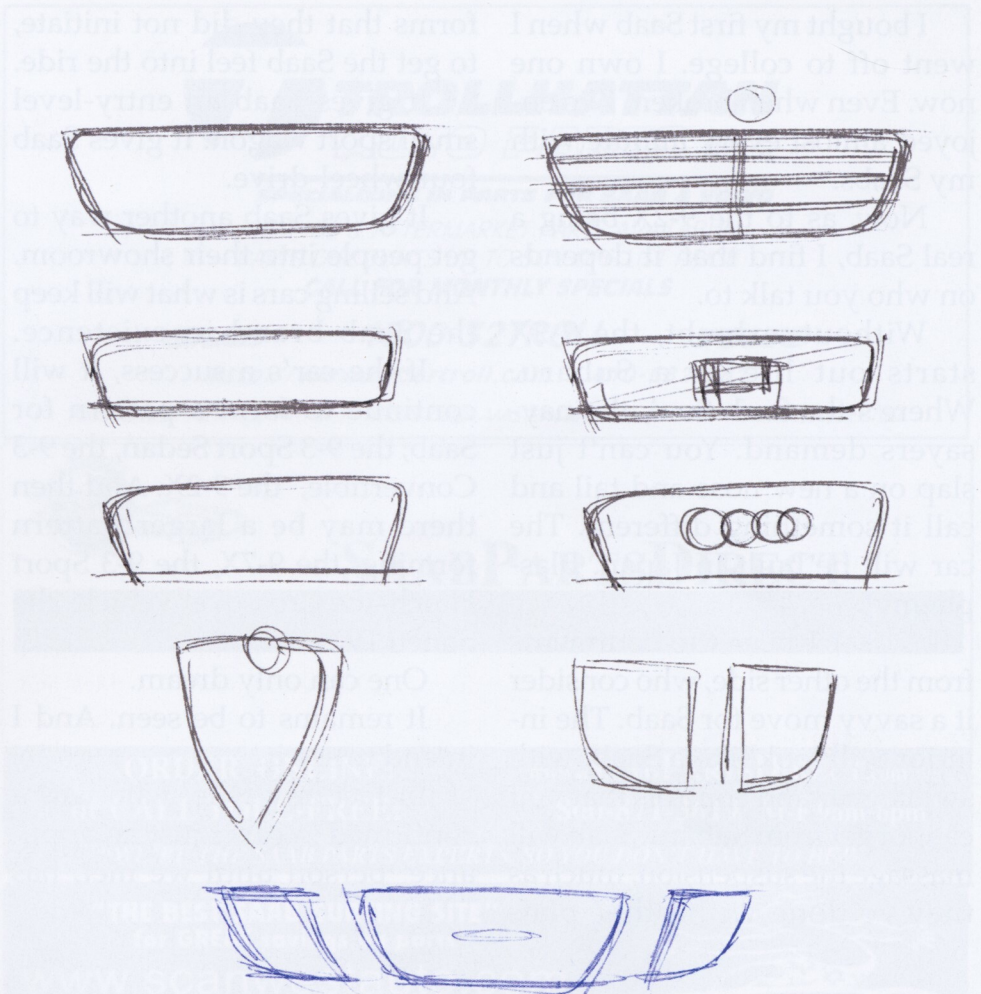
MM: For the Man-Machine interface, the most successful designs are those that are self explaining. You shouldn't need to read a fat instruction manual to use the device. I have this cell phone that I use in the U.S., and I can't stand it! To enter a number into memory or use any of its advanced functions, you have to push all these buttons and there's no logic behind it. In Europe, the phone I use has a joystick and screen display that makes everything so easy. I think BMW didn't invest enough effort to make their system self explaining. There are so many functions being added to cars now that to have an individual button for everything is not possible. A menu driven single control is the only solution, but it can also be easy to use.

SG: Would you be willing to comment on this drawing of how the next 9-5 might look?

MM: Well it's nice enough, and it has some of our styling cues. It has the clamshell hood, which has some advantages, although the opening between the hood and the fender line is difficult from a design view. And it has a little bit of the "hockey stick" side window.

