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The Saab Club Magazine

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Front Cover: Suddenly It's 2005: The Next Saab, The 9-7X. Coverage begins on Page 13. *Photographed By Seth D. Bengelsdorf*

Cover Wrap: James Fox runs the New York Rally. Before. See story on Page 8. *Photographed By Seth D. Bengelsdorf*

It's nearly here, it's really huge, can you get used to it? With the New York International Auto Show presentation of the Saab 9-7X, Saab takes the GM 360 architecture of the Chevy Trailblazer, among others, and 'tailors' it to get the Saab look and feel. Were they successful? Will they be successful? You decide.

Seth D. Bengelsdorf, Editor

Letters

Live and Learn - Dunlop Sport A2 Tires

Against the advice of my wife and (former Saab USA President and COO) Dan Chasins at the 2002 Saab Owners Convention, I ordered a set of Dunlop Sport A2's for our 1999 9-5 from Tire Rack. I had heard that the Sport A2 had a better traction and wear rating than the Michelin MXV4, and it is marked on the tires as a better rating.

After many weights being placed on and knocked off the wheels, each leaving its mark, and going through seven different Sport A2's, only one seemed OK. I ordered a set of Michelin MXV4's from the Tire Rack. I had the Michelin tires indexed and installed by Blue Grass Saab of Louisville, KY using the GM Label Hunter GSP 9700, as described by Stephen Goldberger in NINES #263. My Saab once again felt like my Saab, but the process took four trips to Louisville, 40 miles away.

When the Michelins were installed at

Blue Grass, something damaged the left front fender, driver's door, and mirror (almost \$2000 worth of damage). It took three more trips to Blue Grass Collision Center to get the damage repaired to almost right.

I had put two Dunlop Sport A2's on the front of my 1990 900 in August, and after the trouble with the 9-5, I could tell that something wasn't right with the old 900. I had the Dunlops balanced two or three times. When I had the index and road force measurement taken, the road force variation was more than 33 lbs., which is beyond limits. I ordered four MXV4's for the 900, and the Saab ride is back on that car as well.

The Tire Rack was very good about taking back the 10 Dunlops and giving me credit. All this boils down to, as my wife and Dan said, "Don't put Dunlop Sport A2's on your Saabs."

Allen Hockman
Brandenburg, KY



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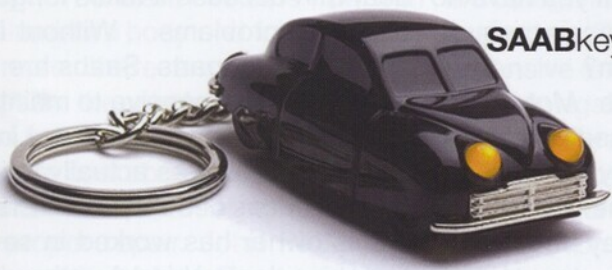


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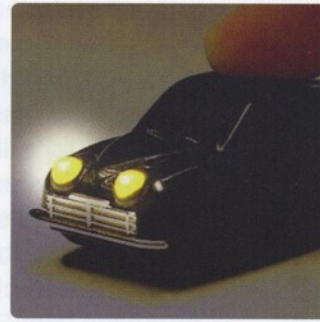
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What Is The Problem?

I found the article "Cars You Love to Hate" (in the May 2004 issue of *Motor Age*) upsetting, motivating me to write this column. The information in this report (summarized in the chart) was compiled and conducted jointly with *After-Market Business* and *Motor Age* magazines. They have used information from manufacturers, program groups, jobbers, retailers, dealerships, independent shops, consumers and "do-it-yourselfers." I would think that this is a good cross-section of the motoring public.

While you may shrug your shoulders at the results, they affect everyone. If people perceive their car as being of inferior quality, it will have lower resale and trade value, and it will be more difficult to find people to work on it. Vehicle quality may seem like an obvious measure, but I think it is related to the ease of repair and information access. Regardless of a vehicle's actual quality, if a technician finds it difficult to diagnose and repair he will not likely view it as a quality car unless its manufacturer has an overwhelming reputation for quality (such as Mercedes-Benz).

Ease of repair is related once again to information access. Another qualifier not shown on the chart is training. How easy is it to repair even the simplest problem if you have very little idea of how a com-

ponent works? What if you have no repair manual or the repair manual is very difficult to obtain?

In response to this *Motor Age* article, I did a little research on my own. Folks continually tell me that it is hard to find someone to work on their Saab or that if they have work done, the technician complains about the cars. The first shop owner I interviewed is an independent who works on all brands of cars at a three-man shop in another state. He told me that his shop doesn't mind working on Saabs but doesn't get much volume. Consequently problems are more difficult to diagnose. The owner also told me in certain terms that his closest franchise dealer wasn't very helpful with information and didn't stock many parts. He said that it just made the cars harder to

deal with because it takes longer to diagnose problems. Without information and/or parts, Saabs are ultimately more expensive to maintain.

The second shop owner I interviewed said he was actually trained by John Moss of Saab USA in 1969.

This owner has worked in several franchise dealerships over the years and still works mostly on Saabs. As an independent, he has relegated himself to mostly older cars. He told me that he has given up trying to keep up with the new information and equipment. He has decided to repair the older cars but not the new ones. It is just too expensive in time and money for him.

So, how hard or expensive does it get? The worst case I have read about has to be the aluminum cars (not Saabs) that have come out

Shops Rate the Automakers			
Ratings are on a scale of 1 to 5, where 5 equals excellent and 1 equals poor.			
Automaker	Vehicle quality	Ease of repair	Information access
Toyota	4.3	3.6	3.4
Honda	4.2	3.5	3.1
Lexus	4.1	3.1	2.8
Acura	4.0	3.0	2.7
Nissan	3.8	3.3	3.1
Mercedes-Benz	3.8	2.5	2.2
GM	3.7	3.6	3.7
Infiniti	3.7	2.8	2.6
BMW	3.5	2.4	2.1
Ford	3.4	3.0	3.2
Subaru	3.3	3.0	2.7
Daimler-Chrysler	3.1	3.0	2.8
Mitsubishi	3.1	2.8	2.6
Volkswagen	3.0	2.6	2.3
Audi	3.0	2.2	2.1
Saab	2.8	2.2	2.0
Hyundai	2.6	2.9	2.6
Suzuki	2.5	2.6	2.3
Kia	2.2	2.6	2.2

Reprinted from Motor Age Online.

lately. There are five cars now with all-aluminum body and frames. For example, there are only 13 body shops in the whole country authorized to repair the Jaguar XEJ8. It is said to cost about \$200,000 for the specialized equipment necessary for the proper repair. John Paul, who works with AAA of Southern New England, claimed in the April 19th issue of the *Christian Science Monitor* that some of the service manuals are up to one million pages and are available only electronically.

In the past, say up to 2003, there was information that trickled out from the franchise Saab dealerships who also sold the special tools needed to repair Saabs. With government/industry agreements, the manufacturers were required to provide the tools and information to the independents so "the consumer" had a competitive market place to obtain service for your cars. Almost all of the manufacturers complied in varying degrees as you can see in the survey results in the chart. It is common knowledge that General Motors is great at providing training and information for anyone who buys Delco (GM brand name) parts with any volume. Traditionally, GM would train all independent technicians for FREE if they used Delco parts. It is no coincidence that GM vehicles were ranked relatively well in the *Motor Age* survey: GM branded products (cars, etc.) can be serviced anywhere. Why not a Saab?

An independent technician—or anyone else for that matter—who wants tools and information, must go now to the Saab website (www.saabtechinfo.com). There you will find Workshop Information System (WIS) subscription information.

This site is administered by AC Delco and is acquired by subscription only. One day of information is \$10, one month is \$75 and 3 months is \$180. One year is \$500. They list

five categories of information that are available. This information is not too expensive and looks pretty complete but then again I haven't had to subscribe to it yet. Once you have the information on how to fix the car, you have to order the service tools on another spot on the website. There are lots of tools, but the ones you can't do without are the Saab Tech II at \$5499 and the (Technical Information System (TIS) starter kit at \$1495.

If you have decided to make the move to this level, you'll then need the self-training material also found on this website. There are 20 or so manuals available at costs ranging from \$7.75 up to \$50 each. You have to buy some of the training informa-



Tech II.

tion and plan to spend some time (probably lots) with it if you expect to have much success fixing the problems of today's Saabs. So, if you are an independent shop with a handful of Saab customers, how much are you going to spend in time and money to serve them? We're



TIS starter kit.

talking about \$7000 plus just for the basic tools needed to troubleshoot the cars and we still may not know how to use the equipment. How about this? The Saab 9-2X is a Subaru. This will take another scan tool, new training, information, etc., etc., etc. How about a 9-7X? And on it goes.

I hope you can see that it is not economical for a small independent shop to invest all this for one limited brand of car. I feel that it would be in Saab's best interest to train as many technicians as possible and to obtain the proper equipment to service the cars. A few years ago, when Joel Mamby was CEO at Saab USA, he said that Saab should be responsible or at least interested from "cradle to grave"! At that time, I had hopes that we were making progress on training for independent shops. Not much has changed. With just over 200 dealerships across the whole country, Saab's reputation will probably decrease in the repair industry as the number of cars increase. Saab needs an adequate number of trained technicians across the whole country not just the typical metro dealer locations. You can read on the Saab Tech information website that 80% of cars out of warranty are serviced by independents.

If the independents can't properly repair the cars, might they recommend the purchase of some other brand? So what is Saab's problem?

Saab wants to sell more cars and improve their reputation. Looks like the answer is simple.

For 31 years. Chuck has owned and operated a sales, service, auto body and parts facility specializing in Saab.

Some Saab Not So Excellent Adventures



James Fox smoothly taking a corner the stage before the crash. James was less than 12 seconds off the pace, set by professional drivers in factory-sponsored cars. *Photographs by the author.*

James Fox's Not So Excellent Adventure

James Fox, last year's winner of the Walter Kern Award at the Saab Owner's Convention, crashed and broke his ankle driving a tarmac stage at the Rally New York on April 17, 2004. Fox is in good spirits, and his ankle will be "pinned and plated", then be in a cast for two months. Fox's co-driver, Charlie Paulsen, was unhurt.

As far as the crash goes, Fox said he remembers that the car was running very well at the start of the

stage (it was the second tarmac run) and doesn't remember anything after that until waking up in the transport chopper as he was being airlifted out.

He said he was told the accident took place about two miles into the run, at something like 80 m.p.h., and the impact caught the green Saab 900 sideways somewhere between the driver's side front tire and the door. The car looks like a "pretzel", according to Fox, but if the engine's still working, Fox has plans for it.

And, of course, Fox has plans for a new car to use in next year's rally events.

Fox's report on the crash can be found on Page 25.

Seth D. Bengelsdorf

Steve Goldberger's Not So Excellent Adventure

Saab Friends,

In mid March, after two separate trips to the emergency room for hematuria and kidney pain, we were told that I had a suspicious mass, probably a malignant tumor of 4 cm, on my left kidney. During the following weeks Norma and I took a "crash course" on kidney cancer, its treatment, and survival rates.

Surgery is the usual treatment choice for Renal Cell Carcinoma (RCC). Dr. Andrew Novick, Chairman of the Urology Department at the nearby Cleveland Clinic, is the inventor of the modern partial nephrectomy (partial kidney removal) technique. With more than 1500 such surgeries having been performed at the Cleveland Clinic, they have a 10 year survival rate of well over 90%. Partial nephrectomies are only performed on small encapsulated RCC tumors. Dr. Novick was my surgeon.

My surgery was on April 19. I was left with 60% of my left kidney. The pathology report showed no spread to surrounding tissue, and no further treatment beyond periodic CAT scans is indicated. For those who want full details, the chronology is on a web site, <http://www.caringbridge.org/oh/stephengoldberger>.

We also have learned that symptoms of urinary bleeding, or lower back pain should never be ignored or "cured" with pain medication. While we didn't consider the symptoms to be fortunate at the time, this cancer was thank God caught early. I would like to thank the hundreds of people who visited the web site to follow my progress and the scores of people who left messages of hope and encouragement and prayers.

Stephen Goldberger

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Sonett Runs Lime Rock Park

by Seth D. Bengelsdorf

On March 24, 2004, Eastern Motor Racing Association (EMRA) member Bruce Turk took his 1968

tank had an unnerving tendency to get flipped up by the wind coming through the open windows at track speed. Because of this, Turk was blind in back, unable to see the faster cars coming up from behind (and there were plenty of faster cars in Turk's class!) He could not wave by what he could not see!

Reinstalling the wooden tire cover shelf kept the vinyl in place and solved the problem.

During the lunch break, 10 handicapped young people from the nearby Lake Grove facility in Durham, CT. were given the chance to drive in some of the cars that were taking part in the practice runs. Although they were

not allowed to drive, the kids had a great time.

Alyse Fortune, residential activities coordinator for the mentally handicapped youngsters, said, "They were given the opportunity to ride in the cars with the drivers. The clients work on a point system, and the clients that we have today are 10 of our top clients." There are 170 people who attend the Lake Grove facility.

Bruce's passenger was a youngster named Max, who had a great time!

The EMRA sessions also take place at Pocono, Watkins Glen and Summit Point.

Founded over 30 Years ago, the EMRA was formed by a committee of local sportscar clubs to provide a sanctioning body to sponsor the then growing interest in club racing. Since the early days, club racing and EMRA have seen tremendous growth and advancements. Taking a few cues (as well as providing some) from the SCCA, EMRA has become one of the premier sanctioning bodies in the Northeast.



Racing to go under the bridge at Lime Rock Park, the Sonett's about to be passed by a very healthy RX-8.



Max is ready to go!

Saab Sonett out for some laps at Lime Rock Park in Lakeville, Connecticut.

