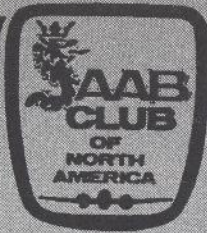


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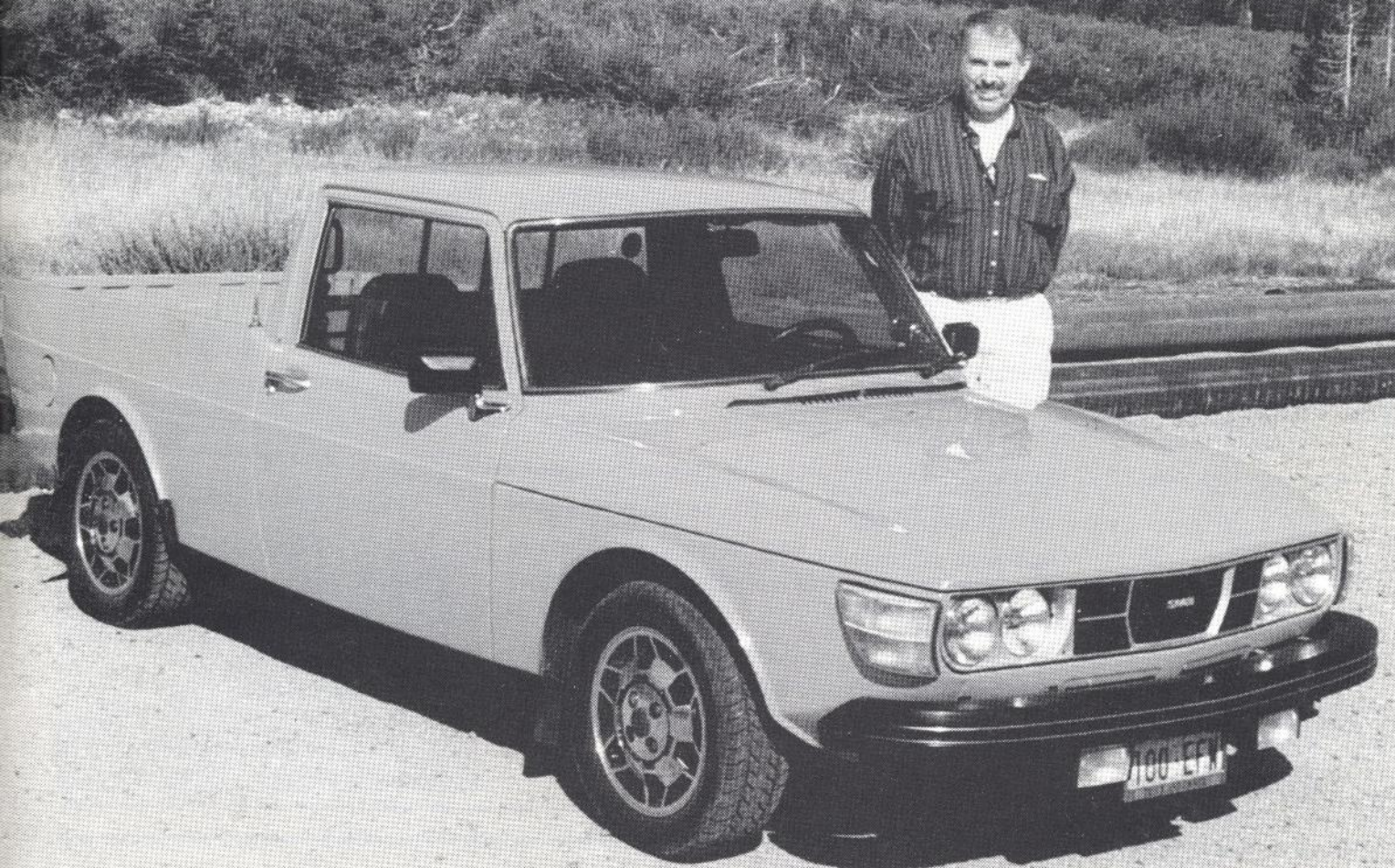
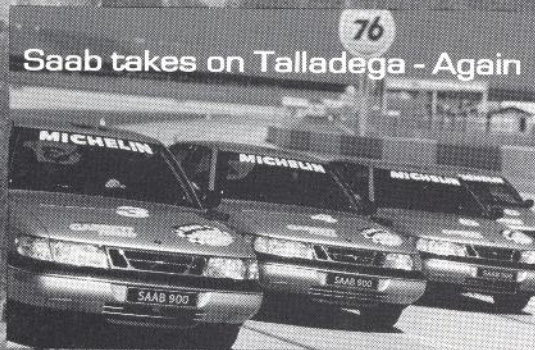


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NINES is published bimonthly (or thereabouts) as a service of the SAAB Club of North America. The SAAB Club is not affiliated with Saab Cars USA, Inc. or Saab Automobile AB.

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Cover: *Larry Westergard and his 99 pickup powered by a 16-valve Turbo engine, at Saab Summit 96.* Photo by Tim Winker.

(Published November 1996)

Letters to NINES

900 Owners Manual Misprint

Recently, one of your readers expressed concern over a specification in the owner's manual regarding engine oil capacities for his 1994 900 with the 2.3 liter engine. Please accept this letter in response to his concerns published in the most recent issue of Nines, #231.

