

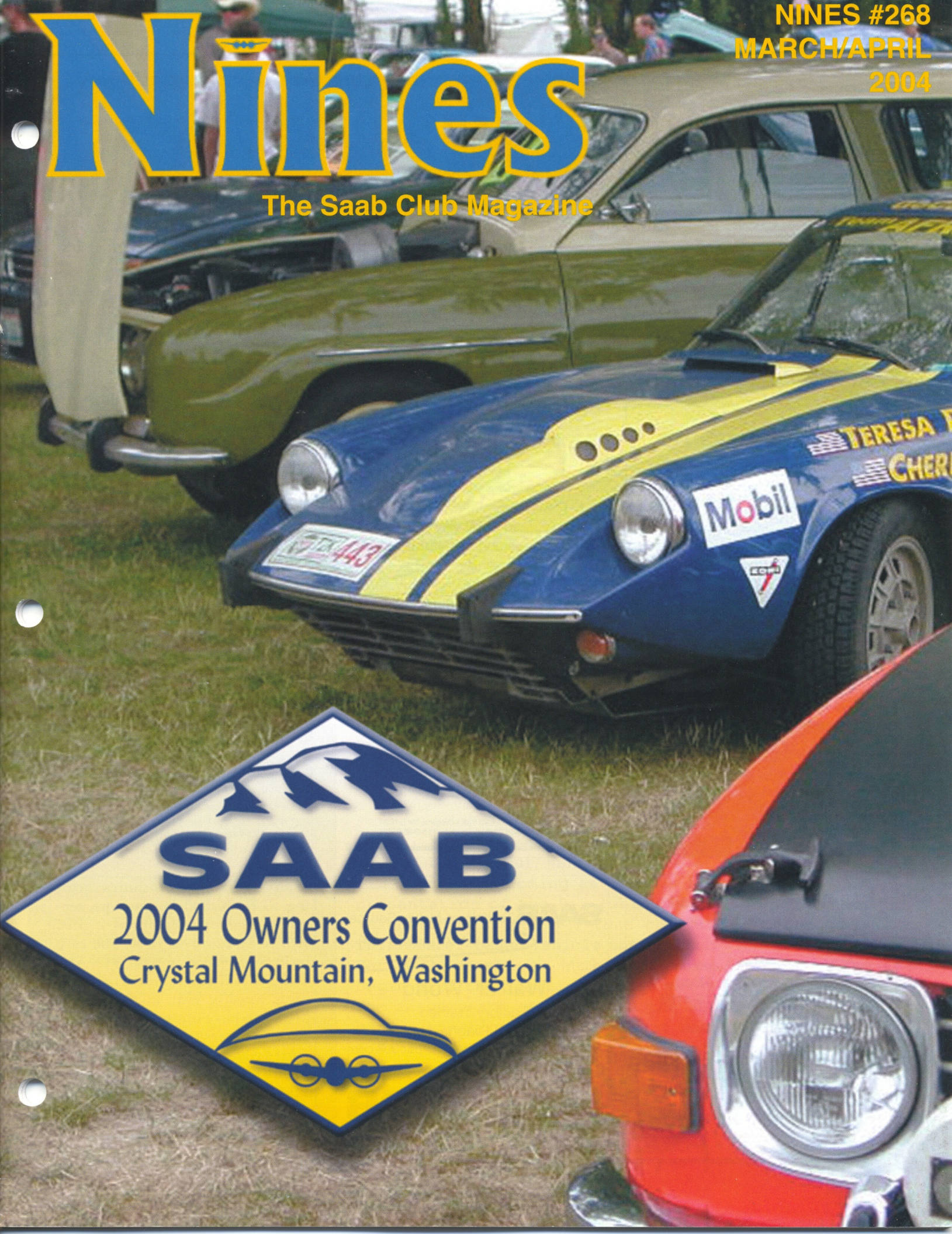
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Nines

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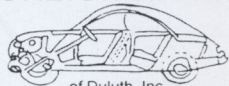
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Publisher: Stephen Goldberger
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Contributing Editors and Photographers:
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NINES The Saab Club Magazine
 (ISSN 1530-0730) issued January, 2004.
NINES The Saab Club Magazine is published bimonthly by NINES Publishing Co. of Ohio.
 The Saab Club is not affiliated in any way with Saab Cars USA, Inc. or Saab Automobile AB.
SUBSCRIPTION RATE is \$30.00 per year in the US. Please see the form on the inside cover wrap for complete information.
NINES Publishing Co. of Ohio
 2389 Chestnut Hill Street NW
 North Canton, OH 44720-0346
 Phon: 330-497-0346
 9 am - 5 pm Monday - Friday EST
 Fax: 413-740-5583
 e-mail the editor: nineseditor@earthlink.net
 e-mail the publisher: nines@neo.rr.com
 Web Site: www.saabclub.com

Periodicals Postage Paid at Canton, Ohio and at additional mailing offices
POSTMASTER: Send address changes to NINES, 2389 Chestnut Hill Street NW, North Canton, OH 44720-5822.

Features

9000 Chains by *Stephen Goldberger* 14
 What Makes A Saab A Saab? by *Charles Christ* 22
 Saab 9-5 Programming Options by *Steven Roth* 23
 Turkey Bowl by *Stefan Vapaa* 26
 Saab In Baja by *Jack Ashcraft* 35

Saab Clubs

SOC04 Update 17
 North American Saab Clubs And Contacts 18
 Saab Club Of North America 19
Club News
 Mississippi River Saab Tour 8

Departments

Letters 4
 Saab Widow Strikes Back by *Traci Payne*
 The Family Sickness 9
 Professional Perspective by *Chuck Andrews*
 9-7: Saab's Answer To Safety 10
 Rear View by *Tim Winker*
 Saab, Subaru And The Targa 30
 On the Column by *William "Chip" Lamb*
 Redefining Vintage, Again 32
 Classified Ads 38

Front Cover: A View Of The SOC 1991 in Washington State
Photographed by Jon Kjaerulff

Cover Wrap: The Saab Baja Pits in El Arco, 1970
Photographed by Jack Ascraft

The issue in your hands arrives at an interesting time for Saab, coming as it does between the public presentation of the 9-2 (which some have dubbed the "Saabaru") and the 9-7 (one talented wag gave this Trailblazer-based vehicle the moniker "Trollblazer"). For that reason, a number of items in this issue begin with the question, "What makes a Saab a Saab?" The answers are as varied as the authors. Perhaps a better question might be, "What makes a Saab driver a Saab driver?"

Seth D. Bengelsdorf, Editor

Back To The Fold

To the Editor:

I am enclosing a check for \$40 for a full membership with the NINES Magazine. My husband's membership expired when he died, so I don't have the proper form. Since I still own a 1967 2-stroker as well as a '95 900S and a '97 9000CS, I thought I would enjoy being a member again. My husband and I owned Saabs since 1958 and have always loved them. I can still hear a 2-stroker coming from three blocks away.

On an interesting note, my present mechanic, John Goguen (J.G. Service), is the son of Clarence Goguen from whom we bought our first used 1957 Saab in 1958 on practically the same site today in Leominster, MA.

Thank you for your patience.

Jeanne E. Paella
Lexington, MA

Saab's New Time

To the Editor:

I have been reading NINES since Dick Grossman published it. In fact, Grossman put out so many technical tips that, although I live out west, I was able to keep my car running and stayed with Saabs. I think you do the best job for today's market, with a good mix of technical, promotional, readers views and their interests. I have found that most people know little about the insides of their cars so anything you do to identify parts and features generally enhances a persons' sense of ownership. I sometimes have a hard time differentiating between an alternator and starter on pictures of cars.

Owning Saabs, from the point of view of enhancing a persons business or social standing, is also important. Young people are not buying them to pull off the cylinder heads.

Saab is entering an exciting new time with their Saabaru hot rod. I cannot afford and

have little use for one, none the less I hope you run as many performance articles as you can. Things like the new Praxis shock absorber system and the performance of the 300 to 400 hp stuff is very interesting.

I guess Saab will have an SUV. Anything that covers enhancement, cosmetic or performance, of these vehicles should be a good topic. Saab is a different outfit now, appealing to different types of people and we drive differently than in the 1960s, 1970s and 1980s. Fold this in.

Yours truly,

David Calabrese
Las Vegas, NV

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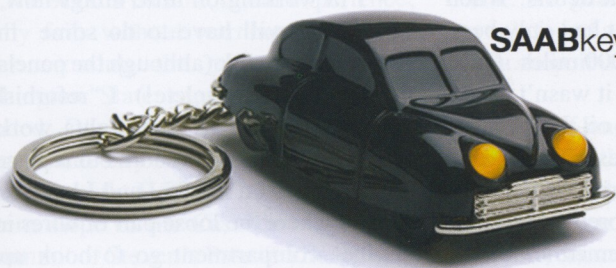


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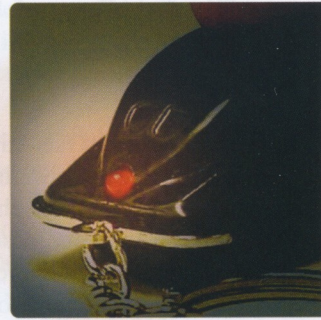
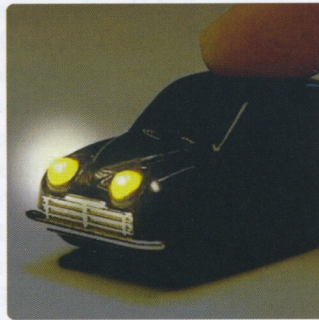
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Sludge Report

To the Editor:

As you may read in Traci Payne's (my wife's) column this month, we had a little eBay adventure in our household. We needed a larger car than our leased 9-3 for our growing family, and decided a 9-5 would fit the bill. We found someone to take over the 9-3 on swapalease.com, and wanted to spend as little as possible on the 9-5. We found what we were looking for on eBay, a 1999 base model 9-5 with 61,000 miles on the odometer. It has cloth seats and a no sunroof, quite a rare Saab in the U.S.! I flew to Utah from Minnesota, and uneventfully drove home our prized find.

We had the car barely a month when I read Chuck Andrew's engine sludge column in Nines #267. He talks about a '99 9-5 they had in their garage with a failed engine due to sludge, and oh yeah, 65,000 miles on it. Since part of the eBay deal was no maintenance records and an assumed less than stellar maintenance history, I became a little concerned. The good news was the car wasn't exhibiting any symptoms of sludge such as noisy timing chains or blue smoke out the tail pipe, and I did not notice anything unusual the two times I had changed the oil.

In his column, Chuck had alluded to home remedies for engine sludge. Since the car wasn't exhibiting any symptoms, I decided to try a 30 oz. can of Gunk Engine Flush before going to the full B&G process. The directions were as follows:

- 1) Make sure oil is at the proper level.
- 2) Pour can of Engine Flush into cold engine, and let idle for 5 minutes.
- 3) Drain oil and remove filter, replace with fresh oil and filter.

It seemed simple enough, but I poured only half the can of solvent in the engine. Thirty ounces seemed like an awful lot for a four-cylinder engine and I didn't want to risk any damage. The can gave a warning to NOT drive the car during the process, so I also turned off all the accessories such as the radio and heater so there wouldn't be any load on the engine.

I wasn't sure what to expect. Both prior times I had changed the oil it had come out

dark, but there was no visible debris. When I drained the oil this time it had only been in the car for a little over 1,000 miles. Once again it came out dark, but it wasn't until I inspected the bottom of the oil drain receptacle that I noticed particles. There were several small 1/8th inch clumps of dark debris, and several light colored sand granule-like particles. This seemed similar to the type of debris Chuck had mentioned was found in the oil pan of the failed 9-5.

It seems that there likely was or is still some debris in the engine of the 9-5, but I'm hoping not a lot. Since I only used half the can, I will likely flush the engine again with the remainder of the solvent after another 1,000 miles. My plan is to continue to perform extra regular oil changes until the engine oil remains clean after 1,000 miles, and if symptoms ever develop, I'll get the B&G flush done.

After a week since the flush, I have observed that the oil light goes out much faster when starting the car than before. Previously, when cold, the oil light would stay on for as long as three or four seconds. Now it goes out almost immediately. This leads me to believe that there was some sort of blockage previously that the flush cleared. Also, I put more than 1,000 miles on the car this week and the oil is still looking clean. This is much improved from the previous oil changes I performed. I believe the flush was a success.

Chad Payne
Mounds View, MN

95 Joy

To the Editor:

I just took ownership of a very clean 1969 95 in January and, after several weeks in the shop, I'm now driving it around town and having a ball!

After spending a lot more than I ever thought I would (new M/C, new clutch, new carburetor, resurfaced flywheel, etc., etc., etc.) I am having an absolute ball driving this 95 around. I'm absolutely amazed at the totally quiet body. Not a squeek or rattle anywhere, no matter what roads I hit! And the little V4 just winds up and goes, even in basic stock mode!

I'm working on little things now, and eventually will have to do some major reupholstery work (although the panels and headliner are complete!) I "refurbished" the relay to get my headlights working, found a couple of 900 horns to replace the missing ones on the 95, and I have to figure out where the loose pair of wires in the engine compartment go to hook up my backup lights. The original Blaupunkt radio fires up, but there's no sound, so eventually that gets repaired.

I put some 165R15 Jupiter tires from Les Schwab on, and the mufflers were totally rotted out so I just replaced them. I may go to a new overall system at some point, but I'm happy with the little dual setup for now.

The previous owner had a few boxes of extra parts in it and I found a working clock to install, although it's missing the glass and chrome bezel. I can probably scavenge that off of another old 2" gauge from somewhere.

I wanted to share my new toy with y'all!

DI Cassette Complaints

To the Editor:

Larry West's article in the November/December 2003 issue of NINES on the installation of a Saab Direct Ignition system in a Saab 900 was interesting, but also puzzling. Why would he put an unreliable system on a 900? My wife and I own a 1987 900 and a 1993 9000, both of which we bought new. The 9000 has a little over 58,000 miles but it is on its fourth DI unit. Our third DI unit lasted less than 7000 miles.

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

Seth D. Bengelsdorf
Editor
NINES
30 Puritan Drive
Port Chester, NY 10573
nineseditor@earthlink.net

The 9000's DI unit, in our experience, usually fails without warning. Any 9000 driver crossing the remote areas of Washington State runs a risk of being stranded. Of course, a person can avoid being stranded by carrying a spare DI unit in the car trunk. However, descending the western slope of the Cascade range from the summit of Steven's Pass in a Saab 9000 is as risky as playing Russian roulette. A loss of power brakes and steering on that stretch of highway could be fatal.

Another puzzling thing is the failure of Saab and GM to improve the DI unit technology over the course of the 10 or more years it has been used by Saab. I would like to see Larry West or someone else in your network of experts discuss the DI problem and what Saab is doing about it. Among the questions that could be addressed are the following: Do the new 9-3 and 9-5 Saabs use the same DI technology and, if so, has the technology been improved, or do those units fail at the same rate as the 9000 units? Is Saab researching the DI problem with the intention to improve or replace the technology? Do other automobile makes, Volvo for example, use the same or similar system with the same failure rate?

Frank Swant
Seattle, WA

Larry West responds:

Thanks for your letter.

When I installed the DI system in my 1986 900 CV, the reliability of the system wasn't a deciding factor. I know that cassettes fail without warning, but that's why I carry a spare with me. When driving an 18-year-old car, there is very little that I do not expect to fail at nearly any moment, and I take rather good care of my cars. Just recently a 17-year old fuel pump gave up the ghost in the same car, in fact.