The "Test and Tune Day" gave Turk and the other drivers plenty of track time. Turk noticed one problem right away. The vinyl covering (factory) that hides the Sonett's gas



Part of the lineup for the lunch fun drive. This is as close as Bruce got to the RX-8 all day! *Photos by the author.*

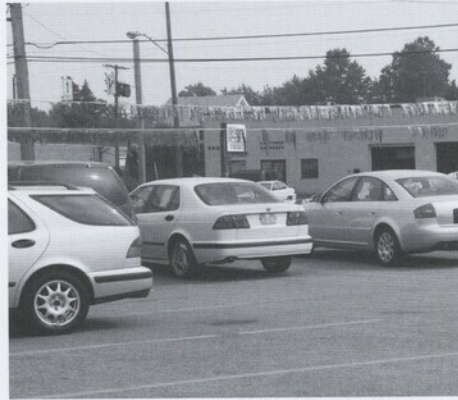
eBay, The Brave New Marketplace

For those so inclined, point your web browser to www.ebay.com, follow the link to eBay Motors, click on vehicles and enter Saab in the search box. You will be rewarded with five or 10 pages of cars for sale. While eBay is known as the site allowing individuals to sell miscellaneous items with national exposure, many of the Saabs listed in eBay are listed by used car dealers. This is especially true for the later models. For many of the dealers, it seems that eBay is becoming their primary market.

Last fall, a subscriber noticed a 9-5 Aero sedan listed for sale in Cleveland, Ohio by North Coast Auto Sales. The subscriber was interested in having someone look the car over for him, and I happened to have an appointment in Cleveland. This gave me the opportunity to both do a favor and satisfy my curiosity about an eBay merchant.

Set in a light industrial and commercial area of Brookpark,

North Coast is a far cry from a typical dealership specializing in expensive European vehicles. The office and workshop are set in a small-windowed commercial building, set back from the street by a parking lot. The lot holds a smattering of upscale cars for sale, with the



Flags flying and expensive iron on the lot..

requisite banners being the sole indication that a used car lot, not a light manufacturing business, occupies the space. Looking into the workshop area shows a variety of cleaning, polishing, and other cos-



The inventory is not what you find at most small, neighborhood used car lots. *Photos by the author.*

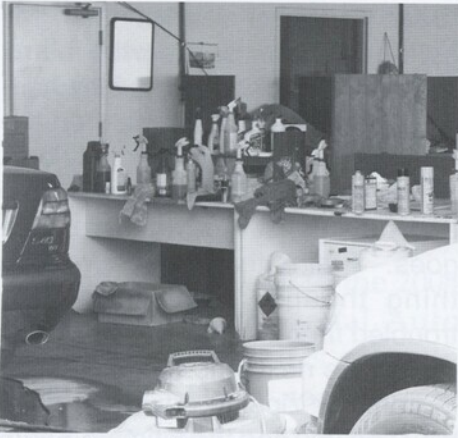
metic restoration activity. There is little in the way of mechanical capability other than for minor adjustments and repairs.

I interviewed Gary and Vadim Grinberg, the brothers who own North Coast Auto Sales. I was particularly interested in what makes an eBay seller, where their customers come from, what happens if a customer shows up and dislikes a car, and their own personal experiences.

Gary and Vadim had five years experience as used car dealers, three as a traditional used car lot and two as an eBay seller. For them, eBay has been a transforming experience. As traditional sellers, they were locked into popular priced, mass market cars, selling an average of 20 cars per month. As is typical for used car dealers, they purchased their inventory at wholesale dealer auctions, where they found large numbers of similar vehicles selling at prices not much below the retail prices their customers were paying.

What the Grinbergs find with high line cars, such as Saab, Audi, and BMW, is that auction prices vary considerably, giving an opportunity for them to sell at lower than retail prices and still make a profit. Where eBay comes in is providing regional and national exposure far beyond what a small lot in an industrial neighborhood would traditionally provide. Over the past year the brothers claimed their business has grown to 90 cars per month, with higher profit per car.

While the intent behind eBay is to create an on-line auction sale, a great many of the vehicles sold on eBay by corporate sellers carry a "Buy It Now" price and a reserve price very close to it. This is true for cars listed by North Coast, where the reserve price is just \$100 below



The dealer's workshop contains mainly cleaning supplies.

the "Buy It Now" price. That means that until the bidding raises to within \$100 of the "Buy It Now" price, the bid is a no sale. I asked how that works in practice. They said that a bit more than half of their auctions end through a "Buy it Now", rather than through auction. More than 90% of customers contact North Coast over the telephone to discuss the vehicle. Finally, when bidding

for a car fails to reach the reserve price before the auction closes, the owners will contact strong bidders and attempt to negotiate a sale. Thus, the eBay Auction for high-line vehicles really acts more like a fixed price car lot!

One fear for auction buyers is getting stuck with something that the buyer feels has been misrepresented. At North Coast, it does sometimes happen that an auction buyer, upon seeing the vehicle in person, is unhappy with the purchase. In these cases, according to Vadim, the dealership will attempt to correct the problems, if correctable within the constraints of the purchase price, or will cancel the sale at no cost to the customer.

Approximately 80% of North Coasts sales are to residents of the North Central region, with the remaining sales spread all across the country. They sometimes sell to as far as to the West Coast, and

some of their customers purchase cars for resale.

For the Saab I inspected, the reserve was a little under \$13,000 for a three year old Aero sedan with approximately 80,000 miles. This is a vehicle that Saab dealers would be reluctant to have on their lots because of the high mileage. Dealers prefer to have a 40,000 mile, three year old Aero, eligible for Saab's Certified Pre Owned program, and selling for \$10,000 more. The car I inspected was in good shape considering the mileage, showing no indication of negligence or abuse, but it was clearly used. There were issues with the wheels and tires which made driving it unpleasant, but my sense was that they were easily correctable. The engine, brakes, suspension, transmission, body, and interior and exterior finish were all good, and this car was potentially a bargain for the buyer.

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Saab Widow Strikes Back



View From A Saab: A Woman's Perspective The Saab Courtesy

I'm driving down the road one gorgeous day now that spring is finally here in Minnesota. Traffic is light so I'm happy and my 9-5, despite it's various quirks, is a smooth ride. Making my way to downtown Minneapolis, I glance to my left as another Saab passes me. I admire the scarab green 9-3 and raise my hand to wave.

The driver waves back and continues on his way. Sure, the story is nice until seconds later shockwaves run through me realizing that I'd just waved to a perfect stranger! I shake my head realizing that the "sickness" that has infected my husband has infected me, too. I even called him on the phone a couple weeks ago to tell him about a convertible 900 I saw that I knew he would love.

What has happened to us that we wave at total strangers and admire people's cars that we don't know or will probably never see again? It's the Saab courtesy and if you are a Saab owner, this article applies to you.

It happens subconsciously and begins as soon as you are a Saab owner. Let's face it, you will always want what's to come to be better than the one you have. We started with a beat up 900 that seemed like a luxury car to us. But then we moved to a 900 Turbo, a 9-3, then a 9000 Aero and finally now a 9-5.

But there's always room to grow, always a better Saab. We can all admit we dream of driving that per-

fect convertible during the glorious summer. Does this mean that Saab drivers alone are never satisfied with what they have? Well, I used to think that.

Of course I used to also think that Michael Bolton was the supreme singer of the world. Sometimes we misjudge what we don't understand. (I still love Michael Bolton, don't get me wrong, but he is sort of 1980's and I had a sheltered pop music childhood!)

The truth is Saab owners appreciate all of what Saab has to offer. If we don't have it but we see another one, we can appreciate it. That's why the fun of the Annual Saab Convention is when you bring your Saab and essentially "show off" your personal choice in the automobile and then drool over what you may ultimately want.

You can also problem solve with other owners on what your car needs and talk to the experts.

Locally, my husband put together the recent Minnesota Saab Tour where for three hours the convoy of Saabs followed together. Driving for long distances is not really my thing without a DVD/VCR player and a good pillow. I never made it on long car drives without nodding off after about an hour. My Dad always said I "plugged my butt in."

Alas I digress, but you catch my drift. You see my point. We are an appreciative clique.

It's not a bad thing at all but can become awkward if you are not with someone who is

"Saab worthy" or an aficionado. My girlfriends look at me with blank stares when I babble about the handling of my car or comment on the Saab I saw the past week. My best girlfriend, however, is falling with me and notices Saabs wherever she goes. I think that's just a woman thing though, supporting your troubled friend!

So the next time you are sitting in traffic or zipping down the highway and you see the ultimate Saab, go ahead. I give you permission to drool or say, "Wow" and then wave or nod – the driver will just know. But a word of warning, always keep your eyes forward or you could accidentally rear end a motorcyclist who just came from his chiropractor, sending him over his handlebars. Fortunately, the driver wasn't hurt and more importantly, I wasn't driving my Saab!

While steering clear of motorcycles on 35W in Minneapolis, Traci is a mom to three year old Parker and nine month old Mason.

Kevin Quigly sent this to us:



Randy Bish/Pittsburgh Tribune-Review.
Reprinted by permission.

If You Love Me

In any relationship, we expect to put into it what we wish to get out of it. On some occasions we are asked to give more than we want to, or perhaps are even comfortable doing.

Well, I have been to the 2004 New York International Auto Show. I have seen lots of pretty metal and plastic, some smart and some clever, many overly familiar. I entered the Javitz Center as a car lover who finds himself ready to buy a "new" car. I also entered as a Saab-o-phile, curious to see the "new" 9-2X and 9-7X.

I say "new" in quotation marks because I am in that fortunate position where I am able to purchase a brand new car, but having shopped the new car dealerships I find no complete

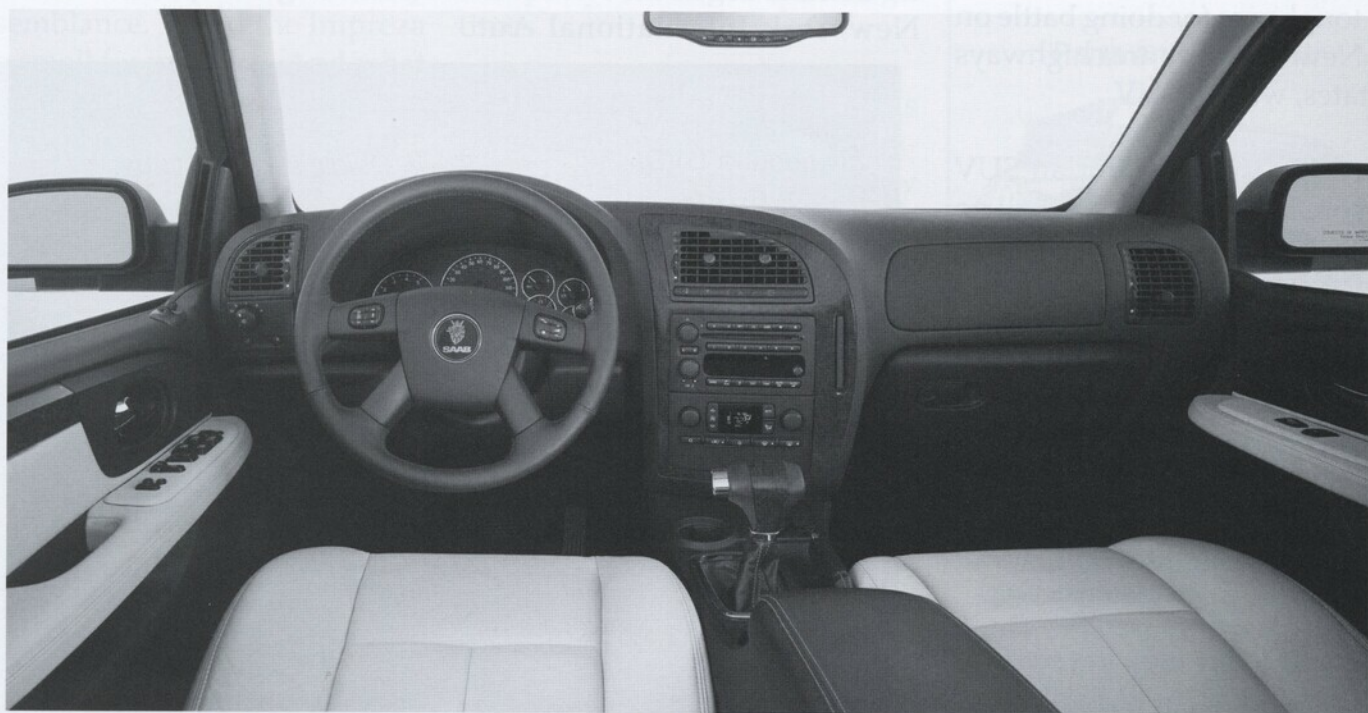
package I feel worthy of my hard earned money.

I tried to buy a new American car in the wake of Sept. 11th. Chevrolet had two contenders that were soon to be released, namely the Malibu Maxx and the Colorado pickup truck. The Malibu Maxx (built on the same platform as the 9-3) arrived at the dealership and I went there with excitement as it was described to me on paper as a 2004 Saab 9000. What they had at the show room was (in this consumer's eye) a very expensive Saturn. Inside and out, all I could see was a Saturn, and it was not what I was looking for. Fortunately, they also had the new Colorado pickup truck on the same delivery, in my choice of color and body configuration. This actually had some real potential until I closed the

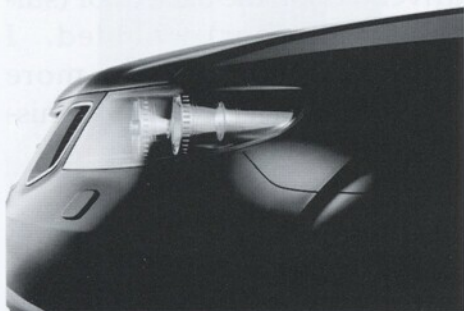
door. When I slammed the driver's door, the back door (suicide style door) wobbled. I slammed the door two more times in the hope that I was mistaken. I wasn't.