Mr. Colicchio's letter was correct in pointing out the 5.1 quarts engine oil requirement specification error on page 130 in the owner's manual, (Edition 1) ordering number 40 62 64. Edition 2 of this manual does list the correct specification of the oil level on page 131 as being 4 quarts. The ordering number for this revised manual is 40 71 22. Additionally, the 2.0 Turbo oil level requirement spec. has been changed from 5.5 quarts to the correct spec. of 4.1 qt. This error affected ONLY the '94 900 models.

Should any of your readers who own a 1994 900 determine that they need the new edition owner's manual according to the ordering numbers listed above, they can request a FREE copy from our Customer Assistance Center at 1-800-955-9007. Thank you Tim and Happy Saabing.

James L. Uhl
Technical Assistance Specialist
Saab Cars USA, Inc.

Retiring

Please consider this request for a two year extension of my subscription to "Nines".

Last February I sold my Saab franchise and dealership along with all assets after, of course, receiving approval of Saab Cars USA, Inc. The Philadelphia Saab Legend which successfully endured for almost four decades under the same ownership and management and always proudly as an exclusive Saab dealership, is no more. Many friends and customers

expressed chagrin and bemoaned our closing. For them I wish the very best of course, and hope that they continue to enjoy their Saabs.

It is inevitable that I now sorely miss the ambiance and excitement of the dealership, the many wonderful employees many of whom had worked for me for many years since our employee turnover was very minimal. Above all I miss Saab and the wonderful association I experienced with the factory and Saab Cars USA personnel as well as the other Saab dealers in the area.

There is, however, always a start and an end to everything, and life goes on, and I haven't time for regrets now. I shall always love Saab since I feel that I (sort of) grew up with Saab, and developed somewhat of a bonding with the margue for which I cannot account. I suppose my soul got caught up in something — perhaps a Saab three cylinder or a turbocharger or something else.

Victor D Haaj
Victor Sports Car Inc.
Abington PA

Our thanks to Mr. Haaj for supporting The Saab Clubs and enthusiast owners for many years. We're sorry to see you leave, but wish you all the best in your future.

Weathered "chrome"

I'm a pretty satisfied owner of a 4 door 1989 900S which I purchased new. I previously wrote a letter to "NINES" about problems I had with Pirelli "P8" tires, which was addressed by a Pirelli representative to my satisfaction.

I am now wondering whether anyone has experienced and possibly has a solution to my next problem. It appears that the "vinyl covered chrome" trim around the windshield and rear window does not "weather" very well over time! The rest of the

body of the car still looks great, except for this "rusty" colored trim around the windows. Any suggestions would be greatly appreciated for this otherwise beautifully maintained car. Apparently SAAB must have noticed this problem and in 1990 changed this trim to "all black rubber".

Jim Onesios
Allendale NJ

High mileage and looking for more

Thought I would update you as long as I am spending 32 cents. My '82 1/2 900T now has 355,000 miles on it. I put a used cylinder head on it at 303,000 miles, but the block, rings, bearings, etc., are all original.

It needs a new CV joint on the left front, the gas gauge sender is a bit unreliable, and the headliner now lies in a trash can. Fortunately I have a plastic heater control valve, so perhaps I am slowly getting rid of the chronic annoyances.

Having just moved to central Oregon, my weekly travels now take me across the Cascade range to the Willamette Valley (Portland, etc.). I have my choice of mountain passes, but they are all above 4500 feet. So my SAAB now becomes the lowest of automobile life forms - the winter beater. The only thing I have which gets through the snow and ice better is my 4WD International Travelall - at 11 MPG (on a good day, downhill with a trailing wind).

I expect to get many more years and perhaps 500,000 miles out of the SAAB, unless I stack it up on some mountain road. If I do, I will just have to get another one - maybe a 16 valve.

Tom Curran
Sunriver OR

Oil changes and rustproofing

Have enjoyed the magazine for years, especially tech tips and Chuck Andrews. Would rather see less about rallies, etc. but that is because I am unable to participate so I do not relate

to them.

Liked the older black and white format better, cheaper and got the job done well.

On oil changes, has anyone else noted that as the car gets 3,000 miles on the oil that the shifter gets very balky going into first gear. I have Red Line MTL and it made a huge difference but I know when it is time to change crankcase oil when the shifter does not want to go into first.

Had car rustproofed by Auto Armor when it was new in 87 and in Feb 96 saw first signs of rust on rear of drivers door. Filed a claim and they are putting me through the hoops claiming it is surface rust even though the paint is intact but blistering. I took off trim on interior side and saw that the rustproofing was only applied in a circular pattern about 6 inches in diameter on the center of the door panel. None was put on the lower level where it is needed. Entire Car Protection (ECP) is the licensing company and they do not seem to want to live up to their lifetime warranty. Note to readers, the job is only as good as the application and it would be worth their time to pull off the panels and check before it is too late. They should also be aware that the factory rust protection is not designed to be lifetime and if others steps are not taken, they can anticipate rust through in about 10 years in a climate such as Minnesota.

Dean Tremble
Eden Prairie MN

Another Monte Carlo

Well, looks like I've another "Monte Carlo" for you. In 1952, Sydney Allard and Tom Lush won the Monte Carlo Rally in a 4.4 Liter Allard P1 saloon (sedan). Following in the footsteps of the P1 came the P2 with a revised chassis, new suspension and updated front end styling. When it reached production it was dubbed "P2 Monte Carlo."