I have the relative luxury of knowing where to get parts for these cars cheap, and I have obtained spare DI cassettes for both of my DI cars. These are units I purchased at a junkyard for barely three cents on the

dollar. No guarantee, no warrantee, but I haven't found a dud yet. If it gets me home, or to a shop, it was worth it's weight in gold.

Even if one purchases the cassette at retail, and it fails after 120,000 miles (about when a lot of the ones that fail do so), you still break even financially had you kept up with the recommended replacement interval Saab set for cap, rotor and wires. \$350 for a cassette, \$350 for 4 sets of cap, rotor & wires. Of course, this doesn't mitigate the potential of being stuck by the side of the road.

I don't know that there is a specific DI "Problem". Saab has been fitting them to cars since the 1988 model year in Europe, and since 1990 in the USA. Admittedly, their first few iterations of the cassette were less than reliable. Saab originally wanted a system where a defective coil on one cylinder could be replaced by itself without the expense of replacing the whole unit, but the replaceable coils leaked oil and failed, forcing a redesign.

Cassettes do fail, and unfortunately, with little or no notice. The majority of them, however, will not fail until over 60 to 75,000 miles have gone by, and many of these not until after 100,000 miles.

The original cassette fitted to your car - part # 91 34 404 - was superseded by the 91 78 955 part. Specifically why, I don't know, but it would seem that Saab found a problem with it and corrected it in the next generation of cassette. The 91 78 955 part is the latest of the Red cassettes, and is the part one would purchase today.

Your 1993 9000, with only 58,000 miles is rather lightly driven, so I cannot tell what time span the 7,000 miles your third cassette lasted was, nor how many miles ago that was. If most of them happened under warranty, then the dealer may have been remiss in not identifying a problem external to the DI cassette. But that's only a maybe, and further details would be needed.

If you have the service records, perhaps you could check which part was used on each subsequent change. If the first couple were still the "404" part, then that may have been the problem. The "955" part was not installed on cars from the factory until the

1995 model year, and I do not know when it made it into the spare parts system as the replacement for the 404.

As far as keeping up with the technology, on the one hand, Saab has done quite well. The original DI system gave birth to the DI/APC system, which begat the Trionic (1993 9000), then the Trionic 5 (1994 900 & 9000), and Trionic 7 with the 9-5. The cassette technology itself is very simple. 12 volts is supplied constantly to the charging circuit of all 4 coils, building the charge, then when the trigger line is set, that coil discharges through the spark plug. The cassettes also sense combustion by applying a voltage across the plug gap and sensing the resistance. Trionic cassettes (the 404 & 955 cassettes) also have circuitry to distinguish knocking. There is basically little more to be improved on the cassette end (though the T8 in the 9-3 Sport Sedan splits the cassette into 4 independent coil modules), but Saab has been continuously updating the "back end" of the system for more than 16 years.

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Top Down Thanks

To the Editor:

I just wanted to thank John Betsill for his timely letter concerning the fix for a 1999 9-3 Convertible top problem (NINES issue #266). The same exact thing just happened to my 1999 Convertible (makes you wonder what Saab Cars USA is doing to address this annoyance) and it was a snap to fix. I appreciate his letter not so much for the method of repair, but the "heads up" notice. I never sit in the rear seats, and would probably not have noticed the malfunction had it not been for John's letter. Thanks, John!

Along the lines of his letter; has there been any discussion about having a "tech talk" or "tips" section to NINES? I am also a member of the BMW car club, which has a tech section in their club magazine. The section covers recalls, tips, and Q&A, and is extremely valuable. It would be nice to have a similar section in NINES.

Thanks for all your hard work as NINES editor, Stephen. I've thoroughly enjoyed your "looking out" and technical pieces.

It is almost time for the third annual Mississippi River Saab Tour. This family event will be held on Saturday, May 1st and will consist of a fun drive with other Saab enthusiasts on scenic backcountry roads along the Upper Mississippi River. We will be winding our way through southern Minnesota, northeast Iowa, and western Wisconsin. In the past we've had participants from many midwestern states.

The event will start at 10:00am at the Root River Trail Head in Lanesboro, MN and combine the best roads of previous tours and terminate at approximately 2pm in the Prairie Du Chien, Wisconsin area. A local restaurant will be selected for post-tour food and drink.

If you would like to participate or just have additional questions about the event, please send an e-mail to MRTour@mail.saabnet.com indicating your interest.

Welcome aboard, Seth!

Michael Laflamme
San Francisco, CA.

Top Down No Thanks

To the Editor:

I knew this was going to be an expensive year for my convertible (1992 900). New exhaust system stem to stern, ball joints, etc. I thought everything was done and past, I was all ready to go trouble free for a while now.

Never doubt the vengeance of a woman scorned! I made the mistake of letting someone test drive my car and we spoke the "S" word ("sell") in the presence of the car. She now knows I am looking to trade her for a younger model and she is punishing me for it.

The following all happened less than one week since the test drive. First it was an inoperable top, but that appears to be a required rite of passage, an initiation of

sorts. Then the battery light flickered on, which I am going to bet turns out to be the alternator (unless there is a more expensive option). Ah, that is enough, you'd think. But no.

In the true spirit of my life's motto, "no good deed goes unpunished," I washed the car this morning. Warm day, luke warm water, even ran the hose a bit. Then, the final (I hope) injustice. The windscreen split. Right smack dab down the middle! Head liner to winter wiper blade. Good thing the car doesn't know I have full glass coverage. Alas, I was thinking this windscreen was getting a bit tired. Been there since 2001.

What makes a Saab a Saab indeed, Seth! Personality. It's like having a British car without the rust plus the ability to survive a collision. No Camry or Accord will ever be able to make me feel so needed (or take such good care of me).

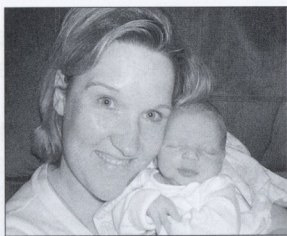
George McElhinney
Larchmont, NY

Bill Tubbs
Charmichael, CA

Mississippi River Saab Tour



Some of the attendees at last year's event. Photo by Paul Ellis.



View From A Saab: A Woman's Perspective The Family Sickness

2003 has come and gone with the Dick Clark New Year's Special hosted by MTV's newlywed stars Jessica Simpson and Nick Lachey (they are everywhere!) and now that the proverbial ball has dropped, 2004 is here. It's a time to start over, forget past mistakes, begin afresh, begin a new. And so I have, begun anew that is, with a new vehicle for a new year.

Now before your gaping mouths stay open permanently, relax. Of course it's a Saab. (How could I write a column for NINES if I didn't drive a Saab?) Of course, I toyed around with the idea of an SUV like a Jeep or Grand Vitara, but after my significant other regained consciousness from his panic attack, he convinced me that considering the gas mileage alone these are not our best choices. I guess he was right. Well, actually he's usually right but don't tell him that! Thus began what I thought would be an exhaustive search to find the new "mommy" car. Sure, I had the 9000 Aero at my disposal to cart the kiddies around, but my son kept asking me why we were always driving "Daddy's car," and thus I agreed I needed my own identity.

Saabs. It's amazing how one car (or person) can change your life. Upon meeting my husband I was introduced to the car that would forever change my perception of vehicles. I was impressed by the car of which I had never heard of, living in Montana. We had Chevy, Ford, Toyota and Nissan dealerships, but not a single Saab dealership. Hyundai's were even a new thing for me. I personally started my driving career with a Chevy Citation, then gradu-

ated to Dad's Oldsmobile and a Toyota Tercel. Of the three cars, the Toyota rocked my world. But my boyfriend and future spouse Chad kept raving about this Swedish car. I literally thought he'd gone to Sweden for it. His family lived in the Twin Cities area and gave Chad the beautiful blue 900 which had heated seats. One ride on those warm cloth seats in winter and this gadget girl was hooked! Through our more than ten years together, we have had six various Saabs to ourselves. I thought at first it was just a "family sickness," love of these cars. Let me tell you there ain't no cure for in this Payne family! Our three year old has an "I Love Saabs" bumper sticker on his toy car in the driveway. The six month old's first word won't be Hemi, it will be Turbo!

So here we were on a mission to find my perfect car as we agreed our leased 9-3 wasn't the size we needed anymore. We needed an upgrade. Hubby's eyes glazed over with the mission task at hand and glued himself to the information superhighway and even spent forever on eBay of all things for two days to right the wrongs of facing being a single car family. I thought personally he was nuts for looking on eBay, but I just smiled and nodded my head as he showed me car after car. We agreed Saab-wise that I would like a 9-5 Sedan but not a wagon. The wagons remind me for some reason of a Subaru Legacy and I have bad memories of one of those from my college days. So I was dead set against a wagon. But, honestly, I didn't figure really we would find one that we could agree on and afford.

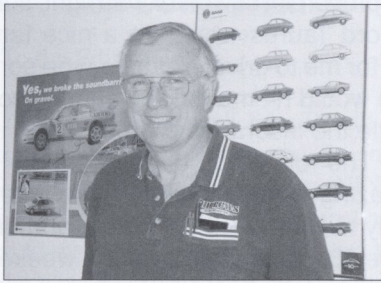
At this point you can cue the heavenly music. Then it happened. The car that seemed too good to be true! A 1999 9-5 Sedan with 61,000 miles, tan cloth interior (which works for me, I have two boys under the age of four, and leather at this point is terrifying!) The price made it a really good deal. Shocked, I gazed at my dream car imagining myself riding around in luxury. It was the dark green with the velour interior (back to the 70's we go), the color of choice for both of us. There had to be a catch, and there was. The car was located in Salt Lake City, Utah. Well, the dream was nice for a minute. Maybe

the proverbial coworker was right, surely a Ford Taurus would be a nice family car for me to drive. Yeah, maybe someone would hit me quickly and we could settle the insurance claim!

The following series of events are amazing in themselves. Hubby offered to fly to Utah, pick up the car and drive it the 18 hours home over the weekend. I literally fell off my chair when he suggested it. I thought, "Wow, what on earth?" Not only had we gotten rid of the 9-3 lease on the internet and found our dream car on eBay, now hubby was going to fly to get it! I could hear my girlfriends now, who believe the "family sickness" theory, huddling to conspire to send me away to a soft padded room for the remainder of my natural born life for this one. If you don't love and appreciate Saabs, can you really understand any of this craziness? This happy sickness is what makes a Saab a Saab! And we get offended when people refer to us as quirky? This is what they mean. At this price, we would've flown to Maine for this good of a deal!

So late that following Sunday night my husband returned with my new car. It was all that we thought it would be and it is the sweetest car I have ever driven! They weren't making it up when they said if you like the 9-3 you'll love the 9-5. It is a gem! It's roomy, comfortable to drive and ergonomically perfectly fit for me. Obviously we had our concerns and the issues with the thermostat when it was minus 90 degrees celsius here in Minnesota and the heater was blowing cold air! But overall the Saab community will carry us through any hiccups we have on the way.

The point being, this car rocks and answers the question of why aren't women driving minivans as much? For me, a minivan is not designed for my personality or driving style. The Saab 9-5 is unbelievable and I am in awe, and it's even a few years old. Imagine my melodrama if it were new! Someday, someday. But for now I think I can finally admit that the family sickness has spread and I am fully infected. It's a good thing, really! Gives me time to consider other family things I wonder about like, is my husband a spy?



9-7: Saab's Answer To Safety

I guess that most of you had a reason for buying your first Saab. Can you remember what that was? The story of my first Saab is relevant to the discussion that follows.

My father was in WWII and worked on airplanes, where he learned the value of seatbelts. Not long after the end of the war, he purchased a 1951 Ford automobile and immediately installed aircraft surplus seatbelts. Cars with seatbelts were unheard of in that day and age. I was nine years old at the time and had the experience of riding around in the only car so equipped. My father's indoctrination about safety was a lesson that lasted a lifetime for me. Cars from the 1930's, 1940's, and 1950's were far from safe. Injuries and fatalities were horrendous because of rigid steering steering columns, inferior glass, poor tires and, many times, marginal brakes.

My story moves on to 1974. We had just opened our first auto body shop and were getting our feet on the ground when a local doctor brought his Saab 99 for me to look at. It seems no one local wanted to work on it. He knew another doctor (who is still my personal MD) with a Porsche that we worked on so he thought maybe we were approachable. He (Dr. Myron Doebler), convinced me about the value of the safety features found in Saab 99s to the point that I decided that I had to have one. Dr. Doebler had at this point in time purchased a number of new 99s and, in total, eventually purchased seven new Saabs.

We bought a used 1972 model 99 two-door and that began our Saab experience. We drove that car several years before we were hit by an out of control driver on a curve a block from our house. The whole front-end was mashed! The insurance company totaled the car but I kept it and repaired it. However, two weeks after the repair was complete a pickup went through a stop sign and totaled the front-end of

our 99 again! Same story; we repaired the car and drove it a couple more years.

In the early 80's my daughter-in-law, Denise, was rear-ended by a drunk driving a full-sized Chevy car. Denise, who was 8 months pregnant, was not injured and drove her 99 home while they towed the Chevy away. Not long after that, Don (my son) and I were in another 99 coming home from a Saab



Grandsons Nathan and Ben Andrews and their tried and tested 900. The tree hit just behind the drivers side front wheel. There is no perceived safety here. This is active!



Daughter-in-law hit head-on on a two lane road. The roof is buckled, even the rear door has buckled near the bottom. The air bag deployed and she had the safety belt on. Total injuries were a bruised knee and bruised shoulder from the seat belt. Proof positive that active safety in practice saves lives and injuries. Even when you can't avoid the crash, you don't have to be crunched. *Photos by the author.*

club meeting in St. Paul when we were rear-ended at a stoplight. Four cars were towed away from that accident but we drove home. We incurred no injuries in four serious crashes!

By 1998 we had worked on and sold Saabs for many years and were very confident of the safety and reliability of them. I was by now a grandpa and my grandsons, Nathan and Ben, tested most all of the safety features that these cars possess in a 1986 900S four door. As you can see in the picture on the previous page, the boys not only survived, but the injuries were minimal, a broken collarbone for the driver and broken left leg for his brother. While upside down and airborne, they uprooted a tree and survived the accident! Quite a testament for Saab's safety.

The next year our daughter-in-law, Tara, was hit head-on in her 9000 CD. The airbag and seatbelt worked and even though the car roof bent in the accident, Tara's only injury was a bruised knee. Seatbelts were used in

each of the accidents I've recounted, plus we owned safe cars that gave us the protection we had purchased. Just as it should be.

In February of 2004, a friend and fellow Saab owner, Bob Nelson, sent me an article from the *New Yorker Magazine* dated Jan. 12th, 2004, entitled Big And Bad, Commerce and Culture. The article, written by Malcom Gladwell, compiles the evidence I have been interested in for several years about SUV safety. Gladwell chronicles the development of the Ford Expedition and the assembly plant that became the most profitable industrial plant in the world. In 1998 this plant grossed \$11 billion with a profit of \$3.7 billion. Gladwell reported that there was a \$12,000 profit per vehicle. Why was the American public buying all those SUV's at such astounding prices? SAFETY! SUV buyers thought that big, heavy vehicles, surrounded by steel and rubber, were safe!