Disappointed, I shopped at Pontiac and the other domestic dealers in my area. Inside any car I tried and liked, my head hit the ceiling in the back seat. As I'm the shortest of my friends at six feet tall even, I ruled those cars out. In frustration, I started visiting the foreign car dealerships.

Nissan seemed to be a likely contender, but nothing really caught my eye stylistically. I made what I hoped would be my last stop at my Saab dealer and test drove a five speed 9-5 Aero sedan. This car didn't do it for me either. I was really rather sur-



The control position, in a publicity photo. Note the 9-5 style cup holder. There is another cup holder in front of the gear shift at the base of the center stack. Behind the gear shift is the central ignition key location.



Projector headlights show in this 9-7X publicity photo.

prised at how uninspired I felt at the end of the test drive, as a 9-5 Aero was my favorite car at a recent track day against a 9-3 SS, Audi, BMW, Mercedes and Volvo.

I found myself in a real quandary. I wanted new and I wanted Domestic. The only thing that had the utility I want to meet life's dealings, the luxury I've been spoiled with by Saabs, and the toughness for doing battle on the New York City area highways dictates, was an SUV.

An SUV? I am not an SUV person. I wish they would all go back to the mountains where they belong. (Disclosure: I do own a 1985 S-10 Blazer for hauling stuff that won't fit in my first generation 900 convertible. I did not buy it, it was a gift). But I live in a place called reality, and about 85% of the vehicles in my neighborhood are SUV's.

Now take a step back. Think of the people you know who have left the Saab family. I personally know of five people who left, and each one replaced their Saab with a new SUV. I bought

my SPG from someone who had bought a new Grand Cherokee, and I bought my convertible from someone who bought a new Mountaineer. What are the people you know who are spending their new car purchase dollars away from Saab spending their money on?

I told Saab USA President and COO Debra Kelly-Ennis that I thought the Saab SUV was a good idea, and related the tale of the five people who had left Saab. Ms. Kelly-Innis was surprisingly passionate in her response. To summarize her, the 9-7X isn't here because Saab wanted to introduce an SUV, it's here because the new vehicle purchasing Saab customers demanded it. I have to say I've seen it and agree with her.

So how about the 9-7X at the New York International Auto

Show? It was a nice, upscale SUV. There was a family resemblance on the face, attractive back end, and the expected amenities inside including the center console ignition key. Now if they would just change their mind and put in the 9-5 ventilated seats! Not the enthusiasm you expected? I'm not an SUV enthusiast, but this isn't about Saab's great new truck. The issue is Saab's survival.

While not knowing the specific numbers, there has got to be a lot more gravy for Saab in each sale of the 9-7X than there is in a 9-3 or a 9-5. This a "Yeneral Motors" vehicle, for sure. But it's been brought darn close to being a Saab, perhaps as close as one could be. It's 2004 and the stock market driven economic realities of business in this century don't allow the luxury of an inefficient car maker to exist.



9-7X kick plate says "Saab". Photo by Larry West.

Saab is a new car seller, not a used car parts supplier. Saab is a business and they will stay in business if they earn more money than they spend. This is your most direct way to vote your support of the ideal that Saab traditionally represents. Exactly which ideal is a personal interpretation. For me, it's a utilitarian vehicle around the home that gives me a fighting chance on the tarmac battle fields.

So will I buy a 9-7X? Maybe. It may be coming to the table too late for me. Saab's late to market on this and I'm not sure I can wait for them, but if I can't I'll probably buy a 9000 to hold me over until they get here. I'm idealist enough to support the ideal.

For those of you who are thinking 9-2X, it was at the auto show as well, sporting a family resemblance. I find the Impreza too small for my taste. And what of fuel economy? Looking at a 2003 joint effort booklet from the DOT/EPA, the Impreza gets 19/26 mpg (\$1,126/year) vs. The Trailblazer at 15/21 mpg (\$1,367). An estimated \$241 (in 2003 dollars) isn't enough to get me into an econobox for daily living, but it's a good choice for many people I know in different situations, as the purchase prices are at least some \$7,000 apart.

Sometimes we do what we must to support the ones we love. Be it paying a little more to keep a vintage parts supplier in business, or buying a "rebadged" vehicle. When I lived in Vermont,



Here's a shot of the new car, provided by Saab.

they had a campaign, "Keep it local," which encouraged people to buy Vermont-made products to keep the local economy going. Well folks, here's your chance to keep it local, and support the company through the tough times.

Think how much Saab has given back to the enthusiast community over the years, think how much the local vendor has given back in knowledge parts, contributions, etc.

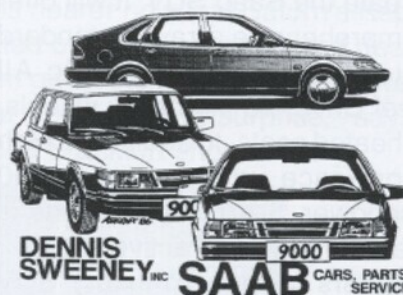
Saab is in a tough way, probably surviving right now only by the whimsy of General Motors. Saab needs to move brand new product now and I hope those of you who can will spend your dollars with them and give back when they need it.

If you love Saab, you will buy a 9-7X.

George has been driving C900's since 1983. He is currently in search of a tow vehicle to get his 1972 99SSE to alternate coast owners' conventions.

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The New York International Auto Show

The big announcement at the New York Auto Show in April is that Saab is undergoing a transformation. The transformation began with the Saab 9-5, continued through the 9-3 Sport Sedan and the new 9-3 convertible. The 9-3 Sport Hatch will be launched in less than 18 months, a bit more than a year after the new 9-2X hits the market, Saab's first entry in the emerging premium sport compact segment. At the launch for Saab's SUV, it was said that the all wheel drive 9-2X provides Saab an immediate opportunity to increase sales and bring new customers into the Saab family.

And the 9-7X is poised to do the same.

Peter Augustsson, Saab's President and CEO, said the new SUV is "a great example of utilizing the incredible potential and competitive advantage of being a part of the GM families. It's a relationship that quite literally provides us at Saab with a whole new world of technologies. In this case, our engineers at Saab have leveraged, and more precisely, actually tailored, the 360 architecture to create the Saab SUV. It will offer a comprehensive array of standard features such as automatic All Wheel Drive, 18 inch alloy wheels, and heated seats. In addition, a high performance version with a 300 horsepower, 5.3 liter V-8 engine is certain to be an attractive offer for customers in the mid-luxury SUV segment. As the first SUV offered by Saab, the 9-7X has true sport utility credentials, including room for five and all their belongings. The interior features such Saab items as air vents with their distinctive sliding plate design, a cup holder design from the 9-5, and the center console ignition. The major task for the Saab engineers here was to ensure, like all other Saabs, the 9-7X is the true driver's vehicle. The vehicle dynamic

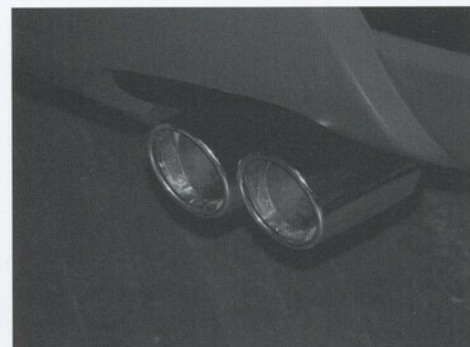
handling and performance characteristics are more like a sedan than the typical SUV. The substantial amount of work went into tuning the chassis, to provide a firm ride. In addition, the vehicle's comprehensive standard safety factors complements its refined vehicle dynamics and outstanding performance capabilities. With its addition of the 9-7X to the lineup, we have actually doubled Saab's product offering into the North American market over the course of one single calendar year. And stay tuned, there are more surprises coming soon." Saab Executive Director for Future Products, Kjell-Ake Eriksson, said, "We cannot afford cars from scratch, because of the technology, the safety requirements and technology, they are so expensive. The platform, the crash performance we need to have, different requirements in Europe and the United States, the costs are so high, and the development costs in a very limited volume, it's not affordable for anyone in the future.

"So the base structure needs to be shared between brands and, since we are a part of General Motors, then we have the opportunity to look in the bin, and there are a number of systems like all wheel drive applications, transmissions, we can utilize the high scale volume. And we can also develop these system components to work for us when it comes to quality, durability and customer expectations. There is also a very important thing from General Motors' point of view, and that is the brand needs to have its own identification. We don't want to dilute the brand, so the customer doesn't see any difference. There needs to be some uniqueness.

"And they share that with us, that if we are not careful, how we use this bin or component system in the long run, then there will not be any differ-

ent brands. So, it's a nice balance, to select the right things where people need to recognize the brand and also the driving characteristics.

"A Saab is very different from a Pontiac. The Pontiac customer is a younger customer. They like that setting on the chassis. We have the possibility with our engineering to develop the unique tuning for Saab. Look at the interior, what's important to identify the brand. But what is behind the dash, the HVAC system,



Dual chrome tips mean that there's a V-8 under the Saab's hood. Photos by the author.

for example, really doesn't differentiate the brand. That's where we tried to use the commonality of the parts. But where the customer sees and feels, this is a relationship, and it's important to the brand, there we are making unique designs for the different brands."

The new vehicle will be built in Moraine, OH. Availability for the biggest Saab car is set for around March 2005. It will be available with a 275-horsepower in-line six-cylinder engine or a 300-horsepower V-8, and the five-seater will be priced between \$37,000 and \$45,000, compared with \$28,000 to \$32,000 for a short-wheelbase TrailBlazer. The vehicle will not be exported to Sweden, it's for the North American market only. Augustsson said, "It was built for the Saab customer, who ex-

pects great, progressive design. It's for a person who has a very refined sense of style. Second thing is great driving characteristics. Most of what we did was under the hood is in terms of retuning the suspension."

Chip Wilkinson, Saab's Global Brand Manager for Future Vehicles, said, "the big focus was on the steering, because that's a big difference between domestic and European brands. So we went with a new steering ratio, much tighter and faster steering. We also put additional braces into the steering column, again to give it a much stiffer feel. On the chassis itself, we've retuned the shock absorbers, we put new bushings in, again for a stiffer ride, much more of what you'd expect from a Saab. The big thing for this is that we wanted to make sure it had the very typical European ride and handling characteristic, and therefore we had to give it a much more stable ride, a much stiffer ride, again, with a focus on the steering."

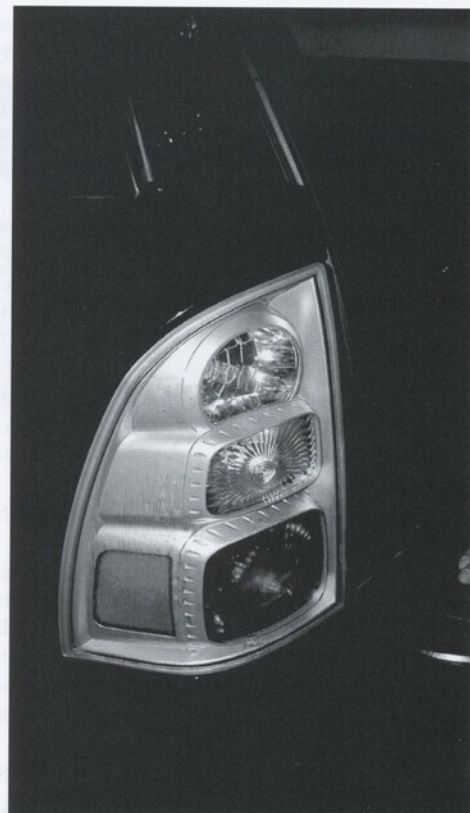
President and COO of Saab Cars USA, Debra Kelly-Ennis, said the car highlights Saab's "progressive design, driving characteristics and versatility." The advertising will be consistent to the current "Welcome to the State of Independence" campaign. She added, "The customer we have is very independent, and they like vehicles that are designed with their needs in mind."

"We're going to focus on what Saab customers want from their vehicles, which is progressive design, great driving dynamics and emotional functionality. All wheel drive is something that the Saab customer has been wanting for many, many years. And with the 9-2X and the 9-7X, we now have all wheel drive available in our showrooms, and that's going to be a key feature that we'll focus on. And then we'll talk about the functionality that you get

by having an SUV. There's a lot of functionality with a vehicle like this."

Wilkinson added, "We're the fastest growing European brand in the segment right now in the US, and when you stop to reflect on that, we're the only one with the exception of Audi that doesn't have an SUV. You understand the importance of this. We're extremely happy to have this on board. Saab has an SUV now to consider."

When asked about future cars from Saab, Kelly-Ennis said, "Our focus for the next vehicle after this one will be a high-volume, new segment where we can get into the market and drive additional awareness in the Saab brand." Could that be a sports car like a Sonett? "I think we're a little ways off from the Sonett, but it's still a dream for us."



The 9-7X sports redesigned tail lights.

From AUTOWEEK:

Look for Saab to get a car based on General Motors Kappa small-car platform, most likely in the form of a sports car that harks back to Saab's rally-bred Sonett. The possibility seems nearer now that Saturn's Kappa car, based on the Curve concept created by the Saab advanced design team in Gothenburg, Sweden, has been given the go-ahead. "That we're exploring a Sonett-inspired two-seater should be no surprise," says a Saab source. A Sonett debut at the 2005 Frankfurt show is likely.



Also seen at the New York International Auto Show, this GM-supplied photo of the Saturn Curve.

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The National Convention Is On The Way!

By the time you read this, the much anticipated national convention at Crystal Mountain in Washington will be only a few months away. I hope by now you've registered, as attendance is limited this year to 350 Saabers because of the size of the facility.