Steven Rossi
Gen. Mgr./Corporate Communication
Mercedes-Benz

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Notes in the Margin by Stephen Goldberger



If you find yourself in Washington DC, by all means spend a few minutes in the Air and Space Museum WWI Aircraft exhibit. The "Hispano-Suiza", a V-8 water-cooled engine used in the French "Spad," among others, is there in cutaway. Its head configuration looks so much like an 8-valve Saab head that it's spooky. The most significant deviation from the Saab design is the cam being driven by a bevel geared vertical shaft - like my '66 Ducati motorcycle. After marveling at how a 1918 WWI aircraft engine could be so much like a '70s state of the art automobile engine, go look at the engine which powered the "Voyager" in its non-stop, unrefueled circumnavigation. This 1990's state-of-the-art airplane engine is little more than a VW engine with a water jacket to cool the head.

Starting in 1996 the General started using a new coolant developed by Texaco. Called "Dex-Cool", it carries a 5 year/100,000 mile service interval. The General is quite explicit in the service manual, stating that "If silicated coolant is added to the system, premature engine, heater core, or radiator corrosion may result. In addition, the engine will require change sooner, at 30,000 miles or 24 months." GM specifies the addition of "two engine supplement sealant pellets, GM P/N 3634621" at each coolant change. Dex-Cool sells for \$6.00 per gallon at Western Auto, versus \$4.00 for the yellow bottle. This might be a suitable alternative to Saab's "G-48" formula for extended drain intervals.

"Automotive Engineering," published monthly by the SAE, often has articles of general interest which are more informative and give better

insight into automobile design than is published in the "popular" press. In the January, 1996, issue there is page devoted to Saab's safety research. It includes photos of a test collision between a new 900 and the "mechanical moose", and an "offset" collision between another couple of 900s. In the February, 1996, issue is a retrospective on spark plugs, including a detailed description of Saab's "use the piston as half the plug" concept.

Nines #231 contained my prediction of the General's new corporate-wide 4-banger. Since then, it has been announced that a new "Saturn" model, based on the Opel Vectra (Saab 900) platform, will be built in Wilmington, Delaware. It will be using the 2.2 liter version of the new engine, according to reports. It will also feature Saturn's trademark plastic body panels.

The Black Beauty (1980 900 Turbo) may have finally shed her other name by now, (Sleeping Beauty) thanks to a much delayed transmission rebuild. More on the saga later, but a couple things are clear. Brake calipers out there are not being cared for as they should, and people are not thinking with both sides of the car in mind.

You DO need to flush the fluid regularly: Saab says two years, Frank Freeman and I say every year. And even then, sometime between 7 and 16 years the end with the parking brakes needs a rebuild. In the case of 99s and 900s with the Girling brakes, that's the fronts. There is a path from the parking brake actuating lever all the way through to the direct piston, and when the greases and seals get tired, the caliper starts to fill with rust. Andrews distributes a

direct import Girling/Lucas rebuild kit with everything you need for both sides at under \$30.00 delivered, and if you rebuild them at closer to 7 years than 16, it will take half as long.

Naturally, I have my own ideas on assembling the calipers, and it includes liberal use of our friend, silicone grease. The Girling/Lucas kits come with a red "brake piston" grease which is in reality jellied brake fluid. As soon as the brake fluid hits the grease, the grease dissolves. While that means no chance for incompatibility, it also limits the usefulness. Silicone grease is inert to brake parts; it is also water repellent, and it does not dissolve in (regular) brake fluid. That's what I use for lubricating the seals and pistons.

Old calipers I've disassembled show corrosion between the dust boot and the piston seal, so I lay a bead of silicone grease inside the dust boot and work it into the space outboard of the piston seal. The screw actuator, which penetrates the "indirect" piston, and the cavity outboard of that piston is supposed to be lubricated with some black grease in the Girling kit. I pack the black stuff in from the back, where the actuating lever enters the cavity, but I also fill the cavity from the inside with silicone grease. There is an o-ring seal between the inner side of the indirect piston (where the brake fluid goes) and the outer cavity, where the parking brake mechanism is located. There is further a double O-ring seal on the actuating lever shaft to keep water out. The silicone grease adds a further boundary between the black stuff and the brake fluid, and since the brake fluid is periodically under pressure, there is almost no chance of grease contaminating the brake parts. The silicone grease also reduces the chance of

brake fluid finding its way into the parking brake mechanism and hastening corrosion. On the Beauty, both front parking brake mechanisms were frozen up, and the pistons were just barely salvageable.

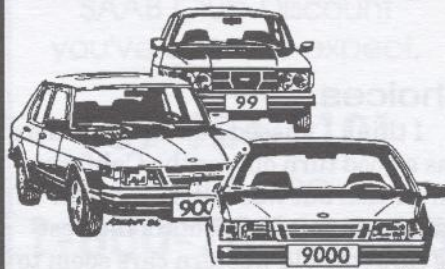
The older (pre 1982) 900s and 99s have a conventional tapered roller bearing in the rear, which requires occasional cleaning and greasing. Those seals have gotten quite expensive, so I packed them with Mobil 1 synthetic grease. Mobil 1 grease (which IS red) has an advantage over RedLine synthetic grease by claiming compatibility with conventional (lithium soap base) grease. You don't need to soak the bearings in solvent before using it, and hopefully it will have longer life than "regular" grease. With \$40.00 in a pair of seals, even the most expensive grease is an insignificant additional expense.