Gladwell states that several major automobile manufacturers have relied

upon a French-born cultural anthropologist, G. Clotaire Rapaille, whose specialty is getting beyond the relational to what he calls "cortex" impression of consumers and tapping into their deeper "reptilian" responses. Repaille reported that the number one feeling is that everything should be round, soft and should "give." There should be airbags everywhere! You should also be up high. Drivers really know at the "cortex" level there is more chance of rollover, but this is overridden by the feeling that you're high up and, thus, you dominate. Then, there are cup-holders. These are absolutely essential to safety. "If I can put my coffee there, if I can have my food, everything is round and soft and I'm up high—I feel safe!" Feeling safe has become more important than being

safe.

Gladwell relates in his article how he went to a Consumers Union Test Track and did a series of tests with a Chevy Trailblazer and a Porsche Boxter. The results were that the Trailblazer couldn't avoid hitting things because of its height, size and weight (5000 lb.). The Porsche was able to avoid the danger, time and again, and had the ability to stop before knocking over the cones in the test. So, would the parents of America strap their kids in a Porsche Boxter sportscar or a Trailblazer?

The SUV boom represents a shift from how we conceive of safety from active to passive. A large number of drivers had concluded that accidents are inevitable, not avoidable, so "the bigger the vehicle and the heavier the better off I'll be." Has this been proven in the real world?

Gladwell quoted these safety statistics compiled by Tom Winzel a scientist at Lawrence Berkeley National

Laboratory in California and Marc Ross, a physicist at the University of Michigan. "The numbers are expressed in fatalities per million cars both for drivers of particular models and for the drivers of the cars they hit. For example, in the first case, for every million Toyota Avalons on the road, 40 Avalon drivers die in car accidents every year, and 20 people die in accidents involving Toyota Avalons. The numbers below have been rounded." The list of cars below are just a sampling from the report but I think it represents a large enough number of cars so that you get the idea.

As you can see in the chart below, clearly there are many cars that can stop or drive out of harms way. It is not inevitable that it will be crushed in an accident! Saab was not included in the list because they do not have enough cars on the road or represent a large enough sample.

Gladwell was quick to point out that "traffic fatality rates vary strongly with driver behavior. Drunks are 7.6 times more likely to die in accidents than non-drinkers. People who wear seatbelts are almost half as likely to die as those who don't buckle up. 40-year olds are

ten times less likely to get into accidents than 16-year olds. Drivers of mini-vans die at a fraction of the rate of drivers of pickup trucks. That's clearly because mini-vans are family cars and parents with children in the back seat are less likely to get into accidents."

Other statistics that Malcom Gladwell included in his article were from a 35 MPH crash test. The results showed that the driver of a Cadillac Escalade SUV has a 16% chance of life-threatening injury, a 20% chance of a life-threatening chest injury and a 75% chance of leg injury. The same test performed on a Ford Aerostar mini-van resulted in 2% chance of life-threatening head injury, a 4% chance of a life-threatening chest injury and a 1% chance of leg injury. I believe that this shows that the type of construction (unibody) like Saab has had forever, is safe when engineered properly.

Do the majority of consumers really use the "cortex" level concerning safety? Is active safety an issue? Evidently not!

J.D. Power & Associates 2003 cus-

tommer retention study showed that on average one half of automobile owners will repurchase the same name plate. Chevrolet ranks highest in customer retention, retaining 60.8% of its owners. Chevrolet models with the strongest retention rates include the Avalanche with 74.5% of owners purchasing another Chevrolet model, Trailblazer, 73.8%, Impala 70.1% and Silverado pickup 1500/2500°68.7%.

I've heard Saab officials say that about one-third of Saab owners that leave the brand move to an SUV. It is no wonder that Saab is going to finally market a "safe" vehicle. It's about time!! We can just hope that GM puts some real Saab safety into the new product!

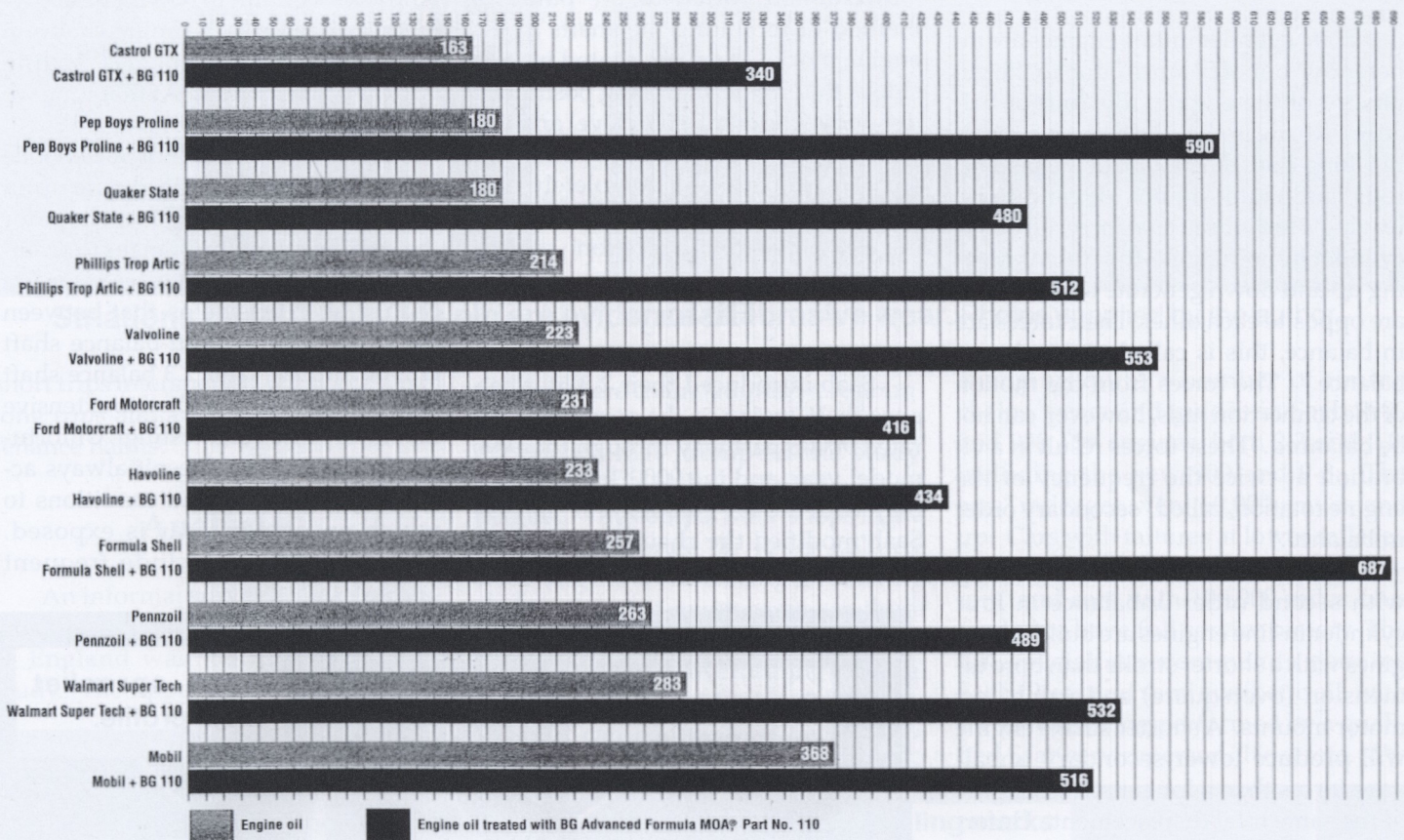
I urge you to obtain a complete copy of Mr. Gladwell's article. It is sad, funny, tragic and unbelievable but brings a clear understanding as to why Saab must market other types of vehicles to stay in business in the good old USA. Our culture prides itself on being informed in this great information age, but we don't like to be confused by the facts! Meanwhile, I would hope that safety is one of the reasons why you drive a Saab.

<u>Make</u>	<u>Model</u>	<u>Type</u>	<u>Driver Deaths</u>	<u>Other Deaths</u>	<u>Total</u>
Toyota	Avalon	Large	40	20	60
Chrysler	Town & County	Mini-van	31	36	67
Toyota	Camry	Mid-size	41	29	70
Volkswagen	Jetta	Sub-compact	47	23	70
Chevrolet	Suburban	SUV	46	59	105
Ford	Expedition	SUV	55	57	112
GMC	Jimmy	SUV	76	39	114
Lincoln	Towne Car	Large	100	47	147
Pontiac	Grand Am	Compact	118	39	157
Dodge	Neon	Sub-compact	161	39	199
Ford	F-Series	Pickup	110	128	238

The NINES #267's article by Chuck Andrews titled "Sludge", contained a chart. The explanation of the chart in the issue left something to be desired, so below we have reprinted the chart, the explanation of the chart by the providers of the chart, BG Products, Inc., and a further explanation of the chart, by Chuck Andrews. We hope this removes any confusion. Yr. Hmbl. Editor

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

minutes



TFOUT stands for Thin Film Oxidation Uptake Test, and depicts comparative service life of engine oils. A measured amount of oil is placed in a rotary test bomb along with a small amount of distilled water, fuel and metal catalysts. The bomb is sealed, pressurized with oxygen and placed in an oil bath at 320 degrees F. The bomb is then rotated at 100 rpm. When the oil begins to absorb oxygen, due to oil oxidation, the pressure drops sharply, concluding the test.

Yes, this test would rate Mobil the best. The purpose of the chart was to show that not all oil is the same. If we throw out the brand names we just need to know that oil is different and reacts differently. The clue here is that the brand you use is not the issue. (Castrol spends a lot on advertising about how good their oil is). Don't be confused by this. Each of us needs to take an interest in what our oil is doing or what we are doing to it. Are our expectations being met? If not, we need to take action to be sure we don't damage our engine. Castrol would be fine, but may need to be changed more often if it is used in conditions similar to the test. - Chuck Andrews

Alan Sullivan recently wrote in the 9000 Bulletin Board on The Saab Network (www.saabnet.com) that his 1990 9000S 2.3 liter "with 213,000 miles is making noise from the area of the cam-chain drive. It runs fine, but sound like a cement mixer." Alan's post reminded me of some unfinished business.

Background

Four cylinder in-line engines are inherently "out of balance" due to the geometry of the engine. By "out of balance" we mean that the dynamic forces resulting from the motion of the pistons, rods, and crank do not all cancel out, leaving a net vibrational force. In a four cylinder in-line engine, the pistons moving up and down generate forces which are opposite each other. Their forces are in balance, this is called the "primary balance." The forces from the motion of the connection rods, however, can not be balanced. These forces result in a vibration at twice the frequency of the engine rotation, called "secondary order unbalance."

The traditional methods for dealing with second order unbalance in four cylinder in-line engines are building engines with a shorter stroke than bore dimension (oversquare) and using soft motor mounts. A shorter stroke engine will produce lower secondary unbalance forces than a longer stroke engine of the same total displacement. Unfortunately, shorter stroke engines tend to be less efficient and produce less low-speed torque than longer stroke engines of the same displacement. Shorter stroke engines with two valves per cylinder tend to breathe better, but breathing isn't an issue for engines with four valves per cylinder.

Progressively softer engine mounts reduce the amount of unbalance force reaching the passenger compartment as the forces are absorbed by the mass of the engine, but there is a limit. Excessively soft motor mounts interfere with driveability, as the engine moves around under acceleration, and reacts to road surface irregularities.

Another way of dealing with the second order balance forces is by using

counterbalance shafts. This technique was invented by British automotive engineer Dr. Frederick Lanchester in the early 20th century. Two counter balance shafts are needed, driven by the engine and rotating in opposite directions to each other at twice the speed of the crankshaft. Mitsubishi obtained the rights to Lanchester's patent and put it into mass production in 1976.

Mitsubishi added to the patent a method of mounting the shafts in the engine block. They are located in each side of the engine, one being positioned just above the crank shaft level and the other higher up. So installed, the counterbalance shafts will completely cancel the second order force, thus resulting in a silky-smooth rotation.

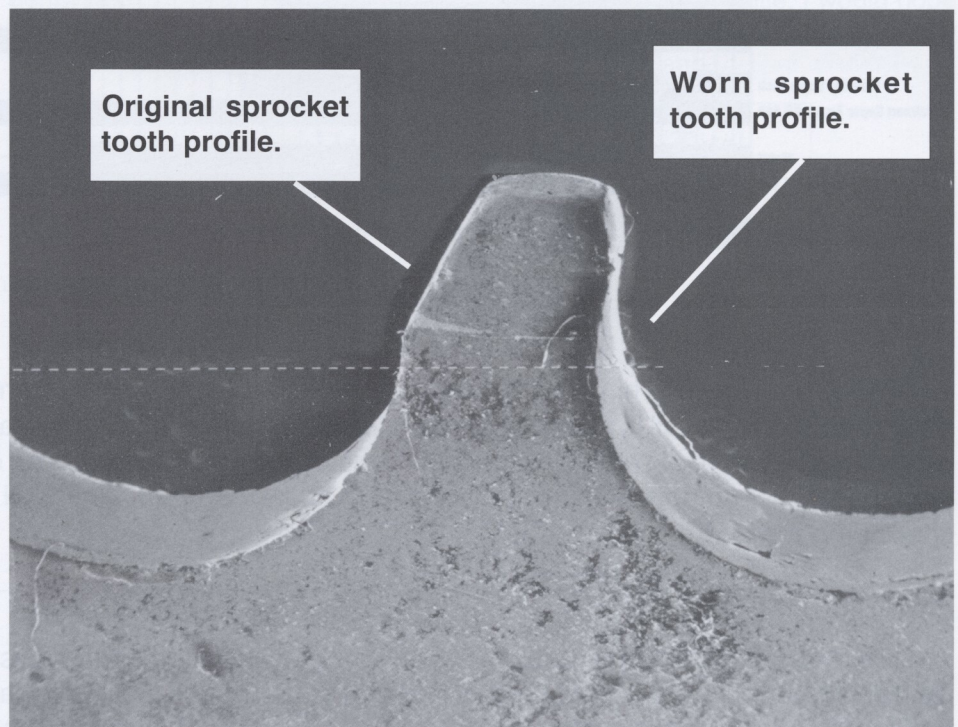
History

Saab introduced their 2.3 liter balance shaft engine on the normally aspirated 9000S part way through the 1990 model year, and the 9000 Turbo beginning with the 1991 model year. In 1994 Saab modified the chain and sprocket design as part of the effort to shorten

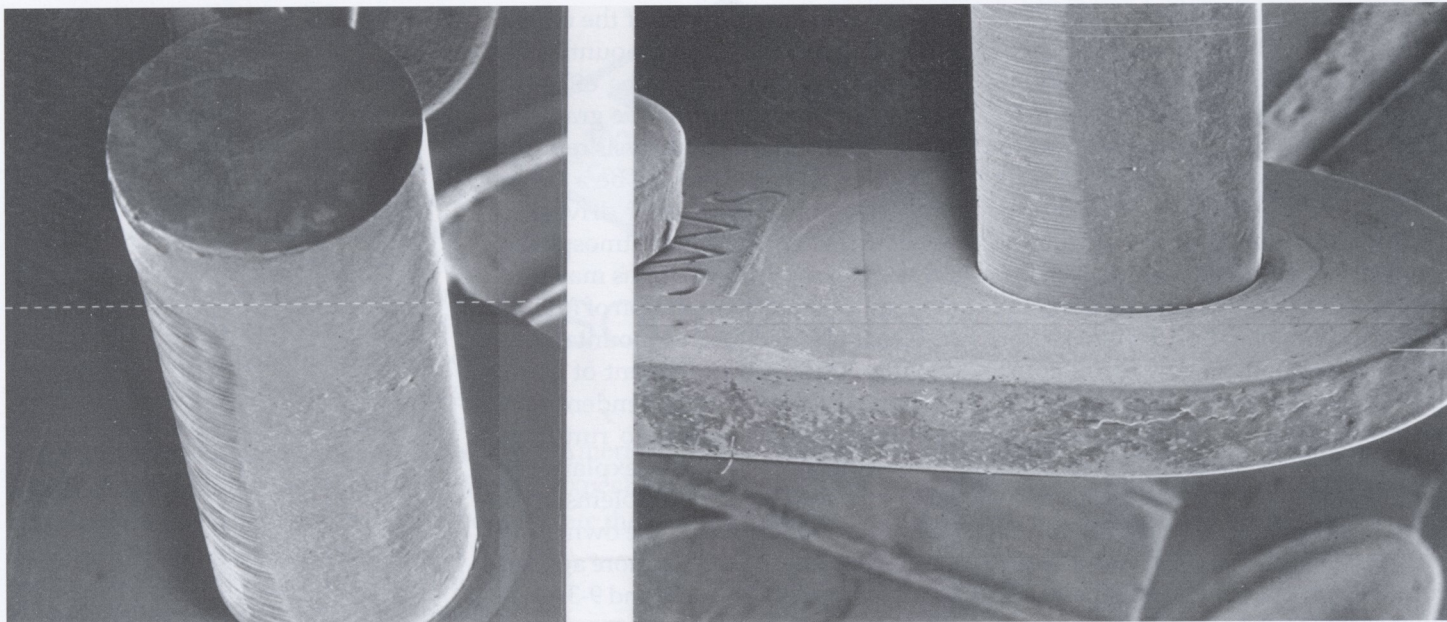
the engine for the redesigned 900, offering a 2.3 liter normally aspirated balance shaft engine, and a 2.0 liter turbocharged version.