If you can't attend the convention, I urge you to attend the myriad of other offerings going on around the country for Saab owners. These range from one-day picnics to weekends full of activities. Many of these are posted in NINES, on The Saab Network Web site and on the SCNA Web site. So check them out and I hope to see you at one of them this summer.

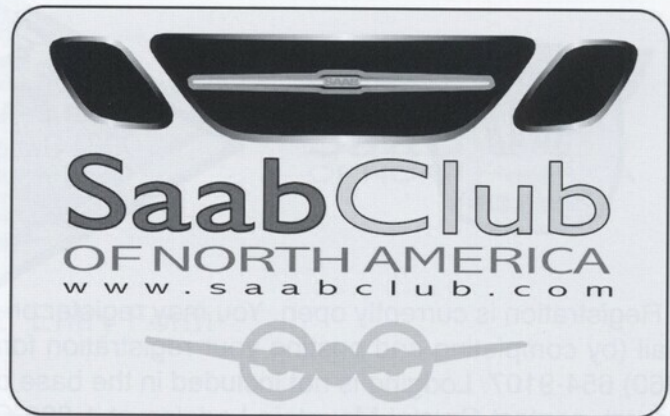
On the national club scene, your board continues working to grow the club and find ways to enhance your membership. At the convention in August, there will be elections held for two positions, president and vice president. Garry Grimes and I have held these respective posts since August 2002, and it's time to hand over the reins. The other board positions are not due for turnover until 2005.

If you are a current SCNA member as of the date of the convention, you are eligible to run for a national board spot. Election details and other information about the annual meeting, which tentatively will be held Friday morning, August 20th, before the convention kicks off, will be posted in the next issue of NINES, on the SCNA Web site and on Saabnet. You must be a paid member to vote on any issues or elections.

Of special note this month: congratulations and a big thank you goes to Scott Paterson of The Saab Network for becoming Life Member #1 of the SCNA. Scott recently stepped up and became our first life member. We truly appreciate his support for the club. Now is a good time to ask you to join SCNA if you haven't and to remind members to renew when your membership comes due. Visit the club Web site for membership information.

Happy Saabing!

Dan Orzano
Vice President
SCNA



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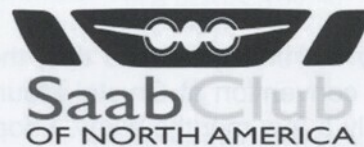
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Registration is currently open. You may register on-line directly through www.saabconvention.org, via surface mail (by completing and posting your registration form), or by calling NWSOC club registrar Denise Camus at (360) 654-9107. Lodging is not included in the base convention fee. To arrange for a condo or hotel room at the Resort, contact Crystal Mountain Lodging at 1-888-On-the-MT (668-4368), or log on to www.crystalmtlodging-wa.com.

Remember that registration will be strictly limited to 350 attendees, so early registration is strongly advised. We expect to offer a limited number of 1-day registrations for local residents wishing to attend the Friday and Saturday events. Day passes will allow attendance at daytime convention events only but will not include any meals or participation in the evening receptions or the Awards Banquet.

Although the official convention time frame is August 20th-22th, lodging and meals will be available for early arrivals starting with lunch on Thursday, August 19th. In order to take advantage of the early meal option, you must include it in your order at the time of registration. Please keep in mind there will be no additional food service (including grocery items) available at the site.

To register for SOC04, all registrants are required to be members of either a local club or SCNA, or they will be assessed a \$20.00 nonmember fee. If you are not a member of a local club or SCNA, you can pay for SCNA membership as part of you registration.

"Best Saab Fleet" Competition"

Who has bragging rights to the "Best Saab Fleet in North America?" We intend to find out by letting the attendees at SOC04 select the best fleet in two categories: Individual/Family and Business/ Corporate.

Many owners pride themselves on the many Saabs that they currently have parked in their driveways, but what makes a fleet the best? We suspect the elements of a winning entry will include variety and rarity of models, visual condition, and photographic presentation.

We know it is rare to be able to bring more than one of your Saabs to a Convention, even if you reside close to the venue. Here's your chance to participate in SOC04 in a big way, even if you are not planning to attend the convention this year.

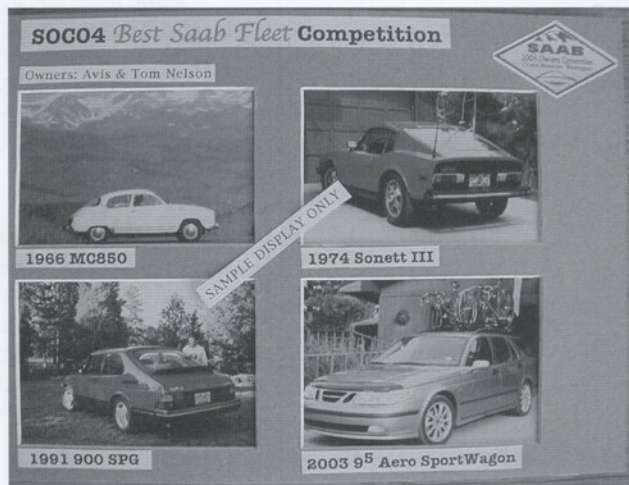
Select your best Saabs - three cars minimum, up to five cars maximum. Review the Rules and submit your photos along with an entry form.

We'll take it from there, but you do have options!

1. You can send the photos of your (3-5) cars and entry form to the SOC04 Best Fleet Committee, c/o Tom Nelson, 353 Ruby Forest Trail, Evergreen CO 80439. We will make up the display board and have it ready to set up at Crystal Mt., WA. If you plan to use this option please make sure the photos are shipped no later than July 20th.

2. You can make up your own display board - no larger than 20" x 30" - and bring it to the SOC04 yourself, along with the entry form.

Note: A photo of a sample mockup that illustrates the proposed display board is shown here.





"Best Saab Fleet" Entry Form

Category: Individual/Family ___ (or) Business/Corporate ___
Submitted By: _____ Number of Photos Submitted: _____
Name: _____ Business: _____
Address: _____ City: _____ St: ___ Zip: _____
Phone: _____ Email: _____

Entry Name on Display Board: _____

Car #1 Year: _____ Model: _____
Special Features or Awards: _____

Car #2 Year: _____ Model: _____
Special Features or Awards: _____

Car #3 Year: _____ Model: _____
Special Features or Awards: _____

Car #4 Year: _____ Model: _____
Special Features or Awards: _____

Car #5 Year: _____ Model: _____
Special Features or Awards: _____

If you wish to have a presentation board made for you by the Best Fleet Committee, and displayed at the Convention, simply mail you pictures and your completed application form to:

Best Fleet Committee,
c/o Tom Nelson
353 Ruby Forest Trail
Evergreen CO 80439.

We will make up the display board and have it ready to set up at Crystal Mt., WA. If you plan to use this option please make sure it is shipped no later than July 20th. If you wish to make your own board, simply bring it to Crystal along with the completed application form.

SOC Attendance Challenge Continues for 2004

Time to kick off the Third Annual SCNA Attendance Challenge, your chance to accumulate points for your local club and to win recognition and maybe prizes. This year the rules are simplified and there is no need to register your local club's entry team in advance. Just show up at Convention check-in with the total one way distance you traveled to get there.

As demonstrated at SOC02 in Cincy you don't have to drive all the way from Anchorage to win this thing. The Iowa Saab Club cleaned up in the Club Challenge with 27 members bringing some very interesting cars an average distance of only 750 miles.

The Individual Challenge was won with a 2000 mile trip from Boise, Idaho even though there were at least two attendees that drove farther (2500 miles from the Seattle area) The difference was that bringing along a registered convention attendee as passenger doubles the score.

Other ways to enhance the score include driving vintage Saabs - the older the better. So you can quickly see the objective of this Annual SOC Challenge is to bring more vintage cars from greater distances with more passengers. Luke Donney came very close to winning the Individual Challenge with only 796 miles, but he drove a 93B Two-Stroke from Iowa with 2 additional passengers.

This year there will also be one additional Individual Long Distance award to recognize the longest absolute distance driven in any Saab regardless of model or the number of passengers. This is to make certain that, as we continue to encourage groups to come in vintage Saabs, we certainly want to also encourage the intrepid individual driver that will travel day and night from the far corners of North America to make it to any Saab Owners Convention.

Attendance Challenge Rules - SOC04

1. No advance entry is required. One person should provide the information (ref. Item #2.) for each car or family/travel group.

2. Just show up at SOC04 Registration check in with the following information:

- How many miles did you travel from home one-way to get to Crystal Mountain?
- How many registered convention attendees are in your travel group?
- What was your mode of transportation? Saab Model Number, Other Vehicle, Airline, or what additional Saabs did you bring?
- What is the primary local or regional Saab Club in which you participate?

Optional - Bring some local goodie from home to contribute to the team booty if you are participating as part of a club.

3. Scoring will be performed by SOC Convention staff using the information provided above at registration and using the points system defined below (items 4. through 6.) The longest absolute one-way distance driven to the SOC in a Saab will also be noted for that special award. It is possible that the person winning the Long Distance Award could also be a winner of one of the other Attendance Challenge point awards.

4. Mileage: One-way miles will be awarded one point for each mile traveled from convention attendee's home to the Crystal Mountain, WA site of SOC04. (Miles traveled will be determined by actual one-way miles traveled to reach the Convention venue using actual driven mileage from car's odometer, road atlas mileage tables, airline official flight distances, or mapping software.)

5. People: One point will be awarded for each registered SOC attendee in the group traveling together in a vehicle or by air.

Saab Announces Pricing For All-Wheel-Drive 9-2X

The first Saab 5-door 9-2X models are set to go on sale in the U.S. and Canada on June 1, 2004 – ahead of many competitors who Saab expects to also bring products to this market.

The Saab 9-2X will be the first premium brand vehicle for many of its customers. The median buyer age is expected to be 28. With this vehicle, Saab expects to attract customers in their early stages of their car buying careers, who are cosmopolitan and open-minded, and who appreciate the sophisticated style of a European brand.

Pricing starts at \$22,990 for the 9-2X Linear, equipped with a 165-hp 2.5L 4-cylinder engine. Standard equipment includes 16-inch alloy wheels with 205/55 R16 all season

tires, AM/FM/CD stereo system, climate control system, cruise control, tilt adjustable steering column, power door locks with remote keyless entry, power windows, power adjustable exterior mirrors and rear window wiper/washer.

The 5-door 9-2X Aero model, with its 227-hp turbocharged and intercooled 2.0L 4-cylinder engine, is priced at \$26,950. In addition to the equipment standard on the 9-2X Linear, the Aero model distinguishes itself with larger front brake discs, hood mounted intercooler air intake, front fog lamps, unique light alloy wheels, automatic climate control system, 6-disc in-dash CD changer, metallic rimmed instrument dials, sport textile upholstery, and leather wrapped sport steering wheel,



9-2X as seen during its official presentation to the press. Photos by Seth D. Bengelsdorf.

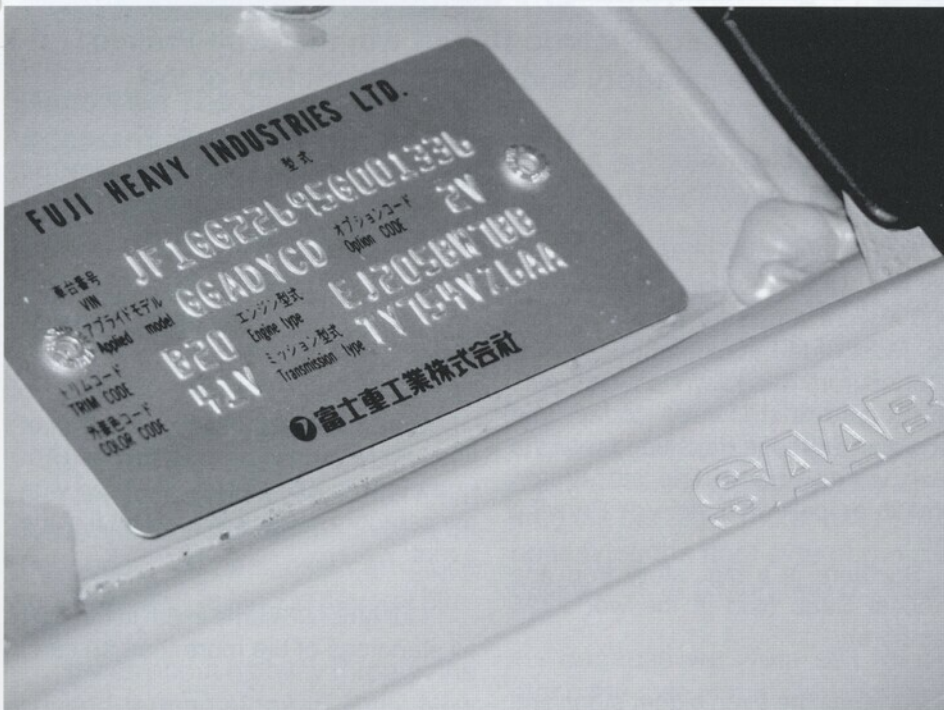
shifter knob and handbrake handle.

Both Linear and Aero models come with a 5-speed manual transmission or an optional 4-speed automatic transmission. Available option packages include leather appointed trim and upholstery, power sunroof, xenon headlights, heated seats and more.

The new models were put through their paces by the automotive press on the week of May 4, 2004. Saab gave journalists the morning to drive the cars on four “legs” through the hill country around San Diego, CA. The afternoon was spent listening to the squeal of tires as the cars were put through an autocross torture test.

Saab President and COO Debra Kelly-Ennis said that the car marks Saab’s return to the five-door platform, and that the availability of all wheel drive is something Saab buyers have been asking for.

Saab expects to sell 8,000 of the 9-2X model in the next year, with about 70 percent being the Aero.