One thing it does not have is a Saab front. To illustrate, here are three front openings, without brightwork, and can you tell me whose car they belong to? Here are two others, and even without brightwork, you know what they are. Similarly Saab, with its "three hole" opening, for lack of a better term, without any brightwork or labels, you know just what they are.

If someone were to bring me this drawing, that's what I would tell him or her immediately that it does not have a Saab front. Otherwise, it looks good. I can assure you that the next 9-5 will look much better.



Three grille openings shown without and with their identifying "brightwork", then three more grille openings which are identifiable from their unadorned openings. Drawings by Michael Mauer.



Sketch by Antoine Guilbaud of Antoine Guilbaud/Hidden Image

I bought my first Saab when I went off to college. I own one now. Even when broken, I've enjoyed almost every minute with my Saabs.

Now, as to the 9-2X being a real Saab, I find that it depends on who you talk to.

Without a doubt, the 9-2X starts out life as a Subaru. Where's the Saab Soul, the naysayers demand. You can't just slap on a new nose and tail and call it something different. The car will be built in Japan. Blasphemy!

Yet I hear the comments from the other side, who consider it a savvy move for Saab. The interior will look like a Saab, with switchgear and controls that you cannot get from Subaru. Saab will massage the suspension, much as they've done with other plat-

forms that they did not initiate, to get the Saab feel into the ride.

It gives Saab an entry-level small sport wagon. It gives Saab four-wheel-drive.

It gives Saab another way to get people into their showroom. And selling cars is what will keep the Saab brand in existence.

If the car's a success, it will continue to form a pattern for Saab; the 9-3 Sport Sedan, the 9-3 Convertible, the 9-2X. And then there may be a larger pattern forming; the 9-7X, the 9-3 Sport Hatch, the Crossover vehicle, the Sonett IV . . .

One can only dream.

It remains to be seen. And I intend to see it.

In fact, my wife, who was a confirmed 'a car is just an appliance' person until we met, has

been eying the 9-2X very closely. She's interested in the Aero appointments. She'd like a red one.

And much as I nervously discuss with her the Japanese lineage, I have to admit, a red one would match my Sonett!

I'd like to end this, my first NINES editorial, with the gentle reminder that it is you, dear readers, that keeps this publication alive and lively. Send in your comments, criticisms, critiques, and whatever else you can get down on paper (or type into your computer). We're always looking for people to share their Saab stories and ideas. This is YOUR forum. Let us hear from you!



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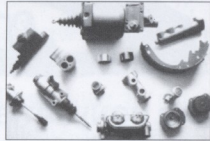
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Saab SUV To Be built In Ohio

Tentative labor deal includes \$50M investment

plained. "But we're obviously very pleased we have tentative agreements on both the local and national contracts."

The *Dayton Daily News* quotes Mike

the center consoles between the front seats. To make the 9-7 a hit, Wall said, GM will have to take its design "another step" to make sure it's discernible from the TrailBlazer, Envoy and Rainier, which went into full production over the summer.

"It's probably not costing them much to work with what they already have, so they can invest in other design areas," Wall added. "The differentiation will be in the sheet metal and the interior."

Wall is forecasting annual sales for the 9-7 in the range of 25,000 to 30,000. That's a relatively low sales volume, since last year GM sold 249,568 TrailBlazers and 110,720 Envoys, but it will help Saab catch up to its competition. Most other luxury brands already sell SUVs, including Ford Motor Company's Swedish division Volvo, which last year released its fast-selling XC90.

"(The 9-7) bodes well for the Saab brand," Wall concluded. "It might turn off some diehards, but it opens up Saab to new customers who might not have considered buying one otherwise."



Saab's SUV

According to a recent article in the *Dayton Daily News*, the new Saab SUV, 9-7X, will be built in Ohio alongside the Chevrolet TrailBlazer, GMC Envoy and Buick Rainier midsize sport utility vehicles.

Under the tentative contract's terms, GM agreed to spend \$50 million in the Moraine plant to start up production next fall of a new Saab SUV, the union said.