Up until the 2.3 liter balance shaft engine, Saab's roller chain cam drive had a reputation for indefinite life. With the new engine, however, worn and broken cam and balance shaft chains became common. Chuck Andrews' column in *NINES* #243 covered early failures of timing chains in earlier Saab 2.3 liter engines, both in 9000 and 900 models. At that time we began a study of chain failures.

First, understand that automobile companies do not simply dream up an engine, begin production, and hope for the best. Even minor changes to an engine are subject to life tests, and a change as extensive as that between the early 9000 2.0 non-balance shaft engine and the later 2.3 balance shaft engine would be subjected to extensive laboratory and road testing. Unfortunately, the testing doesn't always accurately reproduce the conditions to which an owner's car is exposed. These conditions include frequent



Scanning Electron Microscope image of a worn crankshaft chain drive sprocket. The unloaded side of the tooth shows the original profile. Photos by the author.



Striations on the chain link pin are evidence of abrasive wear. Photos supplied by the author.

short trips interspersed with occasional long trips and a wide variety of maintenance habits.

Analysis

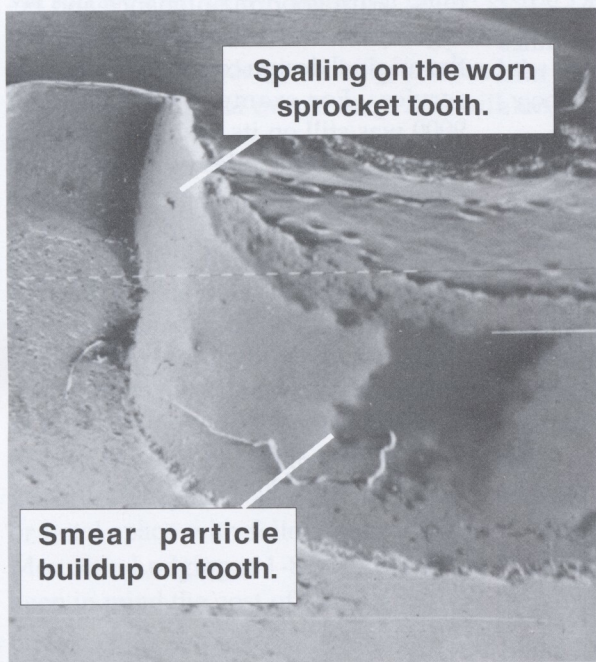
An informal survey of Saab technicians in various parts of the USA and in England was the first part of the study. The upper Midwest is clearly a

region where chain failures were abundant. After all, it was Chuck Andrews' experience that prompted the study. The Pacific Northwest was also so plagued. By comparison, shops in the Southeast reported far fewer failures, with engine overheating preceding chain failures in many cases. In those cases, the plastic chain guides are found damaged from the overheating episode. Melt the plastic guides, and the chain can be loosened beyond the

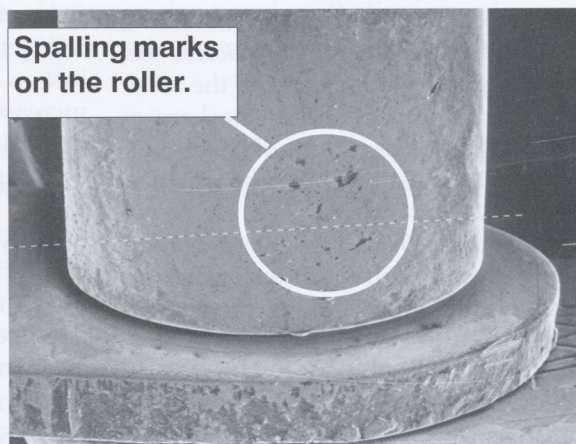
capacity of the tensioner. A loose, rattling chain is a fast wearing chain, due to the impacts. In the Rocky Mountain region there were few problems reported among owners with good maintenance practices. From bulletin boards and owner comments, chain failures seemed much more common in 2.3 liter engines than their 2.0 liter counterparts, despite the similarity in engine design and the components used.

An independent Saab specialist in the UK reported

changing quite a number of timing chains, gears and guides in Saab 9000 and 900 16v engines, both 2.3 and 2.0, including the new 900 and 9-3. The cars' mileages were 60,000 miles and up. Cars with failures at lower mileage tended to have little or no service history, and cars with 100,000 miles plus tended to have full service history. The UK specialist recommends genuine Saab filters and semi synthetic oil, with the service being performed by a qualified Saab serviceperson. He wrote, "We



Scanning Electron Microscope shows evidence of impact damage to tooth.



Spalling on the surface of the chain roller is evidence of impact between the chain and the sprocket tooth.

too have fast fit (quick oil change) outlets here in the UK changing oil and filters, and they seem to be a good source

of income for us specialists."

Chuck Andrews and subscriber Chad Payne supplied us with a number of worn chain components for inspection. Franklin Reick, a lubrication engineer, discussed the problem with me and volunteered to inspect some of the worn components using a Scanning Electron Microscope (SEM). Reick is proprietor of Flouramics, Inc., the manufacturer of Tufoil PTFE (teflon) engine treatment (www.tufoil.com).

The SEM micrographs show that the inner pin in the chain has been exposed to abrasive wear. The sprocket teeth were also worn away. In addition, the root of the chain tooth shows "smear particles," a build up of material worn from the sprocket or roller. Finally, the roller seems to show spalling, a form of surface wear that occurs during impacts.

I interpret the micrographs and history as showing that chain failure proceeds as a two stage process. During the first stage the chain simply wears away between the pin and the sleeve. Once the chain has worn to a point, the distance between the rollers is longer and the chain no longer makes smooth contact with the sprocket tooth. Instead, an impact occurs, causing the spalling on the roller and the wear and smear particle buildup on the sprocket. Another effect of the impact is to increase the rate of wear of the chain, which in an increasingly destructive scenario heightens the severity of the roller to sprocket impacts. This mechanism explains the observations of chains failing only a short time after chain noise becomes apparent.

Around 1995 Saab changed their chain supplier and specified harder surface treatment on some of the sprockets. Cars built after this change have demonstrated impressively long chain life with little more than routine maintenance using high quality synthetic oil and Saab brand oil filters. We have also noted that the owners who seem to experience the longest chain life tend to be those who drive a great deal.

In discussing the failures, Reick focused on the quality and the condition of the oil. With failures being reported more in regions where temperatures are

cool to cold, fuel dilution of the oil is a possible factor. A small amount of dilution commonly lowers the effective viscosity of engine oil by one grade, as can be seen in used oil analysis reports. Fuel dilution is unlikely to be a factor for high mileage drivers or drivers in warm climates. The lower atmospheric pressure in mountain regions may promote more rapid evaporation of fuel, as well as the added load of mountainous driving. Reick is a proponent of using premium oils. Would the tendency for people with 2.0L motors to run their engines at higher RPM's explain the relatively fewer chain problems with that motor? In the USA, the owner demographic might point to more aggressive driving style with 900 and 9-3 models, tending to keep the oil warm and reduce fuel dilution. Perhaps 900 and 9-3 owners as a group are more sensitive to the maintenance needs of their cars.

Conclusion

What is an owner to do? First, change your oil often. With abrasive wear playing a role in chain wear, it seems obvious to me that extending oil change intervals is one cause of chain failures. Saab's own recommended change interval grew from 3750 miles for turbocharged engines in the mid 1980's to 10,000 miles in the mid 1990's just as the incidence of chain failures increased. It is true that oil quality improved significantly over the same period, but I don't believe it improved that much. Change the engine oil frequently and use high quality oil and filters. For cars without on-board oil condition monitoring, I favor ACEA A3/B3 rated oil, which is Saab's highest recommendation short of the GM LL 25A (Mobil 1 0W-40 or Saab Turbo 0W-30), and a change interval of 6000 miles or less for fully synthetic oil or 4000 miles for synthetic blends. For Saabs with oil monitors I recommend changing when the "oil life remaining" figure reaches 50% and using only GM LL 25A rated oil. Purolator "Pure One" filters were highly rated in GM's internal performance testing, and Saab brand oil fil-

ters have been shown to be well made (NINES #239).

Second, owners should be aware of the latest Saab designs. The current Saab chains are Japanese made with solid rollers. Aftermarket chains of European manufacture and "split roller" design are available, but the wise owner would be careful to avoid them. Those are the very chains which have been found inadequate for Saab's engine. The current sprockets are hardened, but we believe sprocket wear is a consequence of chain wear, not a cause of it. The 9-5 and 9-3 engines use lighter weight valves, which allows for softer valve springs. Consequently, less load is carried through the cam chain, extending its life. The Global Four engine used in the current 9-3 features roller cam followers (tappets) to reduce friction, which further reduces the load in the cam chain. The current design balance shaft chains have proven to have adequate life given proper maintenance.

I believe the cause of early chain failures in Saab 2.3 liter engines was a combination of marginally adequate chains installed in the engines, together with unforeseen environmental conditions as well as maintenance shortcomings. With good maintenance and benign environmental conditions, even the original design could give adequate service. For example, my own 1991 9000 was still on its original chains up through 130,000 miles (with its second owner) when the engine was destroyed by driving through deep water. Still, there is no doubt that the original chains left no margin of safety in less than optimal conditions. The chains used since 1995 are sufficiently improved to allow virtually unlimited life given adequate maintenance. They have the ability to tolerate less than optimal conditions and still provide reasonable life.



SOC04 Update

Work is moving ahead for the 2004 North American SAAB Owners Convention to be held at Crystal Mountain, Washington August 20, 21 and 22, 2004. We are expecting an exciting, action-packed weekend at one of the most beautiful locations in the Pacific Northwest, as we celebrate the independent spirit of SAAB owners, drivers, and the people who help us keep them on the road.

SPONSORSHIPS

A number of local sponsors have already been recruited, and sponsorship packages are now in the mail to Saab dealers and service providers nationwide. Carter Saab, Seattle's oldest Saab dealer, has signed on to sponsor the Saturday Awards Banquet, and Scanwest Autosport, Seattle's foremost independent Saab repair shop, is sponsoring the Saturday chairlift rides to the mountain summit, as well as the Saturday parking lot Autocross. The Swedish Connection, Tacoma's leading independent Saab service provider, will be sponsoring Saturday's scenic drive to Mount Rainier.

WEBSITE

Thanks to the help of Chris Moberg, the official convention website www.saabconvention.org is now up and running.

REGISTRATION

Convention registration will open on May 1. After that date, attendees will be able to register directly via the website, via surface mail, or by calling our club registrar Denise Camus at 360-654-9107. Remember that registration will be strictly limited to 350 attendees, so early registration is strongly advised. We do expect to offer a limited number of 1-day registrations for local residents wishing to attend the Friday and Saturday events. However, day-passes will allow attendance at daytime convention events only, and will not include any meals or participation in the evening receptions or the Awards Banquet.

Although the official convention time frame is August 20-22, 2004, lodging and meals will be available for early arrivals starting with lunch on Thursday, August 19. In order to take advantage of the early meal option, however, please keep in mind you must include it in your order at the time of registration.

LODGING

Hotel registration is now open, and many people planning to attend the convention have already reserved lodging at one of Crystal's hotels or condos. Because of our excellent reputation with the Crystal Mountain staff, their lodging office has offered to serve as a central clearing house for all convention lodging options, including other area hotels and local campgrounds. They have also offered to work with persons attending alone who are interested in saving money by sharing condo or hotel space with fellow conventioners. To make your registration today, or to obtain more information, call Crystal Mountain Lodging at 1-888-ON-THE-MT (888-668-4368), or visit their website at www.crystalmtlodging-wa.com. Please keep in mind the cost of lodging is NOT included in the convention registration fee.

Continued on Page 20

North American Saab Clubs and Contacts

Appalachian Saab Club

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cliff@gene.com
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Carolinas Saab Register

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Saab Club of North America

Has Spring Sprung?

I hope by the time you read this spring has arrived in your part of the world. As of today (March 10) in Columbus, Ohio, we've fallen back to low temperatures and a threat of snow. But, we're getting closer to saying bye-bye to winter and hello to spring. That means it's time to enjoy our Saabs even more, and you cabriolet owners can start keeping that top down more often.

Warmer weather usually means more Saab events are going on, so I urge you to participate in 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 that event moves around the country, not everyone can attend every convention, although we'd love to see you there! If there is no local club or activity 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.

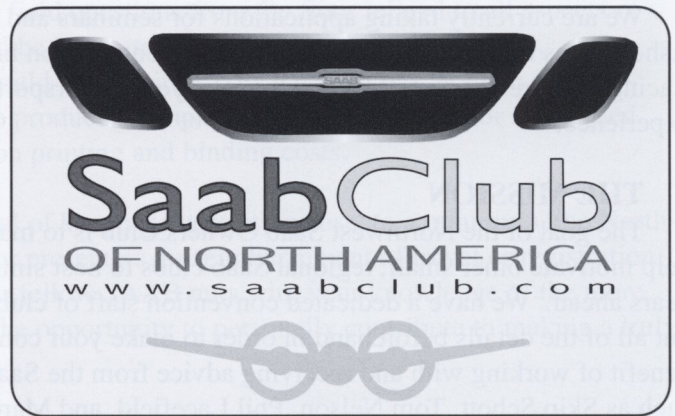
Speaking of the national convention, I hope you've blocked out the dates of August 20-22, 2004, and plan to be at Crystal Mountain Resort for the next national convention. The hard-working members of the Northwest Saab Owners Club, led by their president Jon Kjaerulff, are getting things ready for the Saab owners who will be trekking to Washington. It's only five months away as of today, so be sure you make plans and be ready when registration opens, as space this year will be very limited. More information will be available in NINES, the convention Web site (www.saabconvention.org), and other outlets.