The Saabaru (9-2X) has a split personality. Here’s the builder’s tag spotted at the New York International Auto Show, which lists the manufacturer as Fuji Heavy Industries. Saab has stamped their name on the metal below the tag.



Driver Carlos Quarta (with the beard) and navigator Ricardo Duhart win the Gran Premio of Uruguay in the 1964 Sport 96. They won the category and the overall victory of the four day event. *Photos supplied by Charly Walmsley.*

Saab Wins the Gran Premio of Uruguay

Alberto Dominguez is a new club member to the Saab group of Argentina and Uruguay. He was the navigator in a 1964 Sport in the Argentine Gran Premio this past September. Way back in the 1960's he was driving a Saab 96 in the Uruguayan rallies. After that he left the racing scene until he joined the club a year ago.

He decided to try and buy a Saab 96, but he could not find a bullnose, as this is a very difficult thing to do almost anywhere in the world. One day a car turned up in a strange garage, covered with dust and dead for years. He bought it and when he checked the chassis number some time later found to his amazement it is his old rally car. Today

the car is under full restoration and another Saab rally car has been saved!

All the bullnose triple carburettor cars that went to Uruguay in the early 1960's were tuned for rally and track use. Most of the equipment used was imported from Saab Sweden, and quite a few cars are still used today and were used in those days fitted with the much talked about triple carburettor, sometimes called Lancia or Porsche type.

So there is a big story from the smallest Saab club in the world (25 members).

As far as the even bigger story, and the photos that accompany this article, the team of Carlos Quarta and Richardo Duhart was in first place after the first day of the 1000 miles of Uruguay. First

day results: Saab 96 Sport 1964 (Quarta-Duhart) first place in category, first place in overall results.)

Grupo Saab Rioplatense put up a team of two cars for this long 4-day event.

Carlos Quarta and Ricardo Duhart went on to win the gran Premio of Uruguay in the 1964 Sport 96. They won the category and the over all total of the event.

Our other 96 came in 8th in the over all standings of the more than 90 cars.

The photographs are from the finish line at Montevideo, capital of Uruguay.

We are very happy.



The finish line in Montevideo, Uruguay. Saab finished first and eighth.

Report On The James Fox Rally Accident, By James Fox:

I have made it home for a few days before I have my (ankle) surgery. I am very touched, flattered and honored by the concern and support shown by my good friends and the community at large. The doctors are confident that I will return to near 100% in a few months.

Unfortunately, this does mean this current season is over for me. What follows is a brief description of what happened, as near as I can piece together after talking to several eyewitnesses.

It was about halfway through the second tarmac stage of Rally New York. We were likely travelling at around 90 miles an hour and negotiating a R4--L4-cr (right 4 turn into left 4 minus turn over a crest). From talking to other competitors

there was indeed a lot of debris on top of the tarmac spat up from previous cars cutting the edges of the paved section. What we were able to deduce from talking to other competitors who studied the skid marks was that on the second turn the rear end slipped out and I steered to correct, the car caught and snapped back the other way and despite steering to correct the entire time the car did a 180 and we ended up leaving the right side of the road backwards at a high rate of speed.

Because we were still rotating along the axis of the slide we ended up essentially broadsiding a tree between the leading edge of the driver's door and the left front tire. At this time we were 15 feet down from the road surface and 50 feet

into the woods. To say that our bells were rung is an understatement. I have very dim memories of *starting* stage eight and only vague recollections of being strapped to a backboard in a helicopter. Several hours are missing. My co-driver reports a similar loss of memory but much smaller. He remembers the sequence of turns where we went off and then sitting outside the car waiting for the ambulance.

Apparently I spent the entire time after the accident saying two things over and over: "My ankle hurts, and how's my co-driver?"

"We're pretty sure your ankle's broken and your co-driver is OK."

"OK, but my ankle hurts, and how's my co-driver?"

My co-driver is indeed OK.

Classic Corner



Spring, 2004

Not much is new from these parts with my Classic Saabs. Both the 99 and Convertible recently received new brake pads and rotors. Nothing to write about (really), though the Swedish-made brake pads that Tibor Ambrus of The Swedish Car Service in Bound Brook, NJ sold me, which I installed on my 99 (with the Convertible's previous set of rotors – long story) do grab very quickly, and stop the car well.

Brakes – Time to Upgrade?

The more I work on these aging brakes, the more I come to the conclusion that the best long-term solution is to convert to the 1988 and later 9000 style brakes. Unfortunately, that means having to find later bolt pattern versions of my favorite wheels, the Aero (SPG) three-spoke and the Ronal Silver Spoke, but the superior braking, ease of maintenance, and availability of different pad compounds more than make up for that minor inconvenience. The ability to use some of my favorite 9000 wheels on the Convertible would be very handy.

The conversion is not too difficult, and I know it has been done. On the front end, you need all the bits between the ball joints: steering knuckle, wheel bearing, hub, CV joint, rotor, and caliper. Additionally, the later style brake master cylinder

and booster might be a good idea, though perhaps not absolutely necessary.

At the rear, you will need the entire rear axle. One must be careful here, however. The majority of 900 rear axles with the "late" brakes had ABS, which means both rear brake calipers share a single brake fluid line. Only 1988, and most (if not all) of 1989 have two separate brake lines. Not a big deal, and easily correctable, but something to watch for.

The biggest problem will be setting up the emergency brake to the rear calipers. The process starts by removing the front seats, rear seat bottom, center console, rear carpet, and sound deadening material (foam matting). Next, loosen the cable adjusters, remove the circlip on the brake lever pivot, and remove the brake lever. Disengage the cable from the bracket welded to the floor. Unless you want to take the other half of the interior floor apart, cut the cables here, or otherwise secure them out of the way.

At this point, you have to remove the so-called "sector" from the floor. This is the metal piece that the cables feed under, and the brake handle is mounted to. There's no turning back at this point.

You should take photos of the car you removed the parts from, because you will need to refer to them for the next few steps.

First, you must locate the holes for the cables to pass through the floor under the rear seat bottom. Drill holes with a small drill, then finish with a metal punch to get the hole the proper size for the cable grommet to pass through. Next, you must locate the new brake handle

properly on the floor. Fortunately, it mounts with two bolts through the floor. Location isn't terribly critical, but you probably do want it to fit back up through the hole provided in the center console.

Once the handle is located and bolted down, attention turns to securing the cable jacket so that it cannot be pulled along with the center wire. This is provided for by a bracket that is part of the floor. If you can pull that from the donor car, great, otherwise, you should be able to improvise a 'block' that only the cable center section can pass through. One more clamp further back on the cables, and it's secured.

Don't forget the bracket for the parking brake switch, or the cable support brackets that are screwed to the trailing arms of the rear suspension.

Note: the cables do not cross on the later brakes as they do on the earlier brakes.

That's a future project that will be covered in these pages, should it come to fruition.

These Swedes are an inventive lot!

A few days ago, there was an article on-line that linked me to the US Patent and Trademark Office (<http://www.uspto.gov>). After looking up a friend's continuously-variable transmission patent (Hauser, 5,226,854), I did a few searches for patents assigned to Saab.

The database search presents 349 patents with 'Saab' in the name of the assignee. The assignee is different from the inventor, as the inventor must be a person or persons,

but the assignee can be a corporation. Intermingled with various non-automotive patents, were several that might be of note to the Saab community.

A few of them were Design patents. These are granted for the protection of the appearance of a thing, often when there is no other way to protect the design. For example, wheels. Design patent D299,918 is the design patent for the Aero or SPG wheel designed by Björn Envall and Geoffrey P. Wardle. Patent D292,691 is the design by Björn Envall for the wheels on the EV-1 Concept Car.

But the most interesting patents covered the engine system. By narrowing the search to grab only those patents for inventions by Per

Gillbrand and assigned to Saab, 21 patents were revealed. These include patents for APC (4,372,119), Direct Ignition (4,637,368; 4,648,367; 4,671,248; 4,903,676 and others), and Saab Variable Compression (SVC) motor: 5,562,069.

Take a cruise on over to that site, and see what you can learn about some of the interesting technology in our Saabs.

Same Time Next Issue

Next time around, I hope to have something interesting for the 900 owners out there. I've been hearing the past few years that some mechanics are removing the transmissions from Classic 900's from the bottom. I've usually passed this off

as hearsay, and had never spoken to a mechanic who does it that way.

Tibor Ambrus is going to be doing just such a job in his shop in the near future, and I hope to be there with digital camera. Tibor tells me it is considerably easier. Of course he does have the 'little things' like a two-post lift and a transmission jack!

Allow me to take a moment to wish Steve Goldberger and James Fox speedy recoveries from their recent ordeals.

Until next time!

Larry refers to himself as the "Care-taker" of the New Jersey Saab Owners' Club. His motto is, "Everyone needs a Saab convertible."

Jack Ashcraft's Orphan Saab Parts

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email: jackashcraft@charter.net

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by Jack Ashcraft

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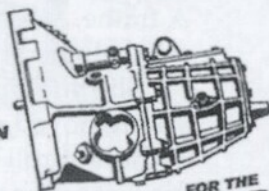
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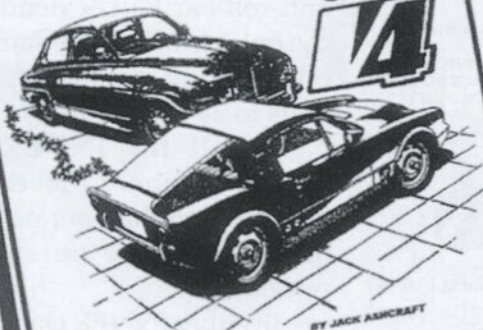
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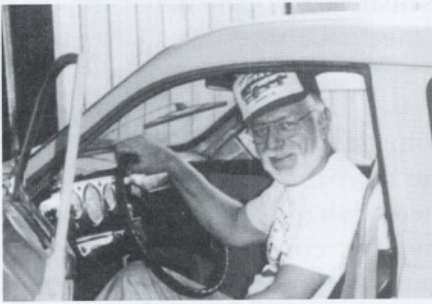
FOR THE
SAAB

V4



BY JACK ASHCRAFT

Shoptech



SONETT ANTI ROLL BAR INSTALLATION

Any Sonett can benefit from the (relatively) simple installation of a FRONT anti-roll bar. 1961 through 1971 Saab 95 wagons and 96 sedans all had a 0.50" diameter anti-roll bar as standard equipment. Sonetts share the 95/96 front suspension, so those bars are a (relatively) simple installation on the little coupes.

Figure 1 shows the stock 95/96 installation, with all the Saab part numbers included. I seriously doubt you will be able to find these parts at a Saab dealership, but who knows!

You will find that you Sonett already has the OUTER anti-roll bar bracket installed on the front of the lower A frame. You should collect the INNER brackets and rubber bushings from the donor 95/96.

Anti-roll bar installation CAN be done with the engine in the Sonett but it is MUCH easier to install when the engine is out of the car. I will assume you have the engine out of the car.

Figure 2 shows the location of the mount holes for the INNER anti-roll bar mounts. Drill these four holes out to 5/16".

You will also see where the anti-roll bar passes inside the engine bay.

Figure 3 shows how to drill out the second sheet metal layer to clear the anti-roll bar.

Clean up the used anti-roll bar. Prime and paint the bar, and let the paint dry for a day or two. Clean, prime and paint the inner bushing clamps as well.

Jack up the car and remove the outer bracket on one side. Slip the INNER rubber bushings over the ends of the bar and inwards to their approximate locations on the bar. A squirt of silicon spray will make the bushings slide easily on the bar.

Slip one end of the bar into the rubber bushing still mounted to an

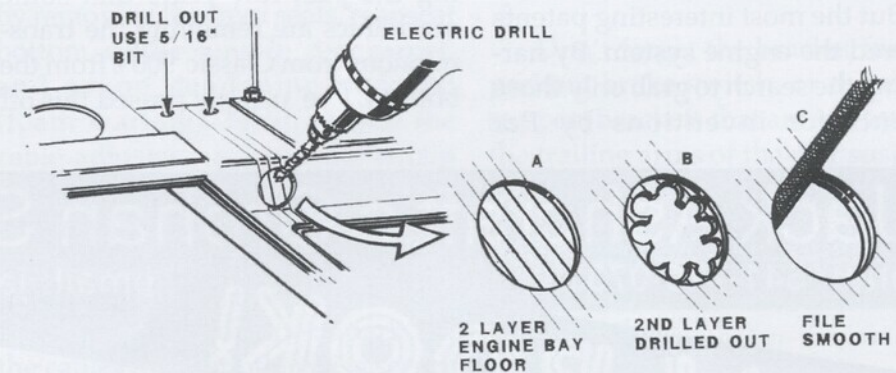


Figure 2.

A frame. A squirt of silicon spray will help here, too.

Slip the bracket assembly that you removed earlier over that end of the anti-roll bar and remount the bracket on the frame. Check that the anti-roll bar END extends through the outer brackets the same amount on each side. Torque the mounting bolts to 24 foot pounds.

Install the INNER clamps, around the inner rubber bushings and through the floor of the engine bay. Torque the nuts to 16 foot pounds.