International Union of Electronic Workers-Communications Workers of America spokeswoman Lauren Asplen said GM's pledge to build the Saab SUV at Moraine is a "big win" for the union. "It guarantees job security for even longer than the contract's term," she said.

GM spokesman Dan Flores declined comment on the new SUV.

"It's company policy that we don't confirm specific details of a tentative agreement that's pending ratification," Flores ex-

plained. "But we're obviously very pleased we have tentative agreements on both the local and national contracts."

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Saab USA Sets Records in All Areas of Business

Saab USA reports calendar year 2003 new car sales reached 47,914 units, (a 27 percent increase over last year's 37,805,) and surpassed Saab's all-time best year of 47,414 units, set back in 1986. This is Saab's highest annual sales result in its 47-year history in the U.S. market.

"Our retail network and our own Saab Cars USA team worked exceptionally hard all year long to achieve this historic sales result for Saab," said Debra Kelly-Ennis, president of Saab Cars USA. "This strong sales result is particularly gratifying, considering we've achieved this growth in our business without yet entering new products into new segments. We've done it with our two-car lineup, relying heavily on the tremendous success of the new Saab 9-3 Sport Sedan and Convertible."

Recently, Saab has shown two new vehicles: the 2005 Saab 9-2X and the 2005 Saab 9-7X, which will soon broaden its product portfolio beyond the two-car lineup Saab has had since 1986.

"As we begin to launch new products in new segments, starting with the 9-2X in the summer of 2004, we'll continue to set new records for Saab in the U.S., Saab's most important global market," added Kelly-Ennis.

Saab's tremendous momentum in the U.S. can be found in all areas of its business. Saab Certified Pre-Owned Sales for December were up 83 percent over 2002, with 757 sales. This brought Saab's 2003 CPO sales total to 9,580, a 124-percent growth versus last year.

Saab also achieved a new high-water mark for Parts and Accessories sales in the U.S. in 2003, with sales up a full 10 percent over 2002.

The highlights:

- All-time record new car sales of 47,914 units up 27 percent over 2002.
- All-time record certified pre-owned sales of 9,580 up 124 percent.
- All-time record parts & accessories sales up 10 percent over 2002.



Saab 9²X on top, Subaru WRX above

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Saab sales over the period continue to be strong, with Saab USA setting the mark for their best year in their history. 2003's sales of 47,914 comfortably exceeded those in 1986, with sales of 47,414. Saab looks forward to 2004 with the new convertible, a full range of 9-3 Sports Sedans, a more competitive mainstream 9-5 model (the 220 hp Arc), and a mid-year introduction of the 9-2X. The obvious expectation is that 2004 sales will exceed 50,000.

	NOV 03	DEC 03	PERIOD
Sedan 9-3 se		1	1
Viggen Coupe		1	1
Viggen Sedan		1	1
Linear Sports Sedan	1463	1208	2671
Arc Sport Sedan	512	571	1083
Aero Sport Sedan	188	259	447
Arc Convertible	222	264	486
Aero Convertible	201	259	460
total 9-3	2586	2480	5066
Sedan 9-5 Linear	173	124	297
Sedan 9-5 Arc	320	409	729
Sedan 9-5 Aero	248	225	473
Wagon 9-5 Linear	91	90	181
Wagon 9-5 Arc	109	125	234
Wagon 9-5 Aero	73	53	126
total 9-5	1014	1026	2040
IDS	3	7	10
total (2003)	3600	3506	

For Sale: 2001 Saab 9-3

Color: Metallic Silver - Trans: Auto - Mileage: 27,500 - Price: \$17,750. This car is in immaculate condition. Only one scratch on exterior (right rear bumper) and interior is impeccable. I live in New York City and barely use the car; it is garaged and used only for weekend trips. I'd like to keep it but the cost of garage and all other factors is not worth the amount of driving time I use it for. Upgraded sound system including amplifier, subwoofer and six high output speakers. Automatic transmission, 5 year/50,000 mi. warranty. Charcoal leather seats, steering wheel and shifter. Brand new brakes and disks. Front wheel drive, 4-door hatchback. Traction control. Heated front seats. Power moonroof, windows and locks. Serviced only at Saab dealer - car was just serviced. Onstar with gps. All highway miles. Very well taken care of! I'll be sad to see it go, but I'd like to give it a better home. Car is located at my parents' house in Massachusetts; it can be seen and driven there. I look forward to speaking with you. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/9-3.html#040110dbeck>
 Contact: David Becker, New York, NY
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040110dbeck>
 Phone: mobile # (917) 838-9760 or during the day @ (212) 596-1847