So far it's been a busy year for those of us on the board of your National Saab Club. We've got a lot to do 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 also encourage other Saab owners you know to join the national club.

In closing, I want to let you know that your club president, Garry Grimes, should be back in the states sometime in late 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.

Happy Saabing!

Dan Orzano
Vice President
SCNA



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<http://www.saabclub.com>

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The Saab Owners' Convention
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SEMINARS AND TECH SESSIONS

We are currently taking applications for seminars and technical presentations. Nationally known Saab expert Jack Ashcraft has already signed on to host a presentation on high performance tuning of the V-4 motor. Ed Abbott of Abbott Racing will present a program on their 12-year motorsport involvement with Saab and their 18 years of SAAB tuning experience.

THE MISSION

The goal of the Northwest Saab Owners Club is to make this convention one of the best ever staged. We hope it will help motivate other small, regional Saab clubs to host similar gatherings in their respective parts of the country in the years ahead. We have a dedicated convention staff of club members who are meeting on a regular basis to plan and iron out all of the details beforehand in order to make your convention experience as hassle-free as possible. We also have the benefit of working with and receiving advice from the Saab Club of North America and previous convention chairmen such as Skip Schott, Tom Nelson, Phil Lacefield, and Marc Fails.

QUESTIONS

If you have questions regarding any aspect of the convention, please contact Convention Chairman Jon Kjaerulff at president@nwsoc.org. One of our dedicated planning members will respond as quickly as possible.

We look forward to welcoming you (and your Saabs) to the beautiful Pacific Northwest this August.

Jon Kjaerulff
Chairman

Call for Presentations

The Northwest Owners Club, the host club for the 2004 North American Saab Owners Convention, is currently requesting applications for presentations and tech sessions at Crystal Mountain this August. Presentations and tech sessions are a highlight of any SAAB Owners Convention. Here is the perfect chance for enthusiasts from all over the country to spend quality time face to face, sharing knowledge and ideas, learning from seasoned service providers, and hearing firsthand exciting stories about the thrill of victory and the agony of defeat from SAAB heroes and those who aspire to the claim.

Tech sessions and presentations will be staged Friday afternoon August 21, and Saturday morning and afternoon August 22. Time slots are 1 hour apiece, but we will consider allowing more time if required by the nature of the presentation.

We are hoping to offer an interesting mix of both the highly technical and the general interest SAAB cultural/historical presentations. At this point, we are certainly open to suggestions for topics you have always wanted to hear, or repeats of past convention favorites. Keep in mind that many of this year's attendees will be attending their first SAAB Owners Convention ever.

Past convention topics have included:

- Performance tuning
- Rebuilding of engines and component parts
- Restoration projects
- Rally and racing experiences
- SAAB Trivia
- SAAB Collectibles

Continued on Page 21

A new tech session this year is a question-and-answer forum, tentatively titled "SAAB TALK – ASK THE EXPERTS." In this moderated tech session, volunteer SAAB techs field questions from the floor related to all aspects of SAAB maintenance and tuning. Please let us know if you would be interested in serving on this expert panel.

We are also looking for articles and information which we could include in a "SECRETS, TIPS, & GREAT STORIES from Crystal Mountain II" publication. Our intention is to produce a simple photocopied, stapled or 3-punched compilation of submissions for later sale at a small price based on printing and binding costs.

Due to the smaller size of this year's convention, and the goal of keeping registration costs to a minimum, the Northwest SAAB Owners Club is unable to offer any compensation for presenters, or reimbursement of travel or registration fees. What we can offer is the chance to regale and impress your fellow SAAB nuts with your knowledge of the more detailed or arcane aspects of SAAB tuning and ownership, and the opportunity to personally contribute to making a truly memorable SAAB convention experience.

The Bull Wheel Pub, which can comfortably seat approximately 150 persons, will be the main indoor presentation area. We will have full audio-visual capacity available, in case your presentation includes video or PowerPoint slide shows.

We will also have a designated outside area for tech sessions which require space for an actual car or car components.

If you are interested in making a presentation, please e-mail Convention Chairman Jon Kjaerulff at president@nwsoc.org, or presentation committee members Bob Dorste baabd@clipper.net, or Dave Ramstad dramstad@verizon.net.

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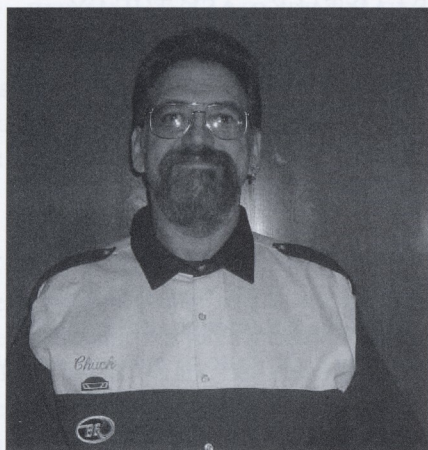
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look at their cars with their amazing technology as I drive to the grid in the 93F. Every team I pass stops what they are doing to watch me go by, looking back at their roots to some degree. I have even seen a few of the teams cheering me on along the airport straight! Every team you see at the 24 Hours of Le Mans or 24 Hours of Daytona are at this event! It is truly an amazing event.

What Makes A Saab A Saab?

Wow, what an interesting question!

To me it's the lines of styling of days gone by. The distinct aroma of a car I remember from my youth. A specific sound I heard over and over, from racing events to my daily ride to and from school. These are dyed-in-the-wool memories from more than 40 years ago that, in my eyes, are what makes a Saab a Saab. That is why I own and race Saabs from that era.

As this issue of *NINES* goes to print I'll be doing my final preparations for the first vintage race of the 2004 season at Sebring, Florida. Track sessions begin the end of March. This event is a huge venue as it runs in conjunction with the historic 12 hour event. It's an amazing feeling to drive a 44 year old Saab, in full race trim, down a pit row between the huge tractor trailers and freight containers of the international endurance teams.

It's somewhat interesting to

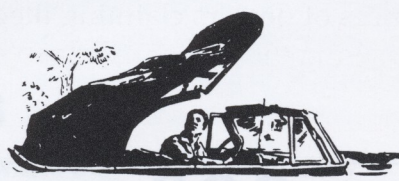
In addition to the track event there is the "Taste of Sebring" downtown tech inspection display of vintage cars. The vintage race cars line up at the track and police then escort the cars into town where the entire town turns out for the carnival-like display of the cars around the old town square. As bands are playing, there are different ethnic foods available and lots of people asking questions about the cars. It's quite an experience!

But the part I neglected to share is the escorting officers exceed the speed limit a tiny bit! We are doing 70-80 mph through the orange orchards! At this time of year the orange trees are in full bloom.

The combination of the sounds of race cars, the smells of their respective high octane fuels combined with the sweet aroma of the orange blossoms makes it an incredible full sensory experience. Sebring in March, coming from a wintry northeast is quite a treat.


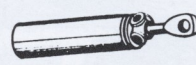
To me, I guess what makes a Saab a Saab is the amazing ability of my tiny car to rekindle memories of the past and feel closer to my father than I ever have in my entire life! Many can tout the significant design features. Others can relate incredible stories of durability and year after year of reliable service.

But for me, it is a very serious trip down memory lane. Not in my father's Oldsmobile, but in his Saab.



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This is a list of programming options for a 2004 Saab 9-5 Aero, most of which apply to other Saab models and years as well. Except where noted, these options are controlled through the dealer's Tech II service tool.

To answer some frequent questions:

- * No, you can't change them without that tool.
- * No, an OBD II scanner is not sufficient.
- * Yes, you have to go to the dealer to get these things changed (or to an independent Saab mechanic who has spent the \$4,000 for the Tech II service tool).
- * Yes, most dealers have a fee for changing these options (except at the 30-day service, when they are supposed to be free).

This list was generated by reading the archives of various Saab bulletin boards on the Internet.. As such, it is not a definitive list, and it certainly contains errors and omissions. Use at your own risk. If you notice errors or omissions, please send corrections to Steven Roth <steve@rothskeller.net>.

Note: Dealers who are unfamiliar with some of these options have been known to claim that they are impossible and/or illegal. Treat such claims with skepticism. All of the options listed here are known to be possible. While some of them may actually be illegal in some places, there are also known instances of dealers claiming illegality incorrectly. If necessary, the legality of an option can be checked by having the dealer call Saab's legal department.

- * Number of "chirps" (0-7) during alarm enable/disable.
- * Volume of "chirps" (L,M,H) during alarm enable/disable.
- * Number of light flashes (0-7) during alarm enable/disable.
- * Doors unlocked by first press of "unlock" button (driver's door or all doors).
- * Doors lock automatically when car exceeds 7.5 mph (on/off).
- * Driver's door unlocks automatically when key removed (on/off).
- * Trunk locks automatically when car exceeds set speed (1-8 mph) (on/off).
- * Allow trunk to be unlocked when car is moving (on/off).
- * Automatic locking of trunk if it isn't opened within a specified time (1 sec - 4 min) (on/off).
- * Automatic locking of trunk when closed (on/off).
- * Automatic locking of car if left unlocked for a specified time (on/off).
- * Daytime Running Lights:

Controlled by presence/absence of fuse 35 (not a Tech II option). This dictates the behavior of the lighting system when (a) the car is on, and (b) the light switch is in the leftmost (off) position. With fuse 35 present, the lighting is the same as with the switch in the middle position (see below for details). With fuse 35 absent, no lights are turned on.

Continued on Page 24.

Saab 9-5 Programming Options cont'd.

There are several options, but only two are described on the bulletin boards: option 1 ("Euro") and option 3 ("US"). They differ only in the behavior of the lights when the light switch is in the middle position, as follows:

- * Option 1 ("Euro"): Parking lights and city lights. (City lights are the tiny 7 watt bulbs next to the main lights.)

- * Option 3 ("US"): Parking lights and (if the car is on) low beam headlights at reduced brightness. (Xenon headlights cannot reduce brightness, so full low beams are used in cars with Xenon headlights.)

Some other notes on lighting behavior:

- * On cars with Xenon headlights, the halogen lamp inboard of the Xenons is used only when the driver pulls the turn signal lever to flash the headlights while the headlights are otherwise off and Daytime Running Lights are disabled.

- * There is no way to get full headlights to stay on when the car is off (except for the brief "Follow Me Home" feature, see below). Parking lights stay on with the car off if the light switch is in the middle position.

*Fog lights:

- * Option 1 ("Euro"): fog lights can be on when light switch in middle or right position, including when high beams on.

- * Option 3 ("US"): fog lights can be on only with light switch in right position, and only when low beams selected.

- * "Follow Me Home" feature:

When turn signal lever is pulled after car is turned off, main headlights will come on for a short time. The time is configurable through Tech II (20-50 sec; default 30).

- * Front marker lights on when car in reverse (on/off).

- * Disable "Shift Up" indicator (on/off).

- * Disable "Check Brake Light" warning on startup (on/off).

- * Disable seat belt alarm on startup (on/off).

- * Disable alarm when door open with key inserted (on/off).

- * Range of temperatures for temperature gauge. There are actually five Tech II settings that control the behavior of the temperature gauge. Normally anything between 83°C and 115°C is shown as horizontal on the gauge. The most common change to this option is to set both "horizontal low temp" and "horizontal high temp" to the same value (typically 90°C), thus eliminating the "dead zone" around horizontal and causing the gauge to more accurately reflect the true temperature.

- * Range of pressures for the turbo boost gauge. (Sorry, no detail available on how this works, but it's probably similar to the temperature gauge above.)

- * Fuel level at which "low fuel" light comes on (can be set up to 1/4 tank).

- * Fuel level defined as "empty" (defaults to 2 gallons). This is used by both the fuel gauge and the trip computer.

- * Calibration of outside temperature display.

- * Adjust speedometer for different size tires. (Yes, this needs to be changed if you change your tire size.)

- * Night mode:

- * Level at which to re-illuminate gas gauge. (Typically same as low fuel light threshold.)

- * Speed at which to re-illuminate upper end of speedometer (typically 85 mph).

- * Temperature at which to re-illuminate temperature gauge (typically the beginning of the high temperature range).

- * Zones: can be forced to single zone, forced to dual zone (the default), or set to choose between single and dual zones based on whether someone's sitting in the front passenger seat.
- * Remember last climate control setting on startup (on/off).
- * Heated seats cycle duration (default 14 minutes).

The following climate control configuration choices are not dealer Tech II settings; they are driver-controllable (see details in owner's manual):

- * Pre-programmed settings to be used when car is started after being off for 10 minutes or more.
- * Minimum outside temperature for use of A/C compressor (default 41°F, can be set to 55°F).
- * Automatic use of recirculation at low speeds (on/off).
- * Automatic use of rear window defroster in cold temperatures (on/off).
- * Metric or imperial units.

The following audio settings are not dealer Tech II settings; they are driver-controllable (see details in owner's manual):

- * Maximum starting volume.
- * Maximum volume when telephone/OnStar in use.
- * Speed-dependent volume (on/off).
- * Loudness feature (on/off).
- * Extra wiper sweep after wash (on/off) (not possible with rain-sensing wipers).



At last year's Carlisle gathering, Kevin Quigly plays with the Tech II tool, programming Christine Kreuger's convertible. Photo by Seth D. Bengelsdorf.

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Turkey Bowl

"You know, with all your trials and tribulations this would be a good one to write about."

That's what Dad says to me while we are driving back along that odd little stretch of US-340 where you visit West Virginia, Virginia, and Maryland in about a mile. I say it is "odd" because, while traversing the wee half mile of Virginia, we appear to cross a sort of haven for black market seafood. The gas station parking lot has trailers and shacks and tents all proclaiming to have "Fresh Seafood! Clams, crabs, and other stuff we want you to believe you can't get five minutes into the next state!" I just don't get it.

I hope that they all will be events worthy of retelling, but I think Dad's right. This is a good event to write about. You can learn from my errors and, even more importantly, maybe I will.

The no-longer-aptly-named VSCCA Turkey Bowl at Summit Point was held earlier than usual this time. That is why it isn't so aptly named now. It is hard to associate the traditional Thanksgiving poultry with your race when it occurs on the second weekend of November instead of the Thanksgiving weekend date. But tradition held firm, at least as far as the name went. The weather was clear, sunny and typically brisk. For the first time in my short driving career I was grateful for each of the three layers in my driving suit, and even for the additional layer of Nomex underwear I usually try to forget in the summer months. I wondered more than once what the wind chill factor of freezing temperatures at 100 mph might be?

Let's start the report with an interesting list of the various casualties and repair issues from my week-end:

1 Tennis ball half (sent into low earth orbit)

2 Rags (ingested, digested and ejected)

spected and ready for their first sessions. We only had to check tire pressures, fluids, and safety wire a couple of things to be ready to go.



George Vapaa (aka "Dad") looks on as Stefan tightens the straps on his helmet.