IF either INNER clamp is rusted and not usable, you can make up a new clamp using two 5/15" bolts

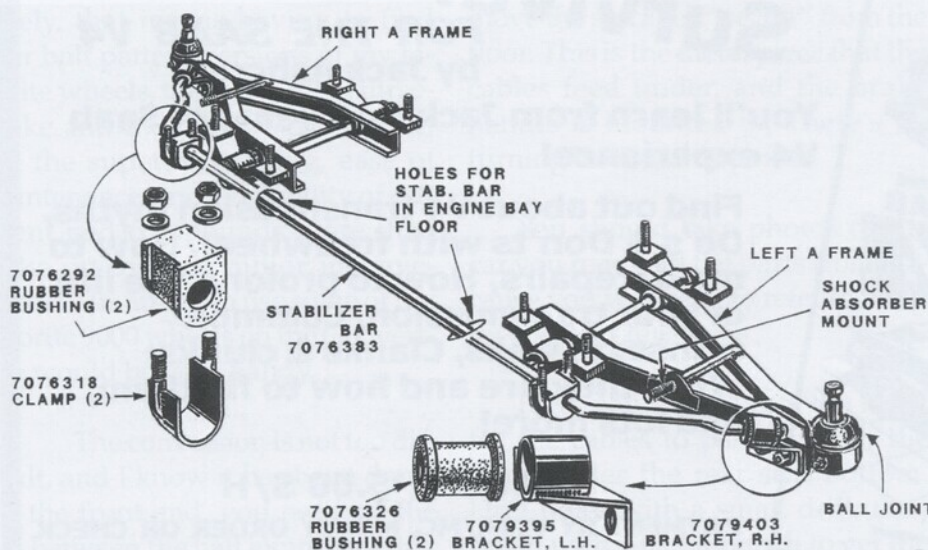
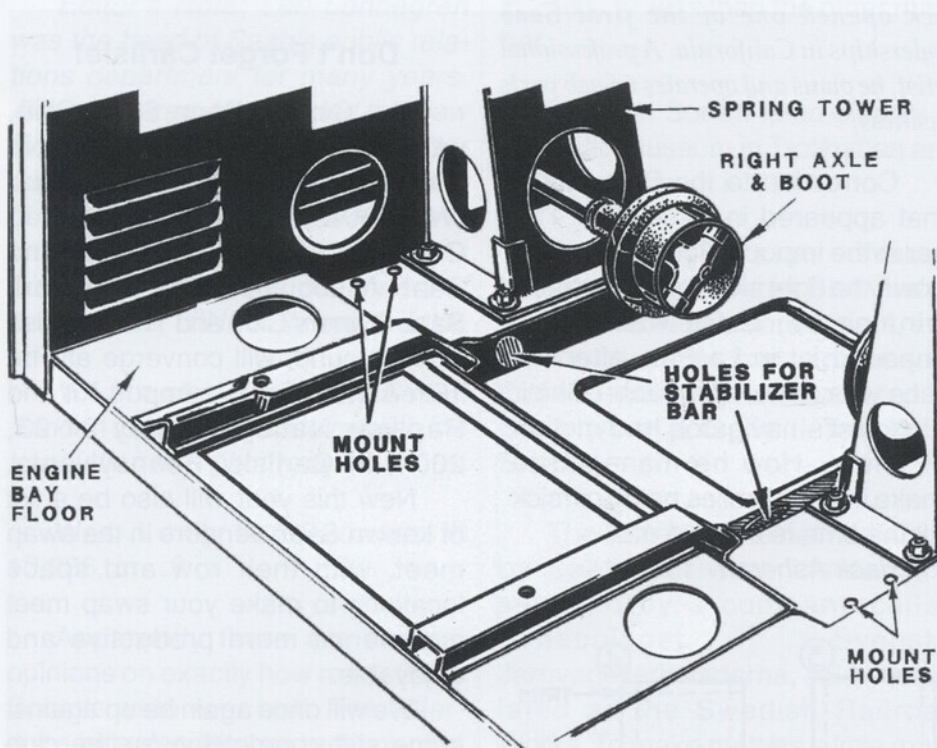


Figure 1.



and a length of 1.0" wide, 1/8" thick cold roll steel strap. Figure 4 shows the steps in making an inner clamp:

1—Put the strap firmly in your vise, using a 1.0" bar or pipe as shown.

2—Bend the strap around the pipe to about 90 degrees.

3—Put a piece of .50" thick steel plate behind the strap and hold it with a .875" bar or pipe as shown.

4—Complete the 180 degree bend of the strap.

5—Trip the length of the strap "legs" to the dimension shown.

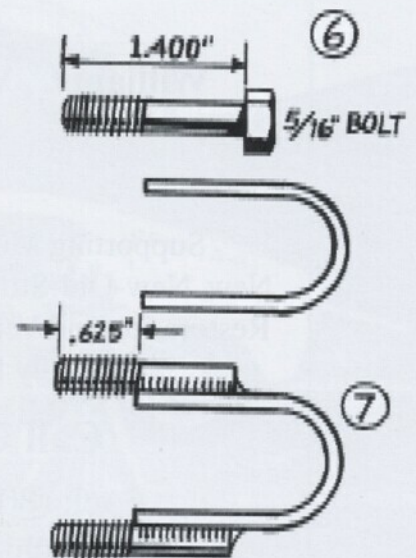
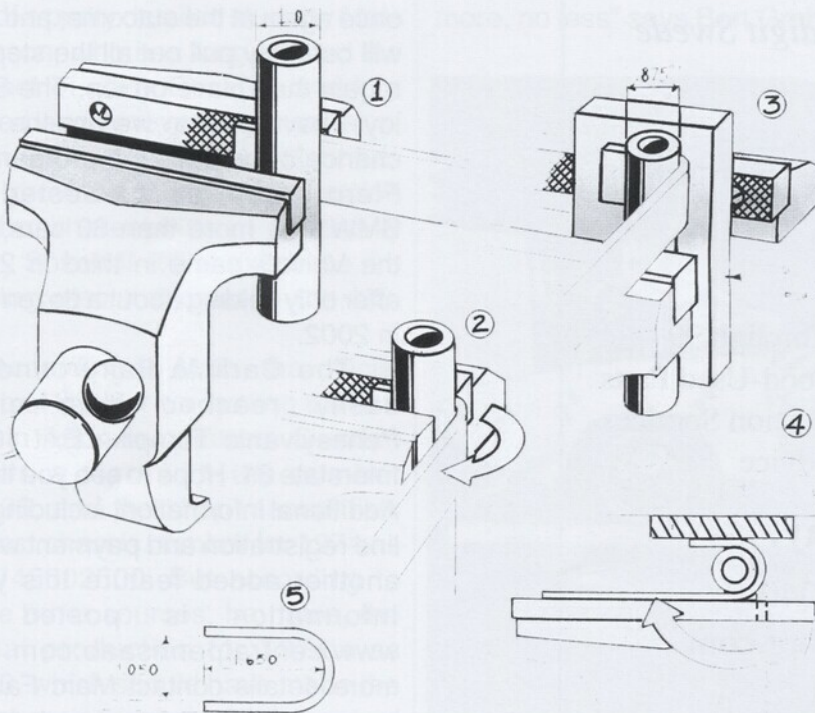
6—Cut the heads off of two 5/16" diameter bolts and trim them to the length shown.

7—Center the bolts (side-to-side) on the straps and weld them in place as shown.

If the rubber INNER bushings are not usable, you can make them up from urethane anti-roll bar bushings available from most automotive parts stores. Buy bushings that have a 0.50" hole in them, as shown in Figure 5. Do the following:

1—Check the urethane bushing. It will be larger than the stock bushing (external dimensions).

2—Trim the bushing to fit the inner clamp. Don't trim overall



LENGTH of the bushing at this point.

3—Cut the bushing (a hacksaw will work just fine) through the center of the hole.

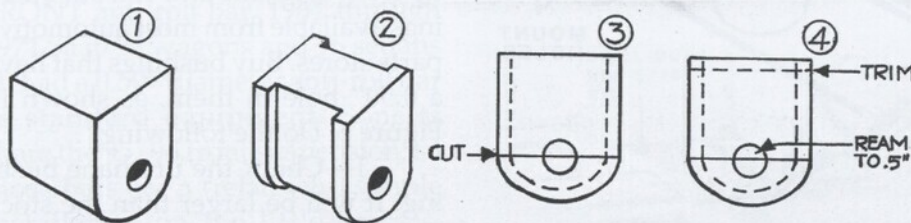
4—Refit the pieces and ream the hole for the sway bar to 0.50". NOW trim the bushing to the correct overall length, to fit the inner clamp.

Use a bit of grease in the hole of the urethane bushing when you install it on the car. Some bushings come with a special grease. Use SOME grease in any case as it will prevent the bushing from squeaking

Jack opened one of the first Saab dealerships in California. A professional artist, he owns and operates a Saab parts business.

Correction to the Baja article that appeared in issue 268: The car in the impound lot with the barf down the right side was Lindqvist's winning 96, but it was at the impound lot in La Paz, after the race was done. Poor John Ghini, Lindqvist's navigator, had motion sickness. How he managed to make it for 832 miles being carsick all the time is beyond me!

Jack Ashcraft



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Don't Forget Carlisle!

The Central Penn Saab Club, with the support of their friends from The Washington DC Saab Club (WASSAAB), The New Jersey Saab Owners Club, The New England Saab Association, the New York Saab Owners Club and The Swedish Underground, will converge at The 16th Annual Carlisle Import Kit and Replicar Nationals, May 21-23, 2004, in Carlisle, Pennsylvania.

New this year will also be a list of known Saab vendors in the swap meet, with their row and space locations to make your swap meet experience more productive and enjoyable.

We will once again be up against some stiff competition for the club participation award, which Saab owners took away from the long standing owner of the trophy, The Mid-Atlantic Fiero Owners Association, by the slimmest of margins; One Saab in 2002 and only six cars in 2003. Our Fiero friends, lead by Bob Schlag, were shocked once again at the outcome, and they will certainly pull out all the stops to regain their place on top. The Saab loyal have proven we are the best chance of outpacing the organized Fiero group, as we bested the BMW's by more than 60 cars, and the Volvo's came in third in 2003, after only fielding about a dozen cars in 2002.

The Carlisle Fairgrounds is easily reached from either Pennsylvania Turnpike Exit 16, or Interstate 81. Hope to see you there. Additional information, including on-line registration and payment will be another added feature this year. Information is posted at: www.centralpennsaab.com. For more details contact Marc Fails at neuswede@comcast.net or 717.215.4216.

How Many Sonetts, Really?

Editor's Note: Len Lonnegren was the head of Saab's public relations department for many years. After he retired, he provided the New England Sonett Club's newsletter with translations of the Swedish-language Club Sonett Sweden's newsletter, Sonettvarlden. Lonnegren has been kind enough to continue this tradition for NINES. Many thanks, Len!

We are also indebted to Sonett Varlden for allowing us to publish the translation and photographs.

Was it only 10,219, or was it 10,236, or...?

Apparently there are several opinions on exactly how many Saab Sonetts were ever built. The difference between the two most quoted numbers is "only" 17, but to some people that is a lot, and it seems that it can be a bone of contention.

In the most recent issue of *Sonettvarlden*, the magazine for the Sonett Club of Sweden, the exact number of cars produced is a subject of a pretty detailed study by Mats Jonsson, who has long studied the subject of early Sonetts, and has owned and renovated a number of them. From time to time Mats has also provided detailed information on the whereabouts of practically every Sonett II still in existence, including also the ones in the US.

According to Mats, the official photo of the last car leaving the factory in Arlov in southern Sweden shows a sign with the number 10,236, and the shop manual lists the last chassis number for 1974 as 977745002500. But according to some other sources, he notes, the actual production for 1974 was 2,483, which should have made the last chassis number of the year end

in 2483, 17 less than the other number.

The last Sonett is on display at the Saab museum in Trollhattan and the number on it is 2500.

One expert Mats has contacted is Sonett Club member Bert Grahn, who worked at the Sonett plant, and among other jobs had to make sure that the number of cars ordered by Saab were actually delivered to Saab.

The Sonetts were not really built by Saab, but were instead assembled by a company called Aktiebolaget Svenska Jarnvagsverkstaderna, ASJ, translated as the Swedish Railroad Works. To make matters a little more complicated, ASJ was the original owner and founder of Saab, which for some times was known as the aircraft division of ASJ. In later years, a major income source for ASJ was the shares it owned in Saab.

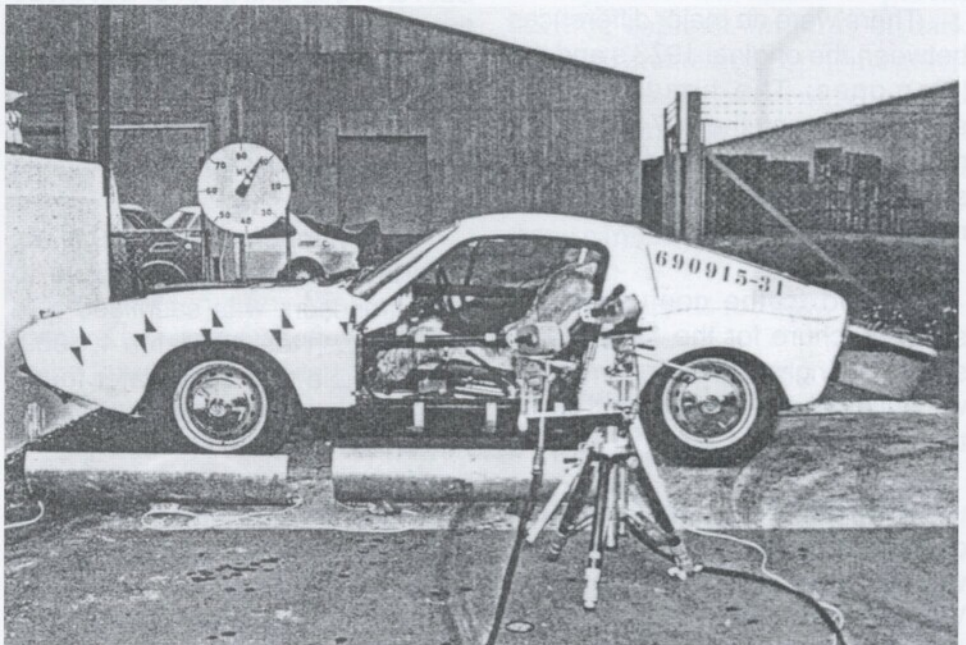
"10,236 Sonetts were built, no more, no less" says Bert Grahn, but

he also notes that the production volume was often a subject of discussion between Saab and ASJ. What happened was that Saab would place an order for a number of cars with ASJ for each model year. Saab was to provide most of the parts for the car while other parts would be purchased from other sources by ASJ. But some times Saab had problems delivering all the parts needed.