Now, if you own an older Saab and it suffers a bearing failure in the rear, for heavens sake don't just replace the bad side's bearings and

leave the other side alone! On the Beauty, the side I pulled first had dried out grease and corrosion starting on the axle shaft under the bearings (although the bearings themselves were perfect). But the other side had new grease and "Timken" (replacement) bearings. (Remember, the Wallenberg family is a major shareholder of SKF as well as Saab). What if someone (me, for example) pulled the "replaced" side first and, assuming that the rears had "just been greased", left the other side alone?

In an earlier post, I complained about ATE bleeder nipples being two sizes smaller than anyone else makes. I must retract that statement; it is true only of the ATE calipers on the 9000. Those on the rears of the 900 are FOUR sizes smaller than anyone else uses; and at 7 mm they require even more care than the 9mm nipples on the 9000.

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Professional Perspective by Chuck Andrews



Choices

I think I missed you again. There was a good turnout for the California convention but was surely room for more people. Besides lots of interesting cars (the old western cars seem to be extra nice). We also got a close look at one of the nicest 99 pickups I've seen. (See cover photo). Besides viewing cars and scenic countryside we attend these conventions for the tech sessions and opportunities to talk to Saab officials face to face.

This year we chose to get some education on the Saab Network which was taught by Scott Paterson. He made what could be a dull subject interesting and challenging enough that we came back to Minnesota and got our WWW page put together. With the help of Saab enthusiast, Ken Swenson of Seattle, WA. we will be on our site by the time you read this. Check us out, Scott and see if we learned anything from your seminar. (www.halcyon.com/mainmall/andrews/)

Peter Backstrom from the Saab Museum in Sweden had a very interesting slide presentation and talk on the history of some Saab competition and other cars and their con-



Scott Paterson of The Saab Network

struction. A Saab enthusiast could spend hours listening to him. He was well received by the group and had to repeat his session to accommodate all the people who are interested in the museum. It definitely encourages me to try to go to the Jubilee Convention next summer in Sweden to see the museum. Details, if you also are interested, are in this issue, and on the Internet at SAAB USA's home page.

John Moss (Saab USA) had a very good session on turbochargers. (A review of this session is on the Internet on the Saab network.) While John gears his talk to people with a small working knowledge of the subject, he holds the interest of all. During the session it became evident that a big percentage of the independent Saab repair people were there. Could it be that we are all anxious to be as prepared as possible for your car? I have never been to a John Moss led group that I didn't learn something important. His service and repair experience is invaluable to Saab and should be shared more widely.

There are several more clinics which I am sure will be reviewed in other sections of NINES, but I'd like to jump you over to the finale' of the convention. That is of course, the round table discussion. Joel Manby (CEO of Saab Cars USA) had given a short address both Friday and Saturday night, then was the primary speaker at the round table. Joel is an excellent speaker and with his dealership and marketing experience knows what we all (as owners) want to hear. He talked about doubling car sales in the US in the next four years, owner service, and satisfaction. Of course, coming from Saturn cars he has been successful in these areas. In this session, the Saab officials answer

questions from the audience. By the time this event took place attendance was fairly small so getting a question to Joel was not too difficult. I asked if given all this effort to increase sales how many new dealers could be expected. His answer was, "No increase in dealers." He stated that there were 285 and that's all there would be. There may be changes in the present dealer group but no more. There were other questions about independent technicians and some comments were made by a few outspoken owners about the independents. Do the independents have any other forum? All in all a very good session handles well by Joel with back up and support by Elke Martin (National PR Director).

What I came away from the convention understanding is that Saab is still not able to come to grips with the training and service for their product. Joel states no one should have to go more than 25 miles to get his car serviced. How many of you are able to do that? Printed in the last issue of Nines was the number of Saab master technicians in the US, one hundred forty in two hundred eighty-five dealerships! How good at math do you need to be to discover that Saab can't possibly cover the whole country with 285 dealers and surely not with 140 master technicians. Of course there are many Saab dealers with good technicians that haven't yet qualified. Really! So how about independents authorized to service Saabs. This concept is alluded to but there has been no action to my knowledge. I believe Joel said that to maintain the dealers that are in business now you had better use them or lose them. He intends to have good single line, if possible, profitable dealers. I'm for that concept. We have to have a good strong new car

network to sell and supply the market.

So how do you think Saab will solve their sales, service dilemma? If you have been watching the international business news you'll already know that General Motors will probably own more of Saab in a couple of years. What influence do you suppose that will have? How has it worked in Canada where GM has teamed Isuzu, Saab and Saturn. Ask any Canadian Saab owner how they like the service and the prices charged. Could it be that Saab might team up with Saturn or some other GM product to build a service network? Saab USA denies all these inferences made by many folks in the industry about this possibility. What do you think?

Saab is not alone in the crunch. Paccar Corp., which own Peterbilt and Kenworth trucks are in a similar situation. In an interview Kenworth's general manager Barry Langridge was asked about service for their trucks. (Kenworth sells about twenty thousand trucks per year.) Mr. Langridge explained about how large dealer groups with multiple locations handle large areas, how mom and pop dealers have disappeared and more dealers will go public to raise the necessary capitol. The next question in his interview was truck owners complaints of "Good service at home dealers but delays and high prices in other locations." Sound familiar? His response was to recite the old dodge about franchise agreements, etc. Saab has been using that arguement for years. Does it work? Kenworth has about ten percent of the heavy duty truck market. Freightliner on the other hand has thirty percent. Which brand is more familiar to you?