For Sale: 1995 Saab 9000 Aero

Color: Black - Trans: Manual - Mileage: 112,500 - Price: \$10,700
 Black 9000 Aero in excellent condition. 225 Horsepower with 258 lb/ft torque. Meticulously cared for and serviced at Saab dealership. Just totally detailed. Always Garaged, fully loaded with heated black leather Recaro racing seats, Harmon/Kardon sound system, moonroof, custom winter Saab rubber mats. New complete exhaust, climate system fans & heating core, brakes, and catalytic converter. This Aero runs like a dream. Raw power, strong torque and smooth highway ride. Limited production model. A true collector's Saab. Moving into city, can't keep it. It's a must see!

Photo available at The Saab Network Classifieds:
<http://www.saabnet.com/tsn/class/9000.html#031226jduvo>
 Contact: Jacques Duvoisin, Morris Plains, NJ.
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031226jduvo>
 Phone: (973) 452-8630

Autos for Sale

For Sale: 2003 Saab 9-5 Aero Wagon

Color: Steel Gray - Trans: Manual - Mileage: 16,200 - Price: \$30,750. 2003 Aero SW with MANUAL Transmission. Steel Gray exterior with an exquisitely kept charcoal leather interior (regularly cleaned and conditioned). Touring package. Maintained with dealer oil changes every 5K, in addition to scheduled maintenance (all records available). Includes almost \$500 of accessories (rubber mats, all season cargo mat, metal cargo guard, bumper protection, and 2 dog leashes/tie downs).

Photo available at The Saab Network Classifieds:
<http://www.saabnet.com/tsn/class/9-5.html#031215lrubi>
 Contact: Lewis Rubinson, Baltimore, MD.
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031215lrubi>
 Phone: (443) 573-3309

From News of the Weird:

To fight two speeding tickets from the same police camera in a 60 km/hour zone, Carlos DeMarco, 39, commandeered a 70 km/hour sign and affixed it to the pole underneath the speed camera, then photographed it to show that he was not speeding. The judge in Parramatta, Australia, detected the clumsy nature of DeMarco's work and fined him again, for a total of about \$880 US.

Classified Ads

For Sale: 1990 Saab 900 Turbo Convertible

Color: Black - Trans: Manual - Mileage: 142,000 - Price: \$4895 An extremely well cared for (garaged) and maintained Saab 900 Turbo Convertible with maintenance and repair receipts. New tires, brakes exhaust and clutch. Parts replaced include speedometer, steering rack and column, water pump, front axles, plug wires, cap, rotor, wiper motor, cable and battery. This Saab is pictured in 1990 Saab 900 owners' manual. I believe the black roof and body with the tan interior is just about the best color combination.

Contact: James F. Hackett, Cranston, RI.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031203jhack>
Phone: (401) 943-6660 +447-1900

For Sale: 1989 Saab 900 Turbo

Color: Red - Trans: Manual - Mileage: 125,250 - Price: \$1799 Daughter has gone off to college so I no longer need an additional car to get back and forth to work. Power Sun Roof; Tan Leather Heated Seats; Power Windows, Locks and Mirrors; 5 Speed, Clarian AM/FM Cassette Equalizer, Instrument Package, A/C, Floor Mats, High Performance Computer (red); Pinstripes, Spoiler, Alloy Wheels. Pros: 2 owners, no smokers, Leather Seats are LIKE NEW!, Turbo strong, Full Records. Cons: NEEDS right front CV joint, A/C recharge, rear window defroster relay, 2 new tires soon, hood release cable; headliner loose, rust on bottom of passenger door and right front fender above wheel. Additional photos available. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/900-93.html#031209dzeft>