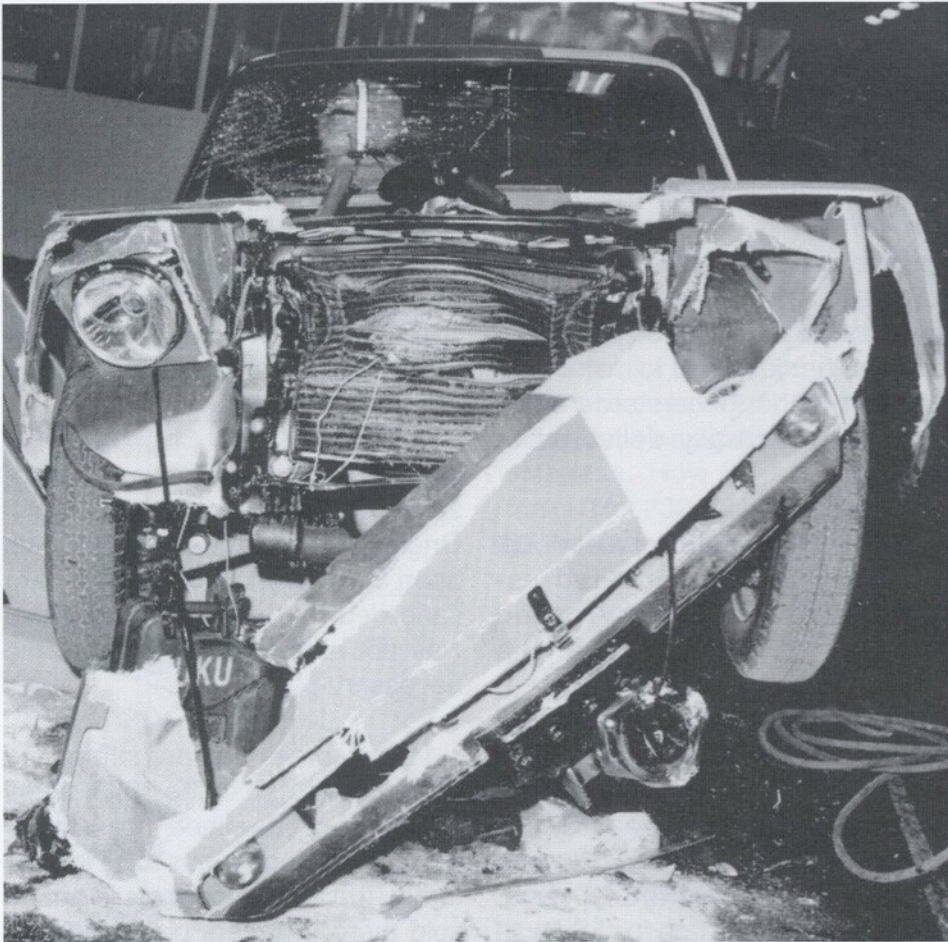
For 1973, for example, a total of 2,300 Sonetts were actually built. Originally the number should have been 300 more, but those 300 were cancelled by Saab, because Saab was not able to come up with the necessary parts.

Now comes another interesting point. By the end of the 1973 model year it was determined that with the new exhaust emissions rules in California, the 1974 model could not be sold there. But cars produced during 1973, as 1973 models, could be

Please see Page 32.



The crash test. Note the mis-matched front and rear.



After the crash test. Even though it's a mess, it was reported that the car passed. *Photos from Sonett Varlden.*

sold. So the first 200 cars for Model Year 1974 got different chassis numbers and became 1973 models.

There were no major differences between the original 1973's and the later ones: The headliner was slightly different; the 1974 rear view mirrors were used; and the older style seat belts were installed in the redesignated vehicles.

To add to the confusion, the sales brochure for the 1974 model stated, in English, that "This year, we will build only 2,100 Sonett III's. For the entire world."

Want to get more confused? According to Mats Jonsson, everyone with a serious interest in Sonett II/V4 models should know that the last one of that breed had chassis num-

ber 1868. But that, he says is not entirely true. There were actually both a #1869 and #1870. But those two were quite different from all others: They had the front of the Sonett III, but a body with a short rear overhang, and no openable rear side windows, just like Sonett II.

What happened to #1869 is not reported, but #1870, according to Mats Jonsson, was sacrificed at a barrier crash test on March 4, 1969. It is possible that it was later found by someone and restored, he adds.

But since these two cars apparently are not accounted for in any enumeration of Sonetts, the actual production number may just be two digits higher than what anyone says, or 10,238.

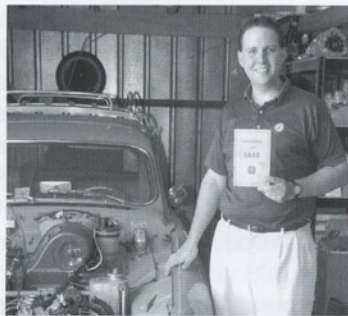
Help for Snoozers, Boozers, and Cell Phone Gabbers

Automotive News reports that the Infiniti division of Nissan Motor Co. Ltd. will offer a lane departure warning system on some of its passenger cars in the United States this year.

Developed jointly by auto parts maker Valeo and Iteris Inc., this is a so-called "smart car" device aimed at detecting driver error and preventing one of the most common causes of highway accidents. The unit contains a microprocessor and camera hidden behind the rear view mirror. It tracks visible lane markings and alerts the driver with a warning signal when the vehicle is drifting out of its lane. It is temporarily disabled by driver activation of the vehicle's turn signals, however, and can be turned off with a manual switch when desired.

"Studies show that 55 percent of fatal accidents in the U.S. are caused by lane departure," Robert Yakushi, Nissan North America's public safety director, said in the statement. Driver distraction, inattention or drowsiness are among the leading causes of unintended lane changes, he added. Iteris, a unit of Iteris Holdings Inc. of Anaheim, Calif., and a leading provider of outdoor vision systems and sensors, has previously developed lane-departure warning systems for the commercial long-haul truck industry.

The device to be offered by Infiniti will be the first of its kind that will be made available on passenger cars in the United States.



John Deere Green

A few months ago, I was stuck in traffic in Pennsylvania when the cellphone rang. It was a customer of mine in Texas with a gaggle of 96 V4s. Frank wanted to know how to pull his front hubs off to replace the brake discs with the ones he had recently purchased from me.

"Carefully, or with a special hub puller!" I replied. Frank said he thought he might be able to make such a tool if he had something to go by. Without further hesitation, I offered to loan Frank my honest-to-goodness Saab 5-bolt hub puller, which I told him I would send out just as soon as I got home.

I then learned something about Frank, whose occupation I did not know up until that point. Frank is an old-world blacksmith down in Texas, making all manner of things from wrought-iron gates to, you guessed it, a short run of Saab 4- and 5-bolt hub pullers. I sent Frank not only both of my hub pullers, but also the input shaft seal arbor/remover for the 2-stroke and V4 gearboxes.

Wouldn't you know a batch of these reproductions got here last week? Frank took a look at the original "Sven-'n-Ole" blacksmith-derived designs, and set to work improving them! Now anyone who has seen almost any of the original Saab

special tools from the 1950s and 1960s knows that they are a contrivance at best and a Sunday School project at worst. While none of the originals, let alone Frank's reproductions, will win a machine-tolerance test nor a beauty pageant, they will get the job done.

Unfortunately, I did not receive them either cleaned or painted, but in their rawest assembled form. I spent a day or two deciding what I would do about that, as I had a few standing orders for a couple of these tools. That is, until yesterday. For yesterday, I ran into Richmond to pick up a radiator, and at the same time tried to find a suitable stealth replacement for the convertible top switch on one of those other cars I own. I came back to a parts store I had visited earlier in the day to get some wire and a switch mounting bracket, when my eye caught the Commercial/Agricultural/Industrial paints shelf. Sure enough, the closest green to the original hub puller tool color I could get in an "Anti-Rust!" and "Fast Curing Finish!" can was John Deere Green.

Now John Deere Green holds a special place in a few Vintage Saab owners' hearts. A few of us still have some John Deere Green parts kicking around our spares shelves, given away to friends, or (gasp) mounted to Saabs of the 2-cycle variety which we may or may not drive regularly. In fact, the previous occupant of these vaunted columns here at Nines was our dearly departed friend Larry "Stroker" Williams.



Black and white printing just doesn't do them justice! Photo by the author.

And I think Larry would approve of a few John Deere Green hub pullers.

I am headed to Carlisle in a few weeks' time, driving something in a very different shade of green, burning copious amounts of dark green oil and tearing up some green grass when I get there. And you thought St. Patrick's Day was in March! In any event, I look forward to seeing a number of you there, so drive carefully!

Best regards for now,

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

"Chip" is a vintage Saab expert and runs a vintage Saab parts business in Virginia.

Rear View



"New" Saab And Economics

Personal economics over the past several years have kept a newer Saab out of my price range, so I have driven several older models, though models I am quite familiar with, classic 900s. As mentioned in NINES #264, the 1985 Volvo 244 was replaced by a 1983 Volvo 900S, my first Saab with the 8-valve "H" engine, also known as the B201.

I had been leery about owning an early 1980s 900 because the H engine had a bit of a reputation. Many of them developed cracks when overheated. It got to the point that there were companies advertising new H-head castings and complete heads in NINES. Small cracks next to the exhaust valves on #2 and #3 cylinders would allow coolant to seep into the combustion chambers and air into the cooling system.

At 200K+ miles, the '83 900S ran darn well. Engine and transmission remain strong, brakes and clutch are great, but insidious rust is peeling its death knell. The lower A-arm mount on the right side is looking bad. While there is a procedure to replace the rusted area by cutting it out and welding in a new piece, that work would cost more than

the car is worth. While it would add to the anticipated life of that component, other systems on a 20-plus year old Saab could be expected to fail in the meantime. It is also doubtful that a non-turbo Saab of that age will ever be considered a collectible, so its value remains in the hundreds of dollars.

One other serious problem is a fuel leak at the pressure accumulator just ahead of the gas tank. Once again, Minnesota rust has eaten it away, and the connectors are well oxidized, making replacement nearly impossible.

I started looking for a replacement.

A friend in Grand Rapids, Michigan, located a 1985 900 base model, a 4-door with 234K mi, with only the be-

Nokian) snow tires on Saab/Shelby 8-spoke wheels, scavenged from a \$100 '99. The wheels had been repainted in silver. I might mount summer tires on the Super Incas in the barn and really class it up for warmer weather. (A recent inventory indicates nearly 100 various Saab wheels stacked in the barn.)

The coolant temperature gauge did not function. A temperature sender from another car quickly got that working. The wiper motor was quite noisy and would occasionally jam. Two nuts, four bolts and an electrical connection later it was replaced with a much quieter assembly.

There is still the question of a brake master cylinder. The pedal is not really firm, and there appears to be just a little



Some of Tim's Saab stable. Photo by the author.

ginnings of rust. The drive train seems fine, with neither noise nor leakage from either transmission or engine. It needed some work, apparently more than the previous owner was willing to invest. Fortunately, my garage shelves held most of the necessary parts from "retired" 900's.

Since this 900 arrived in winter, it immediately received a set of old Nokia (so old that they are Nokia and not

leakage, though not enough to require topping up the reservoir more than every few weeks. I would like to flush the system to see if there are any air bubbles or impurities, but unfortunately rust has seized the bleed screws for the calipers so I have been unable to bleed the system. I suppose I could replace the calipers as well since there are good used ones stashed away. I do have a good master cylinder, but would replace the rubber pieces with a new rebuild kit

before installation. There are those who would just buy a new master cylinder, but we're on a budget here, remember? If the rebuilt unit doesn't take, then I'll have to reach deep for a new one.

The presumption is that the previous owner was frugal. The radio was a push-button AM/FM only Blaupunkt unit without cassette. I chose an Alpine radio with cassette deck from the shelf in the garage, and backed it up with Alpine speakers salvaged from the old Winter Beater Mk. II, a 1985 900T.

The front bumper had absorbed a few impacts, so a decent looking replacement was found in the parts stash. A pair of round Bosch fog lights was added before the "new" bumper was installed. The wiring for the fog lights is part of the wiring loom, all I had to do was add a switch and a relay, and make the connections.

The Admiral Blue paint was faded, chipped and cracked with some nasty keyed scratches, especially on the hood, which made the car look dingy. A few hours with some Zymöl HD-Cleanse and Wax (sitting on the shelf for years) brought out some shine, but it was sort of like putting lipstick on a pig. It's not exactly pretty, but it isn't quite so ugly.

The engine is rated at only 110 HP, but the power isn't all that bad, though it certainly is far from a turbo. There is reasonable torque, and the slightly lower primary drive gear ratio gives a pretty good working range in the gears. The power is no better or worse than the '85 Volvo, or most current small 4-cylinder compacts, but getting in and out of the 4-door 900 is much easier than it was in the 4-door 244.

Experience has taught me that once rust begins, it takes over pretty rapidly. The suspension points on this car still look solid, but there are small holes on the fender lips and the corners of the doors. I'll get a year or two out of it, or maybe I'll sell it at the end of the summer as a winter car to some starving college student.

The total investment to date is less than a month's payment on a new Saab.

What surprises me is that the car is pretty solid despite the age and miles. It is quiet traveling on the highway, even better than some newer compacts I have driven in the past few years as rental cars.