Throttle return spring (lost, found and reinstalled)

1 Accel SuperCoil (deceased)

1 Water pump seal (deceased)

1 Bosch coil (very, very sick)

1 Throttle cable (stuck, removed, given a severe talking to and reinstalled).

Saturday morning Dad and I got up at Oh-Dark-Thirty and headed south from Wilmington, Delaware to Summit Point, WV with the 1930 Miller Ford Sprint Car and the 1964 Quantum Formula "S" Saab in tow. We arrived with what we thought was plenty of time to get the cars in-

Tech inspection complete, we go about setting tire pressures and finishing up final adjustments before the first morning warm-up. Dad tried to safety wire a throttle return spring on the Quantum while I got suited up. But it got away from him, into the depths of the car. Springs do that you know. "Boing." In order to retrieve it and get it back in its proper place, we had to remove the rear bodywork. So I got unsuited-up and helped Dad with the car. We got it back together and Dad said I could probably get out on track and make a few familiarization laps if I hurried up and got dressed.

So I got re-suited-up and jumped in the car and drove out to the track only to see the cars all coming in from the track. Too late! I'll just take a practice lap around the paddock then, thank you very much.

When the next warmup comes around, Dad takes the Miller Sprinter out to the grid and I take the Quantum. I steer the Formula S down the pit road to enter the track when I realize she isn't running right. The throttle feels sticky and the engine sounds funny. People tell me it ALWAYS sounds funny, but I don't listen to THOSE people.) Then, as I slow to think about this before going out on the track I see it. Snow? Ack! No, NOT snow! Rags! Rags are falling from the sky in little flaky pieces and I know EXACTLY where they are coming from! Rags are being mixed in with the fuel/air mixture, lunched in my engine, ejected out the expansion-chamber exhaust, and into the sky where they gracefully return to the earth upon the breeze. I slap the ig-

inition toggle switch to "off" and start quietly swearing.

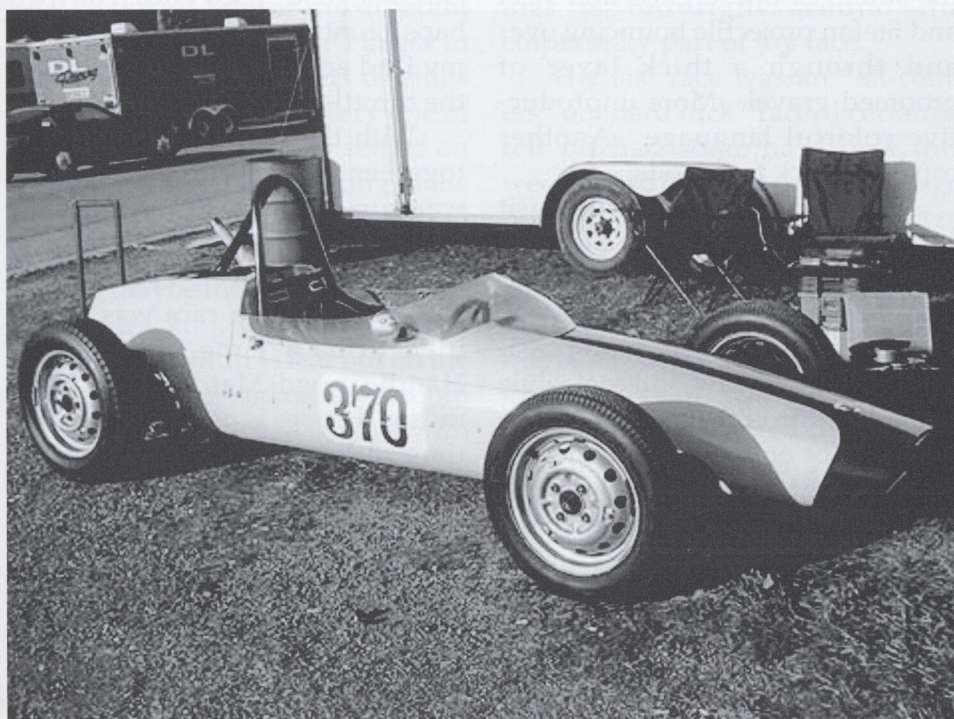
Where did these rags come from, you ask? Well, there are no air cleaners on the carburetor. There can't be when you are often called upon to stick your fingers down in the venturi to block off the fuel-dump tubes during the starting procedure. So when we aren't running the engine we stuff rags in the carburetor to keep stuff (other than fingers) from getting down in there. Only this time we didn't take them out. I've never forgot before but this time I wasn't thinking straight. Since I knew I was going right back out shortly, I decided not to put the rags in place. It seems Dad was more caring and thought to put them in place for me. But since I knew I did not put them in, I didn't think to check that they weren't there. Normally, I'd have looked anyway, as a part of the pre-flight inspection so to speak. But I was flustered from the morning, so bye bye rags.

One of the track-workers comes over to check on what is wrong. I ask if they can see a rag down in the carburetor. "Yes," they can. I ask if they can get it out. "No," they don't think they can. So I unbuckle and hop out to take a look. One rag is completely gone. The other is stuck on the butterfly and pretty deep in there. The worker remembers the multi-tool on his belt and so hands it to me. I am able to remove the guiltless rag and when I hop back in the car the worker confirms that I have control of the throttle butterflies again. "Yay." Fire her back up. "Pop, bang, ring-ding-ding" and head out on track for my first look at Summit Point Raceway.

I make about three laps and as I am coming out of the Carousel turn the car flat dies. It was as if I'd switched off the ignition. So, coasting I drive onto the b-b-bumpy grass, well off the track to get out of the way and try to restart. No amount of starter whirring and sailor swearing would bring it back to life. Much as I tried. I received my first rope-tow of the weekend.

When we get to the pits and I describe the issue to Dad we decide to check spark, since we can see we are getting fuel, and air sure as heck isn't a problem. There's no spark at the #1 plug. Or at any plug for that matter. The coil died. "But, but," Dad repeats. "It's a brand new coil." "It is a brand new dead coil," I quip. We dig out a spare old Bosch coil we carry around just for this situation and install it.

Sometime during all this I realized that I'd lost the half of a tennis ball that we use as a cap on the exhaust to keep things from falling down in there. This is an actual concern when your "tailpipe" sticks skyward at the angle that the Formula S's does. I can only assume



The 1964 Quantum Formula S Saab waits in the morning sun.

that I forgot to take it off the last time I started the car and as such it was turned into a projectile and ended up somewhere in the woods on the far side of the paddock. See, I've done this before and I've seen how far it can travel. Impressive, really.

But it was clear there was another problem, totally separate from the brand new dead coil issue and the rag lurching that I hadn't exactly mentioned to anyone yet. When I pulled the coolant header tank cap off to check the water level I hear this trickle of liquid like a babbling brook. Under the car.

Sure enough, the water pump seal is shot. I mean SHOT. Water is just pouring out around the shaft. So I extract the water pump/generator housing (no generator in there, we run a total loss electrical system, so it is just a "housing") from the engine bay and replace it with a spare one Dad had in the parts box. Fixed and ready to go.

The practice session comes around and we start the Quantum up and head out for a second try. Immediately it is obvious that the spare coil is pretty pathetic. The car won't rev above 4000 rpm. So there I am stuck with a car that won't hardly go since this particular two-stroke makes most of its power in the 4500 rpm to 5500 rpm range. But at least it is running and I am getting some laps in and learning the line. My three laps before the coil died in the morning just hadn't given me enough seat time to feel comfy. But I was starting to get used to it now, as I'd made five or so laps with the car running like an electric wheel chair, slow but steady. I found that with only 4000 rpm at the end of the main straight and the excessive brakes the Quantum carries around, I didn't have to hit the brakes until the last marker. That really is very late! I was about 100

yards along the main straight when I looked in my mirrors and saw Jim Freeman's Aston Martin DB4GT come out of the last turn and start eating up the pavement the way Aston Martin DB4GTs do, FAST. I point him by and he passes me on the right going about 60 mph faster than poor sick two-stroke me.

Shortly thereafter he hits the brakes to slow for the first turn. He starts to come over in front of me to pick up the "good" line. Even though he's hard on the brakes, and I have the gas pedal flat on the floor, he's STILL pulling away from me. Good thing too, since when I finally lift off the throttle at that last marker, nothing of significance happens.

The gas pedal stays flat on the floor! I've got my left foot on the brake pedal and my right foot is pounding away at the gas pedal but it won't lift! The front wheels lock up (rears are still pushing) when I reach over and slap the ignition off just before careening off the edge of the road. The sound of the two-stroke winding down is mixed with the sound of a fiberglass and steel and Stefan projectile bouncing over and through a thick layer of groomed gravel. More unproductive colorful language. Another rope tow back to the pits.

How about that? My first visit to an honest to goodness big time racing gravel trap! I must say that gravel really slows you down fast. I also have to say there is no possibly way to look suave and cool while stumbling through a gravel trap to safety. Not only does the big helmet look out of place and vaguely spaceman-like when away from the racecar, but the consistency of the gravel makes you appear confused. It is as if a racecar driver that just drove his racecar deep into a pile of gravel can't recall what feet are good for. But hey, the car is in one piece

and it could have easily been otherwise. Also, I sure am glad I missed the rear bumper of that Aston Martin. Geez. That would have been bad.

When I get back Dad and my friends all want to know what happened. "Throttle stuck at the end of the straightaway!" I say. "Oh, that's not nearly as bad as what we were thinking." they say. Um, what WERE they thinking?

So that was it for Saturday at the races, time to go eat. The club got together at the Wayside Inn in Middletown, VA and were entertained with a talk given by the VERY entertaining creator of Summit Point Raceway (keep an eye out for a book by this guy,) Pat Goodman and the celestial spectacle of a lunar eclipse. How nice of the event organizers to arrange such a display for us.

Sunday morning dawned cold and, well, cold. The cars had a weak mixture of anti-freeze in them and so were fine but the water bottles waiting in the trailer had ice floating in them. I installed a borrowed "known-good" used Lucas coil (perhaps a contradiction of terms,) while my Dad and friend Ralph attacked the throttle cable problem.

With the car all buttoned back together in time for the morning warmup I actually experienced the car running well and, miracle of miracles, saw a checkered flag!

The afternoon race was scheduled to be a Time Limited and Handicapped Match Race. That means the race is over at a specified time rather than after a specified number of laps. The handicapped part means the slowest cars are sent out onto the track first, fastest cars last. Based on lap-times from the day before, the slowest car would start maybe 20 seconds before the next slowest car and then the next slowest car after that might leave

five seconds later. In vintage racing, there are such widely varying speed potentials between the slowest and fastest cars that the slowest car, in this case, had a lap and a half headstart on the fastest car in the 20 minute race. The intention is to have all the cars cross the finish line at the same time. Obviously (and thankfully) that doesn't ever really work out.

The final twist is that this was a "match" race. That meant we were supposed to find another car/driver that posted lap-times similar to ours and line up next to them. This "matched couple" would leave the pit-lane together so they could have a nice dice of their own within the scope of the greater race.

Before the race started I decided to start the Quantum and warm it up. For some reason, it sounded sick. It just didn't have that good sharp "pop" sound to the exhaust like it should. You could almost listen to it without hurting your ears and that's not how it is supposed to be. So I quickly checked the spark-plugs. Fouled! I threw in a different set and fouled those, too. I threw in half a dozen different sets of plugs and it fouled each and every one of them. Darn coil. I finally settled on the set of plugs I was running in the morning warmup. They fouled again as soon as I put them in but I figured maybe they'd clear out once I got on track.

Well, they didn't clear out on the first lap, but they did on the second! Whee! I'd already lost contact with my match partner while the car was running sick but now I was flying and everything was working well. I caught and passed my match partner as well as some other cars that started before me. I even managed to not get passed by too many of the faster cars behind me. My friends were keeping track of the lap-times

and they showed consistent improvement. Each lap was faster than the last.

Here's a typical piece of VSCCA race-weekend humor. Remember that this is a "timed" race? Normally that means that the leader of the race at the end of the scheduled time is the winner, but, in VSCCA speak it meant the first car to pass under the checkered flag after the time runs out is the winner! I could have won if I'd kept track of the time and made sure I was coming onto the finish straight just before time ran out. But my watch is one of those "Turbo" Saab watches made to look like the classic turbo gauge out of a 99 Turbo with no numbers on it. So it would have been awfully difficult to glance at while trying to wheel the Quantum around the twisty Summit Point course. It would have been a good trick!

I don't know who won. I doubt the winner knew they'd won, or cared! I saw another checkered flag and was so happy my cheeks hurt from smiling! Either that or my helmet is too tight around the chipmunky part of my face.

The last race was an "all-comers" or "hard luck" race. I certainly felt I'd had some hard luck this weekend so I was all prepared to go out and zip about. I thoroughly enjoyed passing my friend Ralph in the Daimler SP 250 he borrowed from my friend Dr. Sam. I enjoyed driving behind and watching my Dad guest-drive in the 1938 Dreyer Sprint-Car we restored (and sold to another club member a few years ago). The new owner had done a lot of engine work on it and Dad seemed to be finding it quite the tire-smoking handful, to say the least. After watching him violently remove a few 32nd's from the Dryer's rear Dunlops, I passed him and went on to really feel a rhythm with

the course, finally. My shift points were moving up, my braking points were moving deeper, my apexes getting more consistent and better placed, and track-out was closer to the edge. I wish it didn't have to end.

I drove under my third and final waving checker of the weekend!

It ended fantastically. The season was over and I managed to drive through, repair, or tolerate all the bugaboos the little Quantum Saab threw at me to end it with a strong "RipPopRingaDingDing" sounding throughout the paddock! Many thanks to my father for the loan of the car and to all my pit crew. Couldn't have done it without you!



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Rear View



Saab, Subaru and the Targa

A Saab-Subaru linkup has made perfect sense for many years, and I don't know why it has taken so long to come about. Both Saab and Subaru once appealed to a similar clientele due to certain quirky traits exhibited by both manufacturers. There were plenty of car dealers who recognized that similarity and sold Saabs and Subarus alongside each other during the 1970s and 1980s, and some even through today.

The Japanese auto industry started to come on strong in the late 1960's with Toyota and Datsun leading the way. Subaru made a brief splash in about 1970 when Malcolm Bricklin began importing the model 360, which had a rear-mounted, air-cooled engine of 360cc. The 360 was pretty much a flop, as it was intended for Japanese urban driving, not American freeways.

Fuji Heavy Industries, the manufacturer of Subaru cars, entered the U.S. market on their own about 1971 with the front-wheel drive FE model, powered by a liquid-cooled OHV flat-four of 1088cc, remarkably similar to the drivetrain that powered the German-built Goliath of the late 1950's. That engine was quickly increased to 1300cc to cope with tightening U.S. emissions regulations. To the eye of the average American, the

Subaru looked rather odd compared to the other cars out of Japan, plus it had front wheel drive, which was available only in a few cars of the era, such as the Oldsmobile Toronado and Cadillac Eldorado, a few Renaults and Fiats, Audi, and, of course, Saab. Subaru even offered an economical four wheel drive version of their car, pretty much unheard of thirty years ago.

About the same time, Saab was phasing out the model 96 sedan and 95 station wagon. The Saab was built of much heavier steel and the engine was a 1700cc V4, but priced at about \$3000 while the Japanese cars were heading out of the showrooms at under \$2000. Those same emissions regulations were strangling the Ford-built V4, which had been designed about ten years earlier. Saab's biggest problem was the perception that it was a compact, in the same class as the more conventional (4-cylinder engine and rear-wheel drive) Datsun 510 and Toyota Corolla, but priced 50 percent higher. Why buy the Saab, whose fastback design looked more like certain General Motors cars of the early 1950s, when one could pick up a contemporary looking Japanese car for a much lower price?