The independents in the US are officially acknowledged but ignored by SAAB USA and most local dealerships will not cooperate. We, the independents, are usually owners and enthusiasts who drive and maintain these cars because we like them. On

January 15, 1996 a survey made by Weise Research Assoc. Inc. for the Yellow Pages Pub. Assoc. for A.S.A. surveyed a random sample of consumers and asked them to rate their perception in seven categories of automotive service outlets. These were independent neighborhood repair shops, automotive service franchises, new car dealerships, service centers at national retailers, and service stations. The results of the survey were that the neighborhood independent repair shops rated highest in five of the seven categories. Those were honesty/integrity, pricing/fairness, responsiveness, answer questions, friendliness. They were not the highest rated in cleanliness/ appearance and management.

Your choice is to decide who will service your car. Surely, while under warranty the franchise dealer should take care of you, after that, in our free enterprise system your options multiply. Your option will be best if you attend the conventions and state your preference and encourage Saab to train more technicians. The dealers are represented by a board at Norcross, GA. They are being heard already.

As a side note, Kirkwood is in the Saab-Hakka territory. Note the picture below of the fire hydrant and where the water outlet and handle are located. Diane Sargent, standing next to it, is 5'9".



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Saab Klinik by Doktor Nio



We own **two 900s**: a 1986 with 120,000 miles and a 1989 with 47,000 miles. Since we live 200 miles from the nearest dealer, maybe you can help with some questions:

1. The **air conditioning (A/C) systems** in both vehicles are more than capable of keeping up with the 100+ F temperatures during the summer, however the A/C in the '86 seems to operate more smoothly. The A/C in the '89 seems more abrupt. On occasion the engine will stumble when the A/C kicks in on the '89, and it seems to draw more engine power. Is this difference in operation normal?

2. Is there an acceptable substitute for the Saab brand **coolant**?

3. Is it possible to **tow the '86 with the '89 using a two-wheeled dolly**? When I tried to rent a dolly from U-Haul and Ryder, I was told that they couldn't rent me the dolly because the '89 could not be equipped with a hitch strong enough to tow another vehicle. My Saab dealer was no help either.

James J. Lawton
Roswell NM

1. *The physical differences in the A/C systems of your '86 and '89 900s are minimal so the difference in operation can be traced to the function of the A/C cycling switch, the idle raise function in the A/C relay and the state of the Freon charge in the system. The A/C cycling switch can be adjusted to work less frequently in high load situations by moving the temperature probe in the evaporator core or a screw adjustment on the switch itself. If this part is suspect on a later 900, it's better to replace it because it is in an awkward, difficult place to access.*

The A/C relay has an idle raise function in it that sends a signal to the engine ECU to raise the idle

about half a second before the compressor kicks in. If this function is intermittent in the '89 it could cause your problems. You could swap relays from the '86 to the '89 to see if there is any difference.

If the system in the '89 is overcharged, then the turn on load will be excessive and unable to be easily handled by the idle control system. This needs to be diagnosed by a qualified tech with the proper equipment to read the pressures in the system.

If all else fails and any other idle control problems are present, a full diagnosis of the Automatic Idle Control (AIC) system should be performed. More than a few '89 900s have shown AIC problems that have been traced to bad engine ECUs where the signal that controls the idle function is generated.

2. *There are two choices for engine coolant in a Saab, phosphate-free or ethylene glycol. Either are adequate for the job, but with the specifications that the Saab factory has dictated for years to change the coolant every 15,000 miles or one year, the less expensive ethylene glycol based coolant with aluminum protection will be fine for most all applications.*

3. *It is possible to tow one 900 with another, but not recommended. If you insist on doing so, it should be done with a body mounted hitch (Saab OEM recommended), a quality tow dolly, and a strengthened rear suspension. Heavy duty shocks or Air-Lift bags in the springs should be installed on the towing vehicle before you attempt this. Towing with an automatic transmission is not recommended, and expect your clutch life to shorten when towing with a manual transmission.*

The problem is not so much in the horsepower of the tow vehicle, but in trying to stop twice the weight with only one set of brakes. In addition, the towing vehicle must outweigh the towed vehicle by a certain percentage for safety. U-Haul and Ryder will not rent two-wheeled dollies unless you have a vehicle that meets their criteria as they are afraid of potential lawsuits.

Any suggestions on how to make a **pre-1994 900 less noisy**, especially the rear end?

I have a 1992 900S 3-door. I have tried remounting the spare tire and jack, and put foam strips under all lids that go up and down. The rear end sounds like tin cans banging around every time I hit a bump.

Richard Bucci
Cranbury NJ

You need to start by tightening the suspension, especially the Panhard rod and rear axle trailing arms. Inside the car you need to check the rear seat back latch points, the hatch back or trunk latch and post, and all deck board hardware. If noises persist, you will need to remove the side panel carpeting and check the power antenna and its mount,, the fuel-vapor roll-over valve, speakers and wiring. When in doubt, start removing all "Trunk junk" and eliminate all removable parts one by one.

I have had five 900 Turbos, and all suffered from **odometer failure** before 100,000 miles. All have had a VDO speedometer. The latest is a 1990 showing 79,999 miles. Only my 1982 with 190,000 is still working okay; it has a speedometer graduated in kilometers and miles.