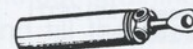
One other oddity is that the headliner appears to be original, though there is some separation beginning at the front corners. Margaret Adler, who was a contributor to The Saab Club Newsletter when I took over as editor in 1986, once suggested that headliner failure might be due to extremes of hot and cold from using the air conditioner. Since the A/C had been removed from this '85, maybe she was onto something.

Tim is a former publisher of NINES, and is now trying to eke out a living as a freelance writer.



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America's Convertible Headquarters

Saab Sales Figures

	MAR 04	APR 04	PERIOD
Sedan 9-3SE		2	2
Arc Convertible	457	559	1016
Aero Convertible	172	200	372
Linear Sports Sed	1681	1365	3046
Arc Sport Sed	451	446	897
Aero Sport Sed	173	190	363
Total 9-3	2934	2762	5696
Sedan 9-5 Linear	3	9	12
Sedan 9-5 Arc	368	368	736
Sedan 9-5 Aero	150	116	266
Wagon 9-5 Linear	69	57	126
Wagon 9-5 Arc	134	121	255
Wagon 9-5 Aero	44	41	85
Total 9-5	768	712	1480
IDS	22	25	47
Total (2004)	3702	3474	7176
Last year (2003)	4736	4967	9703
Percent increase	-2 1.83	-30.06	-26.04
Year to date (2004)	11524		
Last year (2003)	15852		



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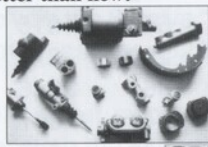
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Convertible Top Repairs

Many thanks to Michael Laflamme for the kind words in the March/April 2004 issue about the CV top fix. Good to see that our experiences help other members.

Also just fixed a leaking pressure hose on my wife's 1996 900S. Instead of paying Saab the \$188 plus tax for a new one (part price only), I took the hose to a local hydraulics shop (Royal Brass & Hose in Marietta GA) and had the crimped-on rubber section replaced with one with threaded fittings. Cost was \$35, and the offending piece is now replaceable, without having to remove the air dam (two sections) and all six plastic fairings around and under the radiator. See the

mechanic who shall remain anonymous, hereinafter known as Deep Torque.

Apparently, the soft top hydraulic system in the 9-3 CV is very reliable and not prone to leaks. It's a great improvement over the NG900 all-electric system.

However, the oil manages to dissipate (evaporate?) over time, usually after three or more years. Mine made it for five years before acting up. Once the oil level gets low enough, the top won't fully extend when raising, which makes the manual locking latches difficult to engage on the windshield frame. Continued operation will eventually overtax the motor-pump assembly causing it to fail at its weakest link, the plastic drive gear between motor and pump. Luckily(?), that is a relatively inexpensive part (Clutch Kit, P/N 5361001, about \$40 compared to the \$1300 pump/motor, according to DT). Getting at it is another matter. It's in the frame behind the rear seat back under a removable plastic shroud.

At first, DT gifted me with a 500 ml can of the magic elixir that flows through the system (P/N 3032356, cost unknown but probably high as it's a special oil that cannot be mixed with other hydraulic oils). When topping up didn't work, DT produced a freebie kit as described above and I replaced the gear with the redesigned model. The kit also comes with an O-ring that the original assembly did not have, for between the pump and motor, and two new motor mounting screws with sealant on the threads.

DT tells me there is a Service Instruction out on the procedure, but I haven't seen it. The motor/pump/reservoir is suspended from a contoured mounting plate inside the aforementioned body frame. After removing the plastic shroud,

remove the eight hex screws with a 13 mm wrench around the mounting plate, and gently lift the whole assembly straight up to clear its rear moorings and tilt it aft. That exposes the fill hole of the plastic reservoir with a 13 mm brass plug in it. Prop the plate up with a double open-ended wrench between the plate and body, without straining the hydraulic lines, and fill the reservoir to the bottom edge of the hole.

Unfastening the square plastic retainers over the hydraulic lines at the rear of the plate helps get clearance. Plug the hole and set the plate back in place temporarily, making sure all lines are in place and not between their retainers and the frame. Operate the top a few times up and down to check the system, which is self bleeding. The top should move, but fault codes may appear in the Supplemental Information Display (SID) during operation. If so, release the switch and continue operation until the top functions as required. If the top won't move at all, the gear is likely hollowed out on the motor shaft and needs replacing.

To replace the gear, tilt the motor end of the assembly up (reservoir down) so oil won't leak out and remove the two mounting screws on the motor. Cutting the nylock tie holding the starboard (right side from pilot's seat) hydraulic lines to the body will help. Replace the gear, put the O-ring around the pump flange where the motor mounts and screw the motor to the pump. Test/bleed as above and reassemble in reverse order.

My top is now working as it should with no monetary expense, thanks to Deep Torque, to whom I now owe a bottle of another type of elixir. Even the bonded stuff probably costs less than the hydraulic oil I will now check every year.

Steering System Front Suspension & Steering System

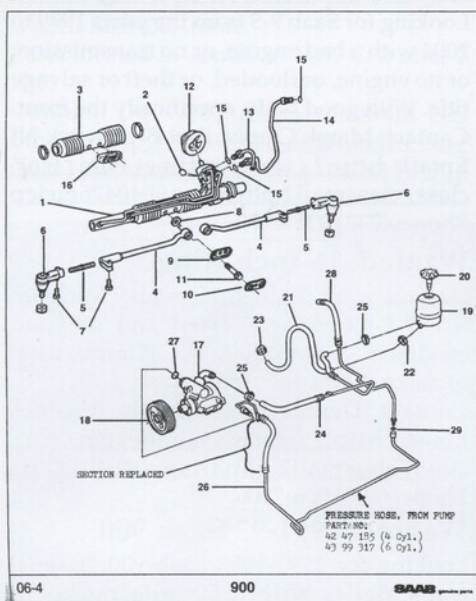


illustration for the part in question.

Speaking of convertible tops, has anyone else found out the hard way what happens if the hydraulic oil in the 9-3 convertible's soft top mechanism gets too low? There is nothing I can find in the owner's or service manuals that came with the car about checking the oil level or having it done at some interval. Following is what I've discerned from a sympathetic and most helpful

Classified Ads

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TYPE OF SALE	Members	Non-Members
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DEADLINE: 25th of every odd numbered month for inclusion in the next issue.

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Autos for Sale

For Sale: 2001 Saab 9-3 Viggen.

Color: Lazer Red - Trans: Manual - Mileage: 47,201 - Price: \$20,500.

This is one babied stock 2001 Viggen! Viggen has not been raced, modified, or abused in any way. It has been garaged and only highway miles. I added Saab Highly polished wheels and Dunlap tires eight months ago. I have been very strict with all maintenance and oil changes.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/9-3.html#040419gbate>

Contact: George S. Bateman, Timonium MD
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040419gbate>
Phone: (410) 252-1115.

For Sale: 2000 Saab 9-3 Viggen.

Color: Silver - Trans: Manual - Mileage: 18,500 - Price: \$27,500.

5-door, Saab certified through September 2006. Silver with black leather. Fully loaded - premium sound, moonroof, heated seats, etc. One owner - garage kept, lightly used.

Contact: Kyle Rockey, Chicago IL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040401krock>
Phone: (312) 209-5953.

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 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.

For Sale: 1998 Saab 900 SE Convertible.

Color: Golden Sand - Trans: Auto - Mileage: 55,700 - Price: \$14,600.

Rare Golden Sand exterior with Sand Beige leather interior and a black top. The car is in excellent condition, maintained by a Saab master mechanic. Only Mobile 1 synthetic oil and Saab filters used. Interior is spotless, car has never had any body damage. Aluminum alloy wheels are in good condition, with almost new Yokohama ES100 tires plus 4 steel wheels & snow tires. Recently replaced serpentine belt and pulleys, ceramic brake pads, and new windshield.

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/convertibles.html#040420bsieg>

Contact: Barry Siegel, Grand Junction CO
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040420bsieg>
Phone: (970) 255-0732.

For Sale: 1995 Saab 900S.

Color: Black - Trans: Manual - Mileage: 110,000 - Price: \$5500 obo.

900S 2.3 ltr. 5-dr hatch. Black w/ tan leather, heated seats. Vehicle has been meticulously maintained and serviced. P/S-P ABS brakes, P/W-P/Lks, Alloy wheels, pwr. moonroof. New front end incl. ball joints, control arms, bushings, alignment and Bilstein shocks all around. New muffler, brakes, two new Bridgestone Turanzas. Cars drives and handles like new. Everything works. Saab 6-CD changer added.

Contact: Charles Amasio, Brick NJ.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040423camas>
Phone: (732) 259-8523.

For Sale: 1992 900S convertible.

73000 miles, red, black leather. Great shape. \$4000.

Les Sherman. Akron, OH. 330-666-9884.

For Sale: 1987 Saab 900 Turbo Convertible.

Color: Edwardian Grey - Trans: Manual - Mileage: 92,000 - Price: \$9999.

With many upgrades. 2.1 liter head conversion, Mitsubishi 300 HP Turbo, short throw shifter, SPG side panels and wheels, much more!

Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/>
Contact: Les Stouder, Brentwood TN
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040502lstou>
Phone: (615) 485-8774.

For Sale: 1969 Sonett. White, 500 miles since motor overhaul. New Ashcraft rockers, no other rust. Nearly new tires, new clutch, motor detailed. Many spares, including good front clip. Good paint and upholstery. Original car except for electric fuel pump. Scotty Bell, Thunder Bay, Ontario, Canada. (807) 577-5093.

Wanted

Wanted: 9-5 with bad engine.

Looking for Saab 9-5 from the years 1999 to 2004 with a bad engine, or no transmission, or no engine, or flooded, or theft or salvage title. With good body, specifically the front. Contact: Marek Cieply, East Brunswick NJ
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040426mciepy>
Phone: (732) 238-6782.

Wanted: 16-inch Rims.

Do you want 17-inch rims and Michelin tires? I have them, used and in good condition. Am in Palo Alto, California. Ideal to make the swap locally.

Contact: Dennis Briskin, Palo Alto CA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040401dbrisk>
Phone: (650) 906-7906.

Wanted: 1991-93 Saab 900.

Looking for 1991-1993 Saab 900, manual trans. Seller within 50 mile radius of New Haven and willing to allow car to be inspected.

Contact: John Phelan, Guilford CT.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040503jphel>
Phone: (203) 458-1629.

Wanted: 1969 Sonett II V4

Owner's Manual.

Must be in decent shape. Also, rear Mud flaps w/Saab icon for 1969 Sonett. Will pay fair market price for both items.

Contact: Stephen Murphy, Spokane WA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040415smurp>
Phone: (509) 534-3640.

Parts and Miscellaneous

For Sale: 9-5 Parts.

Auto. trans, tan leather, midnight blue. Call or email Rick, Fred or Bob. First come first serve. We will remove, clean and ship any part or many parts off this car to your location!!! Parts are priced 1/2- of new! Shipping charges may apply. From New Salem Saab, Saab since 1961. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/parts.html#040401nssaa>
Contact: New Salem Saab, Slingerlands NY
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040401nssaa>
Phone: (518) 478-7222.

For Sale: 9000, 900 Parts.

Parting out 88 9000t (gold) and 92 9000CD turbo automatic (green), call with requests. NG900-93 parts- rebuilt convertible motors \$400.00, headlights \$50.00 ea, heater core (new) \$100.00, window regulator (new) driver's rear \$150.00. Classic 900 Parts-ignition switch (new) \$40.00, pre 1988 SPG wheels \$250.00, more. Parts located in southern NH. Call after 3 PM.

Contact: David Shipulski, Pelham NH
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040415dship>

For Sale: 1983-92 Saab 900 Parts.

Parts for sale from 1983-1992. Standouts include working 5-speed transmission from a 1990 900S (\$400), a complete 1988 SPG (black, 169K rebuilt 5 speed), a complete, running 2.1 non-turbo motor from a 1990 900S (just over 100k), wheels, axles, brakes, hatches, hoods, doors, a complete running and almost stickerable 1985. Email requests. All these parts must go before October . Contact: Justin Hayward, New Gloucester ME.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040415jhayw>
Phone: (207) 657-4311.

For Sale: Parts.

Parting out multiple Saabs. 9-5s, 900s, 9-3s, 1987 2dr 900s. Many already parted out and shelved, interiors, electrical, mechanical, body parts, accessories, wheels, etc. Call Mike Dillon with needs. 877-808-5892 or 203-949-4882.

For Sale: 1974 Sonett Parts.

Parting out my 1974 Saab Sonett. Everything is going. Engine and transmission are good. Soccer ball wheels. Tip up custom front end. Doors, glass, seats, various parts big and little. To much to list everything. Buyer will pay shipping. If you want the whole car, we can deal.

Contact: Mac McDougall, Kearny AZ
Email: <http://www.saabnet.com/tsn/>

[class/classmail2.php3?tag=040331mmcd](http://www.saabnet.com/tsn/class/classmail2.php3?tag=040331mmcd)
Phone: (520) 363-7113.

For Sale: SID 2 Unit.

SID 2 (Saab Information Display/Trip Computer) for Saab 9-5. Mint condition. Guaranteed to work with 100% pixels showing. 1-year warranty. 3-year extended warranty is available. Only \$225 exchange. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/parts.html#040414saabi>
Contact: Saab ID, Boston MA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=040414saabi>
Phone: (617) 230-9326.

Repairs.

Saabradio.com is running a "Spring, Please Get Here" special. We will refurbish any 92-94 900 or 92-98 9000 radio for \$90 plus return shipping. Unit warranted for one year. Call 1-315-751-0636.

Saab 95/96/Sonett TRANSMISSION REBUILDING.

Contact me for details.
Jack Ashcraft, 2030 Grey Eagle Drive, Medford, OR 97501
Phone 541-779-0731
e-mail: jackashcraft@charter.net



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