Saab's 99 was the flagship through the 1970s, another aerodynamic looking oddball, priced in the mid-range of the imports. But with the demise of the 96, those who had bought the two-stroke 96 for its practicality and economy felt they were priced out of the Saab fold. Many turned to Subaru. After all, it was a simple machine to own and operate much like the earlier Saab, and it had that front wheel drive. Subaru even used a marketing strategy that had worked for Saab a decade earlier, setting up dealerships in rural areas and selling the cars alongside farm machinery.

About 25 years ago, I was working in the "automotive aftermarket" industry. I sold auto parts. The place I worked sold parts for imported cars only as there was still considerable segregation of domestic and imported autos as well as many of the supporting markets such as parts and service. That line has nearly disappeared these days, though there are still repair shops that special-

ize in foreign cars only, especially in smaller cities.

At the parts counter we stocked parts for the European makes and for the growing Japanese market. Though we carried the usual inventory of parts for Subaru, we didn't sell much beyond filters and tune-up parts. Owners told us they were amazingly reliable, and even known wear parts such as brake pads and clutches seemed to last far beyond the life they had come to expect with other cars.

Saab was struggling to survive in the late 1970s, not the first time and certainly not the last. There were talks with Volvo and other companies, but Saab remained independent. However, it made perfect sense to me at the time that Saab should tie up with Subaru. The creativity of their respective engineering departments seemed a good complement, both were geared to front wheel drive models, and the lower priced Subarus would be a good entry level model for the customer, who could move up to a Saab once they were in a position for a higher-priced car.

But nobody listened to me.

The Saab-Subaru link is finally coming to pass, though about 25 years later than I expected. And the Saab-modified Subaru model is hardly an entry level model compared to the basic Impreza that rolled out in the 1990's. Will the 9-2X actually bring people into the showrooms, or will the badge engineering result in another Oldsmobile? That remains to be seen.

For those who read other periodicals, you may have seen my byline on a few stories in *Grassroots Motorsports* and *Driving Sports* magazines. Most of what I have written are rally reports. One event in particular has been covered in both publications, and really needs to be covered here as well. That is Targa Newfoundland.

Long time readers of NINES will recall that I have had the opportunity to compete on several "marathon" type rallies, such as One Lap of America, the Alcan 5000, and the Downeast 3000. A couple of years ago I was able to fill in at the last minute to navigate on the inaugural Targa Newfoundland. It was

undoubtedly one of the highlights of my life!

Targa Newfoundland is a week-long competition on Canada's easternmost province. It covers over 2000 km, and about 20 percent of that is competitive stages. It is based on the successful Targa Tasmania and Targa New Zealand, and draws much from those two events. Backed by the provincial government, Targa Newfoundland is rapidly finding a niche among North American racers and rallyists.

Originally conceived as a vintage rally to get classic sports cars like Healeys, Porsches, Alfas, Aston Martins out of the garage and onto the roads "the way they were meant to be driven", TN has also found favor with owners of more modern machinery. In addition to 1950's and 1960's and 1970's roadsters, mid 1960's V8s are popular, as are newer all wheel drive cars such as the Subaru WRX. There is quite a variety of marques, BMW, Ford, Datsun, Volvo, but no Saabs. Target times for the stages are based on the age of the vehicle, so the scoring is actually weighted toward older cars.

I have had the opportunity to compete the past two years as co-driver (navigator) in a 1976 Porsche 911. The Porsche's owner and driver is Scott Giannou (pronounced ga-NOO). He is one of the organizers, but his duties are largely complete by the time of the big event, so he joins with the other competitors on the roads. We have done well, but have had incidents which cost us the "Targa", the silver plate awarded to those who finish the entire course.

The Volvos that were entered in 2003 were both 142s, one entered by Doug Mephram of Toronto, the other by Ralph Grant, an Australian who has competed in Targa Tasmania, and who has recently moved to Montreal. There is a third 142 entered for 2004. It would be great to see a rally prepared Saab 96 or 99 on the roads of Newfoundland, after all, Saab has a much more storied rally history than many of the cars in the event. With some modification, a classic Saab could be quite competitive with the six-cylinder BMWs and Porsches, and with the V8s.

If full out rallying is not your cup of tea, there is a Touring category which is more like a brisk time-speed-distance rally, using the same roads, but with penalties for being early. The cars do not need to be fully race-prepped, and the entry fee is much lower.

For more, check out the Targa Newfoundland web site:

www.targanewfoundland.com. And for my adventures on TN, visit www.VintageRally.com. Even if you can't be there to compete, come up to work or crew, just to be a part of the TN experience. Contact me for details: bigcheese@winktimber.com.

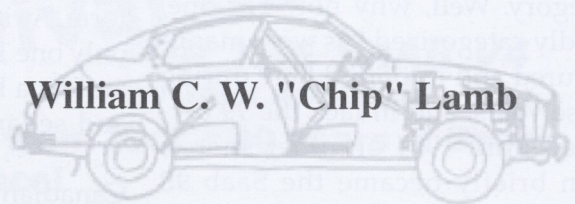


Here's a shot of Tim (on the left) and Scott Giannou after competing the final stage after five days and 2400 km of competition in 2002.

Photo by the author.

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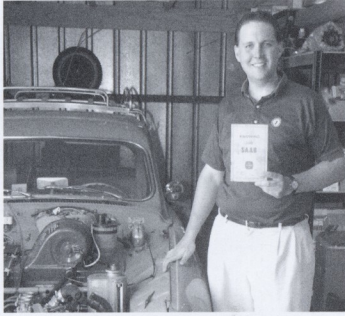
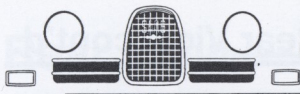
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Redefining Vintage, Again

With all this jibber-jabber about "What Makes A Saab a Saab?" (or vice versa), I thought I'd take a well needed segue and begin yet another hot debate among those us in "Classic" Saab land as well as the Vintage dudes and dudettes among us. You newer car people, you just try to keep up! Now if you really want to read my gut drift about the above theme, you ought to join the newly reconstituted Vintage Saab Club of America and receive the third cousin newsletter to what you are currently reading.

When we did the Lake Placid Vintage Saab Owners' Gathering in 1996, a few people scoffed at the idea that there should be a 1979-80 900 category. Well, why not? For one, solidly categorized 99s were manufactured and imported here during those years, and in fact, the 99 persisted until 1984 on other shores, then briefly became the Saab 90 through 1987.

A large portion of the problem here was that the last B engine cars had less than stellar quality control: cracked heads, 12-cog water pumps and broken intermediate shafts, strange A/C configurations and electrical problems. This was also before the infamous northeastern and midwestern tinworm came into play, who wreaked havoc on not a few of these cars.

Part of the appeal of the 1979-80 900 range was the 5-door configuration: 4 doors and a hatch. This was a hold-over from the 1978 99GLE 5-door "Wagonback", and though it continued in other markets right up to the end of the "Classic 900", this configuration stopped landing on U.S. shores along with the aforementioned B engine. Some enterprising folks picked up defunct 5 door 900s during the late 1980's and early 1990's and converted them to 16v turbo/5 speed power, added leather and other later model options, and in essence created the car they could not buy here but which was still being sold abroad. Fewer and fewer originally equipped 5 door 900s remained, and even fewer of the turbos, and by the mid 1990's, you had to be a pretty die-hard individual to still have one in any shape or form. As it turned out at Lake Placid, only one 1979-80 900 appeared at all amidst a Life Savers' roll of Sonetts and sedans from the earlier years.

Canadian friend Mike Hemmingsen and I recently both acquired low mileage 1979 900GLE 5-door cars, ironically both in Marble White with green interiors, but mine sports a sunroof and air conditioning, being that his was from Northern Sweden and mine was from Meridian, MS! I'm just starting to spruce this happy hauler back up, though cosmetically it requires very little, and there's really no rust at all to speak of. I've got some proper European headlamps arriving shortly as well

as a towing hitch, and I will eventually mount some 185/65/HR15s to a nice set of Shelby Goldvanes. Today, in preparation for its maiden voyage, I will fit a period Sport & Rally steering wheel from the collection along with some hotted-up run better parts, and a couple of exhaust hangers as well! I did make it to the D.M.V. today and got my black Antique Vehicle plates; another case for vintage Saab status!



Chip's newest old car. Photo by the author.

Spring is springing here in Virginia and I've got a couple of other solidly recognized vintage Saabs awaiting warmer weather. At present, the Monte Carlo 850 is reacting poorly to cold weather, in that the inside part of the doorlatch has so much old grease on it that it is hanging up below 50 degrees F! Hope you are all having a good time bringing your cars out of hibernation or de-winterizing your daily drivers!

Chip Lamb
West of Sweden SAAB
Charles City, VA

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The Saab Network set new records in January 2004 for both the number of pages served and the number of users in a calendar month. For the first time ever, TSN served more than 4 million pages of Saab info in a single month with exactly 4,055,284 pages being sent out over the dedicated T1 with an average of just under 4.5GB of data served to Saab enthusiasts' web browsers EVERY SINGLE DAY. In January, 201,628 unique visitors queried the site, most of them on a daily basis, for Saab news, information, and discussion.

Saab Sales Figures

	JAN 04	FEB 04	PERIOD
Arc Convertible	217	371	588
Aero Convertible	71	110	181
Linear Sports Sedan	578	1144	1722
Arc Sport Sedan	247	370	617
Aero Sport Sedan	107	144	251
Total 9-3	1220	2139	3359
Sedan 9-5 Linear	7	7	14
Sedan 95 Arc	219	308	527
Sedan 05 Aero	69	100	169
Wagon 9-5 Linear	27	40	67
Wagon 9-5 Arc	83	79	162
Wagon 9-5 Aero	22	28	50
Total 9-5	427	562	989
IDS	1	9	10
Total (2004)	1647	2701	4348
Last year (2003)	2551	3598	6149
Percent increase	-35.44	-24.93	-29.29

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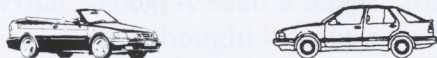
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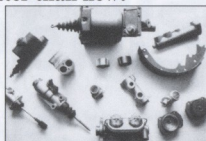
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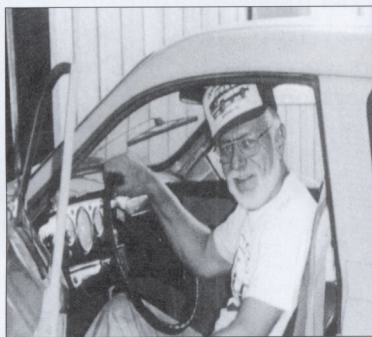
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Saab in Baja



The Ice Man Takes Baja

With regard to Ingvar Lindqvist, he was a one-man assault team for Saab in off-road racing on the North American continent in the 1960's. Mexico was the venue, with its National Off-Road Racing Association (NORRA) sponsored 500 and 1000 mile races.

Lindqvist proved to be the scourge

of the two wheel drive class for three consecutive years, 1968, 1969 and 1970, driving V4 powered 96 sedans. He won the class all three years.

Lindqvist says that he never raced anyone, preferring to simply pull over and let the other racer go ahead rather than risking a high-speed crash. He recites the aged maxim that every racer knows, but few follow in the heat of competition: TO FINISH FIRST, YOU MUST FIRST FINISH. Lindqvist especially enjoyed the Mexican road surface, "What I enjoyed most are the sand roads, where you can broad slide corner at maybe 90 mph."

Competitors called Lindqvist "The Ice Man of Baja". In 1968 Lindqvist won the 2WD class in the Baja 1000. In 1969 Saab got interested and sent Erik Carlsson over to show the kids how the Europeans did it. A huge battle went on

between Erik in a Factory prepped 96 and Jim Garner in a tube-frame racecar with a fiberglass body that loosely resembled an Olds Cutlass. Carlsson broke a U-joint, Garner's Olds engine was going south, and the Iceman blew by both of them to once again take first place in the two wheel drive class.

1970 saw Saab putting Lindqvist on the back burner, bringing both Erik Carlsson and Pat Moss Carlsson over in new factory V4 Saab 96s. They provided a third car for Ingvar, but it was "accidentally" down on power by about 25 hp. Saab was clearly looking for an outright win. Erik (with co-driver Torsten Amen) took some 400 pages of notes during practice the week before the race. Final car preparation was done at the Saab parts warehouse (then located in San Pedro, CA) on the cars for the Carlssons. Lindqvist did the final setup on his car at his dealership



Ingvar Lingvist's car awaits its 1970 charge through the Baja.

Saab In Baja cont'd.

in Culver City.

I saw all three cars at San Pedro, two days before they were driven to Ensenada for the start of the 1970 Baja 1000. As the service manager of my own shop (Pacific Motor Imports in San Luis Obispo, CA, opened for Saab sales in January 1968,) I had been invited to be a part of the fun in Mexico and was the crew chief for the pit stop area at El Arco, the halfway point of that year's race. I grabbed a sleeping bag, a plastic ground cover, a wool blanket, some K-rations, a flask of 180 proof Vodka (snake bite remedy) and my Australian bush ranger hat.

El Arco was unbelievable. The fastest moving thing I saw that first night was a buzzard hustling the sleepy-eyed mongrel under the front step of the general store. We set up our pits near the church, and slept up against the south wall of a storage building. There were two restaurants, neither recommended by the lady in the general store. We ate Spam and beans.

The long and short of that race was that Parnelli Jones was the odds-on favorite for the big iron crowd, Euro car backers put the odds on Erik Carlsson, and the dune buggy boys had their cash on Drino Miller. Nobody even thought about the Ice Man.

832 miles of the nastiest, rockiest, dustiest hell anyone ever had the guts or bad judgment to call a road, that was Mexico Highway One in 1970. 261 vehicles were flagged off at the start at Ensenada. NORRA set up two radar guns for this race, one just south of Ensenada on a straight stretch of narrow blacktop, and one about 20 miles northwest of the finish line at La Paz. Parnelli Jones was clocked at nearly 140 mph, Erik at 120, and Ingvar at about 110 at the first gun. Ingvar was not pleased, as his own car would have seen close to 130 in the same area. Saab had clearly slipped him a ringer.