Can I get the speedometer head

out of the dash through the speaker hole or do I have to tear down the whole dash? What year speedometers interchange? Can the heads be repaired? Is there anyone who rebuilds them?

Allen Hockman
Brandenburg KY

There are a couple of common failures to VDO speedometers, which are used in most German and Swedish cars: a white plastic gear that cracks or a metal gear that slips on the shaft. Consequently, a cottage industry of speedometer repair has sprung up around the country.

The speedometer cable and electrical connections can be disconnected via the speaker hole, but the gauge panel will have to be removed from the front of the dash. Saab 900 mechanical speedometers came with either a 1.008 ratio, which is usually printed on the faceplate, or a 1.050 ratio which would be on the back of the speedometer. The biggest noticeable difference is in the cruise control pickup on the back of the speedometer. As long as you stay with the same ratio, you should not have a problem with interchangeability.

Check the "Directory of Saab Services" in this issue of NINES for Overseas Speedometer, a VDO speedometer repair specialist.

I own a **1992 9000S** non-turbo with 42,000 miles. It has had an annoying noise since new. Even my dealer has been unable to determine the source.

When accelerating from a stop, the **engine or transmission makes a short yelp** when passing through 32-34 mph. It almost sounds like a dog crying and only lasts a fraction of a second. It doesn't happen all the time, only a few times a week and under all conditions. Someone suggested a vacuum problem, but the dealer couldn't find anything wrong. Naturally they say they can't duplicate the problem. Any suggestions

would be helpful.

Peter Ochabauer
Livermore CA

I'm assuming your 9000 has an automatic transmission. There are several possibilities that could cause a noise like this. Have your dealer take a look at PSI 12/94-0530:

Diagnosing & Correcting Complaint of Noise When Shifting from 2nd to 3rd Gear, which may be found in Parts & Service Information Supplement 1/95-12/95. It is also summarized in the Parts & Service Information section in this issue of NINES.

I have observed on several **high mileage 900s** (130K to 180K miles) from '83 through '88 that there is a **crack in the brace where the driver's seat attaches** by two Allen head bolts. In a few cases, metal fatigue has resulted in a half-dollar sized piece of this brace breaking out completely, while still attached by the bolt to the seat plate.

This is certainly a safety hazard, because the seat could come loose in a collision. Also it could cause an accident if seat movement causes jerky clutch engagement. What causes this cracking? Is there a proper way to weld this? Should the entire brace be replaced?

Walt Mengel
Cincinnati OH

This fatigue and cracking of driver's seat attachment points is due to the attachment bolts coming loose and it quickly aggravates to tearing the welded nut and surrounding metal out of the seat support beam. These Allen bolts need to be checked and tightened at regular intervals in high mileage 900s.

If fatigued and/or broken already, you will need to remove the seat and the nearby carpet. With a cutoff tool, remove a square section of the support beam (top only!) slightly longer than the mating piece on the seat. Then fabricate an overlapping patch of slightly heavier gauge steel

(side to side overlapping, but front to back the same dimension). Clean all surfaces and weld the patch piece(s) in to the support beam, drill a new hold down bolt hole, and seal/treat all bare welded areas. Reinstall carpet, and bolt the seat using a nylock nut or other form of locking hardware to keep the bolt from coming loose. Make sure your welds are well penetrated so that the repair is as strong or stronger than original!

I have a **1991 900 Turbo automatic**. The **driver's seat is not held rigid**; it moves forward and backward about an inch during acceleration and stopping. This is both annoying and unsafe. My local Saab/Volvo mechanic says there is no solution, that's the way they are made. Is there any corrective action?

Paul Schwemler
Diamond Bar CA

A seat should be absolutely rigid when locked in forward/backward position! The adjustment and locking function of your seat is either loose (doubtful), worn or broken (more likely). Check under the seat at the locking pawls and springs to see if they are engaging the teeth on the seat rail firmly. If in any doubt, you should get a new seat, good used seat, or seat track assembly. This is not a place to guess or be cheap; this is a definite safety risk.

My **1996 900SE** came equipped with Michelin MXM 205/50ZR16 tires. Wheels are 6.5 by 16 inches. Can I change to 205/55x16 or 195/60x16?

Bill Hardaker
Washington DC

It is possible, but the 205/55 and 195/60 would be a larger diameter than a 205/50, so your car will sit slightly higher and your speedometer and odometer readings would be off. In addition, 195/60 is narrow for a 16-inch performance tire and I have not been able to find any manufacturer that makes anything in that size.

Parts & Service Information

Complaint of EDU Illumination

**Application: 1995 9000 Models
PSI 01/95-0538, Sec.3/Pg.81**

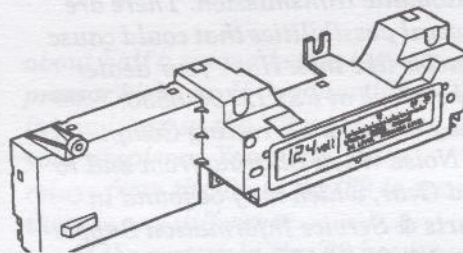
A customer may complain of the following conditions on their 1995 9000 model:

- The EDU gets very dim after approximately 30-60 minutes of driving (usually during daylight driving time).
- The EDU gets brighter and dimmer alternately, usually during very low ambient lighting or night time driving.

The Factory has identified and corrected the problem in spare parts inventory. Please follow the directions below to replace the EDU on affected vehicles.