Contact: Don Zefting, Webster, NY
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031209dzeft>
Phone: (585) 787-0613

For Sale: 1975 Saab 99 LE

Color: Carolina Blue - Trans: Auto - Mileage: 28,750 - Price: \$6500. This original 99 from Maine is one of the best examples of its type available. The was car stored for years and was prepared for the 1998 Saab Nationals at Hilton Head. New fuel tank, pump, brake calipers, and tires. All rubber parts, interior and glass in mint condition. Original paint has only minor blemishes on her nose, due to her time on the road in Maine. I have only driven it to the Swedish

car day, held at the Museum of Transportation, Brookline MA. The car is very tight and quiet while under way. Please enquire about this truly turnkey original.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/classmail2.php3?tag=040106cbrow>
Contact: Chad E. Brown, Worcester, MA.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040106cbrow>
Phone: (508) 852-3136

For Sale: 1971 Saab 99 2 door coupe

Has title. Engine seized. Great for restoration or parts. \$200 OBO. Brushville, PA. (570) 465-7273.

For Sale: 1967 Saab 96

3-cylinder, grey, complete, \$500 OBO. Not running. V-4 disc brakes, reupholstered V-4 seats, carpet, trunk carpet, electronic ignition. Robert A. Scrugham, Marietta GA. 99saab900@msn.com (770) 973-8339.

Parts and Miscellaneous

For Sale: Performance Saab 900 SPG Parts

Whaletail-fiberglass, ready to paint \$250 OBO, Custom Big Bore throttlebody (unused) \$100 OBO, Volvo front-mount intercooler \$100 OBO, boost-controller \$25, boost gauge \$20, Accel #24 injectors \$50, fully adjustable FPR \$150. Set of SPG rims, some curb rash, w/tires \$250 OBO. Full 3-inch w/downpipe (call for details). 1987 900 SPG will be completely parting out soon so call or email for parts needed.

Contact: Daniel Douglas, Seattle, WA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031203ddoug>
Phone: (206) 361-9461

For Sale: Parts

Parted out 1969 V-4 Deluxe. Have everything except front sheet metal and radiator. Engine has hardened exhaust valves and seats, steel balance gear, NOS 1CH34 Carbe. Robert A. Scrugham, Marietta GA. 99saab900@msn.com (770) 973-8339.

For Sale: Saab Literature and Trinkets Collection

Collection of Saab literature and trinkets. Weighs about 75 lbs. Complete Saab Club Newsletter (predecessor of Nines) and Nines collection dating from 1983 until 1995. Also, all Saab product literature from mid 1980's until current. Coffee mug, frisbee, document holder, books (Saab-Scania story, Saab the Innovator and Saab the First Million included). Also NOS rear brake pads and thermostat for late 80's 9000. I'm sure I'm forgetting something. \$200 plus shipping from Wilmette, IL. 60091.

Contact: Ted Marshall, Wilmette, IL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031215emars>
Phone: (847) 256-8688

NEW BOOK! V4 Transmission Survival Guide

Covers the gearbox, freewheel, seal replacement, clutch replacement, light flywheels, trouble-shooting leaks, noises, unusual quirks and how to repair each problem. Covers other items associated with the transaxle as well. Written for the owner/home mechanic. Very well illustrated, with a lot of step-by-step repair instructions. \$40.00 plus \$5.00 S & H. Jack Ashcraft, 2030 Grey Eagle Dr, Medford, OR 97501
jackashcraft@charter.net
(541) 779-0731

Wanted

Wanted - 9-5 Wagon Security Cover

Purchased 2001 9-5 Wagon used, it once had a cover but no longer. Charcoal color preferred but not important.

Contact: Ted Christensen, Charlton MA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=031201tchri>
Phone: (508) 248-7054

Wanted: Saab Sonett II V-4

Preferable in very good overall condition. Must be original and complete. Willing to pay a good price for a good car
Contact: Gerdo Schepel, Vuren NETHERLANDS

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040114gsche>
Phone: 31 (0) 6517 99 68



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