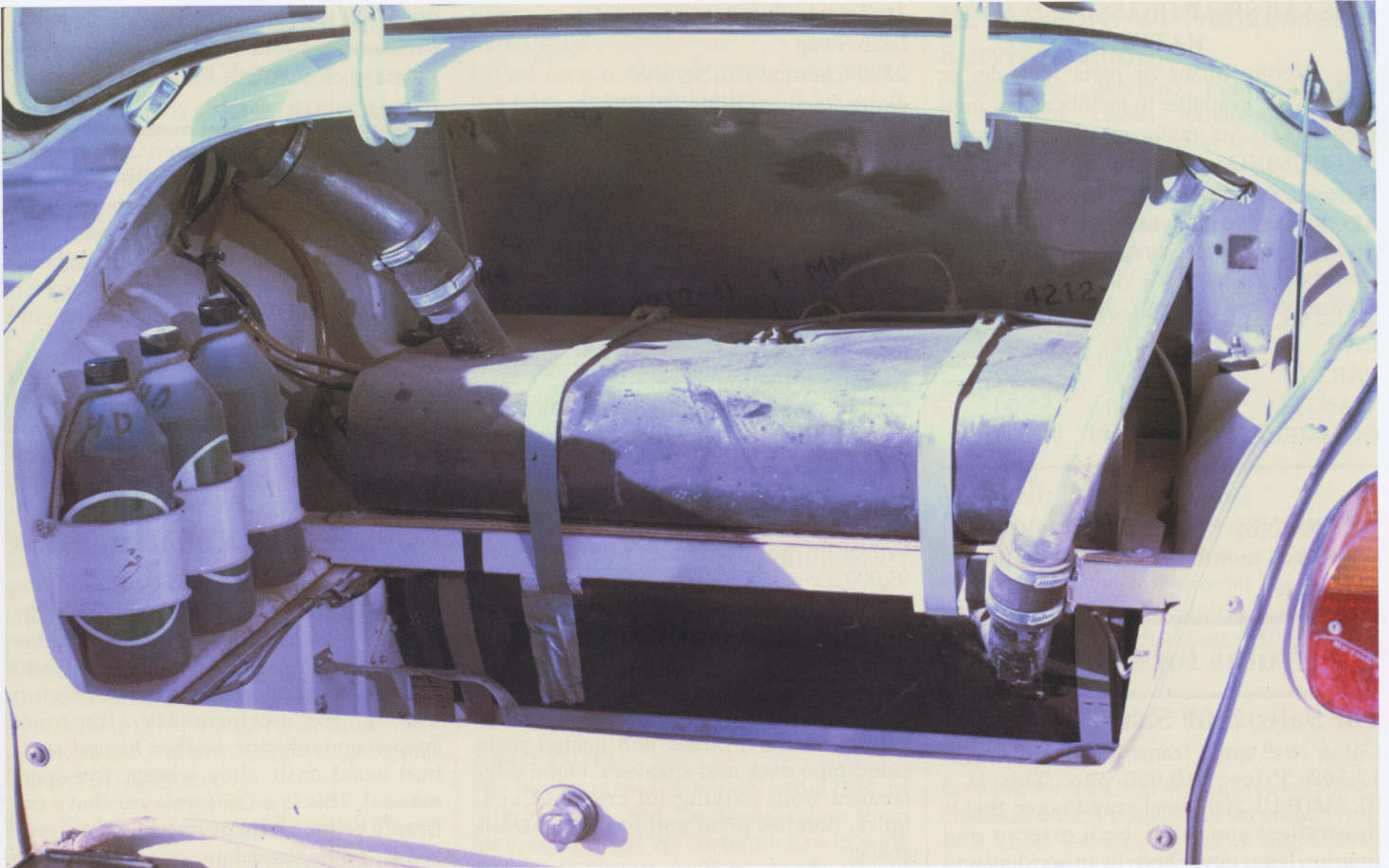
Erik (and Pat Carlsson, too) got stuck in mud. Parnelli encountered a

boulder the size of a refrigerator. Jones' "Crazy Colt" (a V8 powered Ford Bronco prepared by Bill Stroppe) could manage only 48 mph at the La Paz radar gun. All the Saabs were within 3 mph of their previously timed speeds. But the first across the line, in the ringer provided by Saab, was the Ice Man of Baja.

How do I know all this stuff? I was there. I recall sitting in a hotel bar in La Paz after the race, with the Saab people. We had Erik, Torsten, Ingvar, Len Lonnegren, Gunnar Nilsson (Husqvarna rider) and others. Also there was Jim Garner, who had again driven the Olds Banshee and had again been beaten by Lindqvist. Garner said he'd been in a lot of off-road races with the Olds but, "I just can't seem to beat the Saabs." I looked at Garner, who by the way, seemed exactly the same in real life as in the movies, and said, "Well, Jim, a lot of people feel that way!" A lot of laughter at the table that night in Mexico, 33 years ago.



Eric Carlsson's car at the staging area prior to the 1970 Baja



You want range? Note the second gas tank in the trunk. *Photos by the author.*



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SAAB SWAP CLASSIFIED AD RATES:

Ads offering Saabs or parts for sale, or wanted, are available to members and non-members. Ad rates are for 25 words EXCLUDING your name, telephone number, address, etc. Extra words are charged at \$1.00 per 5 extra words. Classified ads MUST be prepaid. Ad rates are as follows:

TYPE OF SALE	Members	Non-Members
CAR	\$10.00	\$15.00
PARTS	\$5.00	\$7.50
WANTED	\$2.00	\$3.00
COMMERCIAL	\$15.00	\$15.00

DEADLINE: 25th of every odd numbered month for inclusion in the next issue.

Autos for Sale

For Sale: 2001 Saab 9-3 Viggen

Color: steel gray. Trans: Manual. Mileage: 17,300. Price: \$40,000 obo. This is a BEAUTIFUL 2001 steel gray Viggen that is in excellent condition, both exterior and interior. It has never been in an accident and the body is absolutely perfect. Its never been driven during the winter and has always been garage kept and meticulously maintained. Here is the kicker: It is HIGHLY modified with Maptuns stage 4. This car puts down 330 HP with over 350 ft/lbs of torque. It runs like a top and all installs and maintenance have been performed by Saab master technicians. Modifications include: Abbott high flow intercooler. Abbott air intake pipe. Abbott rescue kit (practically eliminating the torque steer - a must have for this car). Abbott turbo back exhaust (including a cat-less downpipe, center section and 6" tailpipe; also included is the stock downpipe with cats). TD04HL 18T 6cm2 turbo with custom waste gate. Maptun custom camshafts. J/R high flow air filter. Forge dump valve. Volvo 'big green' fuel injectors. Saab Savior short shifter. Koni Sport adjustable shocks. Eibach lowering springs. SAS rear sway bar. AP Racing four-piston front calipers, with 330mm grooved rotors. Much, much more! Please feel free to e-mail me with any questions. I have a bevy of pictures available as well! Please, serious inquiries concerning the purchase of this vehicle only. Thank you for your consideration.

Photo available at The Saab Network Classifieds:

Mail ads with full payment to:
Saab Swap
2389 Chestnut Hill St. NW
North Canton, OH 44720-5822

NINES can also place your ad on The Saab Network (internet classified ad) for you. Include the TSN ad rate along with your NINES Classified fee: \$25.00 for cars, \$15.00 for parts, \$10 for wanted, for

<http://www.saabnet.com/tsn/class/9-3.html#040206tromb>

Contact: Tom Rombach, Newark DE.

E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040206tromb>
Phone: (302) 383-0521.

For Sale: 1996 SAAB 900CS

Color: Burgundy. Trans: Auto. Mileage: 95,000. Price: \$5,500 obo. 95k service done. 2.3l low pressure turbo. Bought used from dealer Aug 1998. Extra alloy wheel and misc. parts included. Properly maintained by Saab shops with all maintenance records. Good tires, new battery, partly new exhaust system. Leather, power and heated seats. Good tape deck and speakers. Hood edge creased from parking lot crunch. Car is quick, handles great and has much trunk space.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/900-93.html#030819lwahl>

Contact: Lee Wahler, Falls Church VA.
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=030819lwahl>
Phone: (703) 845-9169.

For Sale: 1995 Saab 900 SE

Color: White. Trans: Auto. Mileage: 199,000 obo. 1995 900 SE with blown engine. The car is in great physical shape. No dents or damage. The grey leather interior is perfect and has VERY good tires. Purchased from recycler with intention of putting in a new engine and ending up finding a complete car with fewer problems. My mistake could be your gain! Willing to part it out or sell whole car. Car is located very close to Dulles International Airport. I can deliver up to 50 miles for FREE. Car has a clean title. Contact: Ben Wood, Vienna VA.

E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040120bwooa>
Phone: (703) 471-4935.

For Sale: 1991 Saab 900 SE Convertible

Color: Yellow. Trans: Manual. Mileage: 116,124. Price: \$15,000. This is the nicest Saab convertible you will find. It has just

up to 150 words. We can also scan and submit your photograph at no extra cost. Please enclose SASE for return of photographs, if wanted.

been rebuilt from the ground up, including: new top, new paint, new clutch, rebuilt engine, rebuilt trans, and rebuilt turbo, has original radio and CD player and after market. Comes with original rims or the 16s that are on it now, with brand new tires. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/convertibles.html#040304dshep>

Contact: David Sheppard, Hamilton OH
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040304dshep>
Phone: (513) 368-2235.

For Sale: 1993 Commemorative Edition Saab 900 Turbo

Color: Black. Trans: Manual. Mileage: 127,283. Price: \$6,000. This special edition is the quintessential (#52 of 325) 900 series Saab. With all possible features, factory 'tuned' for performance, improved suspension, electric leather heated seats, burl wood dash, alloy wheels, five-speed manual. This is a California car that's rust free. In beautiful shape, mechanically rock-solid. I'm the second owner and bought the car at 85,000 at which time the transmission was rebuilt with upgrades, clutch, flywheel, seals, and various 100,000 mile service items like hoses and belts. This Saab has been meticulously maintained. I have all records. The majority of the mileage since I've owned it has been on the open road.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/900-93.html#040315kheym>

Contact: Ken Heyman, San Francisco CA.
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040315kheym>
Phone: (415) 550-1581.

For Sale: 1980 900

1980 900 Turbo metallic anthracite grey three door 5-speed manual transmission, 34,400 miles. SHOWROOM CONDITION. Offered at \$10,000. Serious Saab collectors please call Pat at (203) 795-4401. Orange, CT.

For Sale: 1974 Sonett III

Mellow Yellow - manual - 73,286 miles. \$5750. MSS exhaust, new clutch at 66,000 miles, breakerless ignition, free wheel disabled. Solid w/original interior in very good condition. Runs well. Photo on vsaab.com. Contact: Nelson Woodruff, Mosinee WI
Phone: (715) 693-3470.

Parts and Miscellaneous

For Sale: C900 5-speed Transmission and 89 900 Engine and More!

C900 5-speed transmission, worked perfectly when pulled, \$350, 1989 900 turbo 16 valve red block engine, around 160K miles on it, good shape, \$300. C900 Garret water cooled turbocharger, good shape, \$125. C900 Garret oil cooled turbocharger, good shape, \$100. C900 turbo exhaust manifold, good shape, \$50. C900 front and rear air flow bumpers, great shape, \$800. C900 intercooler, good shape, \$50. 1985 900 SPG distributor, works well, \$50. 1986 Saab 900 SPG parts car, no engine or transmission, has complete SPG skirts/wheels/good Kumho tires, new headliner, brakes and cat back exhaust, B&G lowering springs, new upper ball joints, \$950. Swedish Auto specialties fiberglass whale tail replica, good shape, \$100. Buyer pays shipping, best to contact by e-mail. Photos available.

Contact: Gordon Berry, West Forks ME
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040205gberr>
Phone: (207) 663-2205.

For Sale: Convertible 900 Parts

Completely parting out 4 convertible 900's. (1) 88 900T (2) 89 900T (3) 92 900 n/a (4) 84 900s (auto. w/120k). Also for sale a driver's front bumper extension for an 89 spg, as well as the passenger's rear extension. Other items include a completely rebuilt (never installed) B202 cylinder head, rally skid plate for a 99, jetronic ecu's, numerous apc boxes, etc. Feel free to email parts requests for other years as well, as my barn is full of 900 parts from 83-92.

Contact: Justin Hayward, New Gloucester ME.

E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040129jhayw>
Phone: (207) 657-4311.

For Sale: 2 Piece BBS Rims and Tires

Selling a set of 2-piece BBS 17" rims and tires. If you desire better handling and a tighter steering as well as better roll control, these tires are a must! These tires alone will make you think you were driving a completely different car. Tires have been through 3 summer seasons, never used in winter. The rims are in great shape and I am missing one center cap. The tires are about 50% worn and in decent shape, by no means will you need tires for quite some time. I also have a brand new 1-piece set with brand new (still have the nubs) tires.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/parts.html#040313jguim>

Contact: John Guimaraes, Union NJ.

E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040313jguim>
Phone: (908) 688-5497.

For Sale: 9000 Turbo Parts

I have parted out my Saab 9000 Turbo. The parts I have are: turbo, throttlebody DI cassette, fuel injectors, intercooler, computer, transmission (remanufactured) with only 1000 miles on it), 4 aero wheels, rotors, calipers, black leather seats in mint condition, headlights, rearview mirrors, trip computer, climate control unit and window switch control unit. All items are in good condition.

Contact: Carl Morner, New Fairfield CT
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040223cmorn>
Phone: (203) 312-0489.

For Sale: Wide Selection of Saab Parts

We have started a major collection of salvage Saabs and are dismantling them for your savings! We currently have a wide selection of parts available for 86-93 old style 900's, 94-96 new style 900's and 88-94 9000's. We are receiving cars weekly for dismantling. We are the seventh oldest Saab dealer in the States (drl#0069), which means we have a lot of new vintage Saab parts still in stock. You'd be surprised at what we have lying around. We offer great discounts for SaabNet users and NINES readers. Inquire with Rick, the parts manager, who has been with us for 18 years. He's magical with part numbers and knows what you are talking about when you call. We also have rebuilt and used engines and trannies, all with a warranty of 90 days. The rest is tested, cleaned and shipped with a 30 day warranty.

Check our web site link below for a web page coming soon outlining all of our salvage parts and operations. Pricing is subject to availability and condition, but generally runs 1/2 the cost of new or better. Give us a try! Parts inventory for many models increases every day! Find the parts you need and get them at the right price!
Contact: New Salem Saab / Saab of Halfmoon, Slingerlands NY.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040324nssaa>
Web: <http://www.newsalemsaab.com>
Phone: (518) 478-SAAB.

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: Bullnose 96

Wanted - bullnose 96, preferably an 850 GT to restore. Will consider all, even rusty ones.
Contact: Bill Scheef, Redmond WA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040227bsche>
Phone: (425) 883-3983.

Wanted: OEM Walnut C900 Dashboard

Looking for an OEM walnut (wood) C900 dashboard facia panel with accompanying shift knob. Looking to install into a 1990 C900t cv. This is indeed a rare kit, but something I have been looking for for some time now. Panel must be in exceptional condition with all mounting tabs intact for consideration. I am not looking for an aftermarket sticker kit! I have little knowledge of the history of this factory option and am unsure of the years offered.
Contact: Joe Torres, Canton MI.

E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040308jtorr>
Phone: (734) 578-2739.

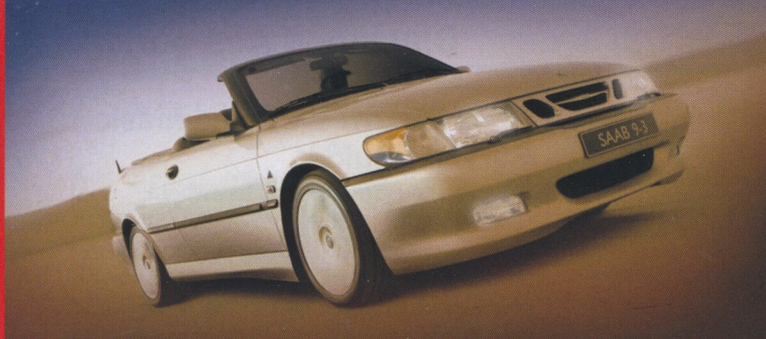
Wanted: JP Alloys for Sonett

I'm looking for JP Alloys for a 1970 Sonett.
Contact: Randy Borjesson, Buckley WA
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040206rborj>
Phone: (253) 335-3344.

Wanted: Monte Steering Wheel, Center Caps and More

Looking for a Monte Steering wheel for my 1967 V4 - must be complete and in good condition (horn, etc.) Also looking for center caps for my JP Alloys/Chromodoros and a good straight rust-free hood, grill and front fenders for a 1965-68 96.

Contact: Gary Piland, Topeka KS
E-mail: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040308gpilb>
Phone: (785) 221-2246



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