Cars affected:

1995 9000 up to and including VIN Serial No. S1012868



Parts:

EDU for A/T models	44 38 230
EDU for 5-speed models	44 38 222

Action:

1. Remove the trim from both A-pillars, both speaker grilles and the facia cover. See figure 2A.
2. Remove the two screws holding the main instrument. See Figure 2B.
3. Lift up the instrument cluster a little and remove the seven (7) electrical connectors on the back of the instrument.
4. Lift the instrument cluster out of the facia.



Important

Be careful that the rubber supports on each side of the instrument do not become detached. See Figure 2C.

5. Remove the 4 screws securing the EDU control module to the back of the instrument. See Figure 2D.
6. Refit new unit in reverse order.
7. Program the EDU with ISAT. Refer to Service Manual Section 3:5, Programmable EDU Trip Computer, M1995, pages 52-53.

Diagnosing & Correcting Complaint of Noise When Shifting from 2nd to 3rd Gear

**Application: Certain 9000 Models with Automatic Transmission.
PSI 12/94-0530, Sec. 4/Pg. 28**

A customer may complain of noise ("squeak/squawk") when the transmission shifts from 2nd to 3rd gear. Because this noise complaint can be caused by many different things, fault diagnosis must be carried out in several stages to isolate and correctly identify the cause.

Cars Affected:

See specific stages for VIN's affected.

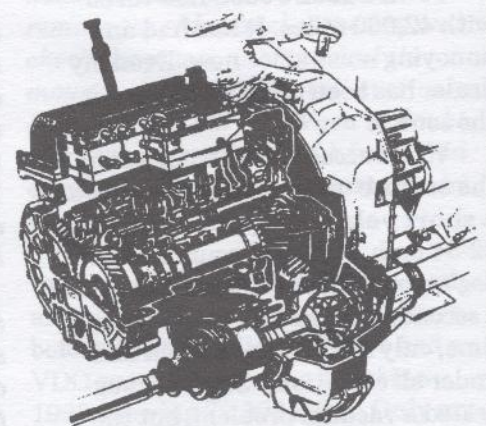
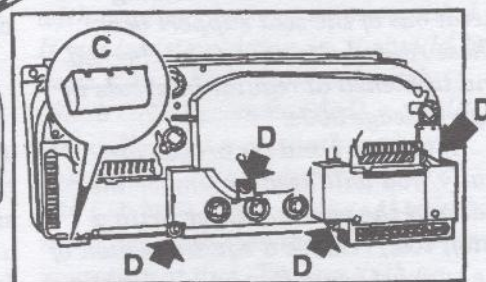
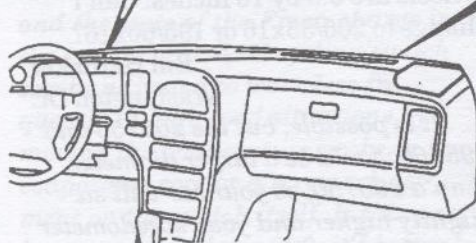
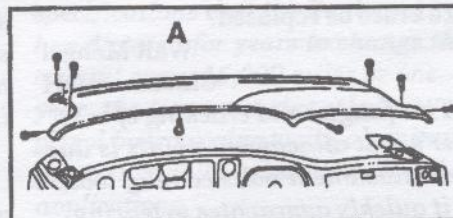
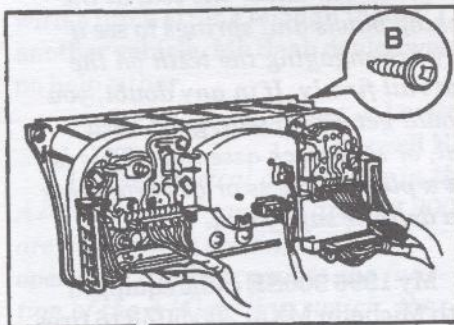


Figure 2. Changing EDU

Saab Cars USA, Inc. Service bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have the condition. See your authorized Saab Dealer for information on whether your vehicle may benefit from the information.

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Action:**Stage 1:**

Check for leakage in the gearbox oil cooler by removing the valve body cover and checking for signs of coolant. This can be identified by a pink, milky color of the transmission fluid or by checking at the low spots for signs of water contamination. If coolant is present, change the gearbox and radiator. The oil cooler, if fitted, with thermostat and hoses must also be thoroughly flushed. See S.I. 02/90-1215.

Stage 2:

If LUBEGARD ATF additive (PSI 06/93-0352) has not been tried in previous repair attempts, change the fluid and add 5 fl. Oz. Of LUBEGARD additive. The customer should drive the car for 200 miles. At the same time, check and adjust the brake band following adjustment procedure found in Service Manual 4:2, p. 472-25.

Stage 3:

On vehicles up to VIN Serial No. L1013313 and L2009536, check that this noise is not coming from the thermostatic valve at the ATF cooler. See S.I. 11/89-1194.

Stage 4:

On Turbo models, the noise may be coming from the Turbo by-pass valve. See PSI 11/93-0401.

Stage 5:

Change the intermediate shaft.

Correcting Complaint of Poor Defogging Performance on Rear Window

Application: 1992-94 9000 CS up to VIN R1024822

PSI 03/95-0557, Sec.8/Pg.105

An additional ground cable can be added to address complaints of poor rear window defogging. Follow the instructions below to rectify this situation.

Cars Affected:

1992-94 9000 CS up to VIN Serial No. R1024822

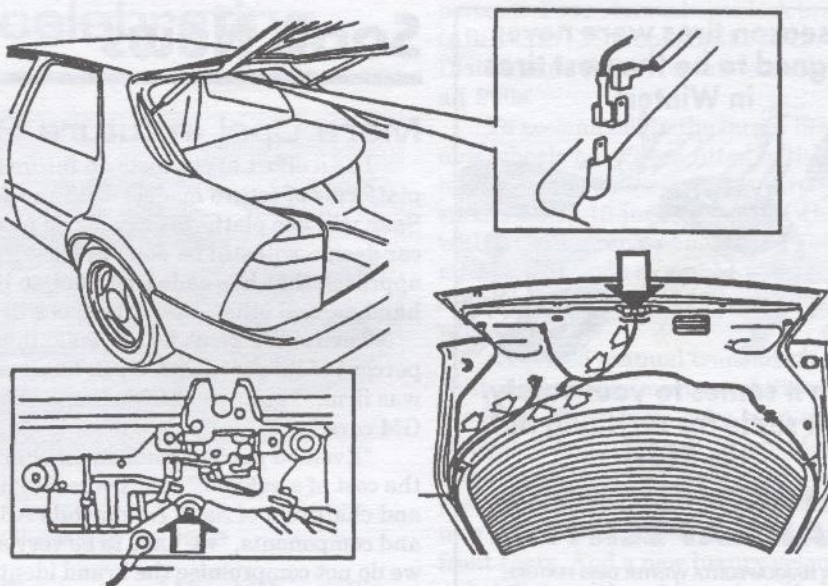


Figure 1. Adding extra ground cable

Parts:

Double push-on terminal (1)	78 29 641
Ring terminal cable (1)	78 29 617
Black cable, 2.5mm ² (1 meter)	

Action:

1. Fit the cable terminals on both ends of the black cable.
2. Remove the tailgate trim.
3. Unplug the electrically heated rear window's ground connection from the left-hand side of the window.
4. Connect the double push-on terminal to the electrically heated rear window's blade terminal and connect the existing ground cable to the vacant blade of the double terminal.
5. Run the new cable alongside the existing wiring harness to grounding point G4 on the tailgate lock.
6. Remove the lock retaining screw and fit the ring terminal on it.
7. Refit the screw.
8. Refit the tailgate trim.

Saab PSIs available to anyone

As we all know, the Official Service Manuals for Saabs are quite extensive, but also quite expensive. And if there is an updated service procedure, it won't necessarily appear in the manuals, but in the Parts & Service Information that Saab provides to its dealers on a monthly basis. The dealerships often do not want to be bothered with providing this information to their wholesale or retail customers, or they may claim that it is "proprietary" and not available to the general public. Not true!

As established by the Clean Air Act in the late 1980s, the Environmental Protection Agency (EPA) requires that all emissions related service information must be available to the general public. Kent-Moore Tools (1-800-345-2233), through an arrangement with Saab Cars USA, Inc., offers Saab technical service bulletins, service manuals and training materials for sale to independent shops and to individuals. This includes Saab's complete multi-volume Service Manual sets and individual manual sections for the 900 and 9000. Also available are individual Parts & Service Information (PSI) bulletins beginning in about 1992, or paperback supplements that have all PSIs provided to dealerships for 1993 and 1994. Unfortunately, Kent-Moore does not sell Saab special tools to the general public, but they can be purchased from a Saab dealer.

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Saab News

More Opel in future Saabs

In an effort to cut costs on future models, General Motors will consolidate platforms of future models, both in the United States and in Europe. That means Saab will use platforms developed by Opel and will have over half Opel parts. The car design will still be done by Saab, and will continue to aim for that individualistic approach that has endeared Saab to its customers, but components such as door handles, and other internal parts will likely be taken from the GM Europe parts bins.

The replacement for the 9000 that will be introduced next year will share only 45 percent of its parts with Opel, but it was developed before the consolidation strategy was firm. The current 900 shares about 25 percent of its parts with other European GM cars.

"Even 50 percent component sharing can make a significant difference in terms of the cost of a vehicle," said Louis Hughes, president of GM International Operations and chairman of Saab Automobile AB. Despite increased use of GM/Opel platforms and components, "we have to be very sensitive in the development of any vehicle that we do not compromise the brand identity," Hughes added. "We are certain we can, on that basis, create a vehicle that is a Saab."

Future products will also take Saab further upmarket. GM plans to use Saab to increase its market share in the luxury category worldwide. New Saab products will be aimed at younger buyers and positioned as "Euro-luxury vehicles." Cadillacs, including the new Catera which is built by Opel on the Omega platform, will be marketed as traditional luxury cars.

U.S. sales goal: 50,000 new Saabs in 2000.

Saab must define its image and become a national brand instead of regional if it is to succeed in reaching its goal of 40,000 to 50,000 unit sales by the year 2000, according to Joel Manby, recently named president of Saab Cars USA. Manby says the short answer is that Saab should be to Cadillac as BMW is to Mercedes, a sportier, less conservative luxury car. Saab market research indicates there is virtually no cross-shopping between domestic car buyers and Saab drivers, so Saab must complement the existing GM markets. GM shares ownership in Saab Automobile AB with Investor AB, a Swedish investment firm, but GM has management control and an option to buy a majority interest in Saab in 1999.

Though Saab sales have climbed steadily in the past couple of years, Saab hopes sales of the 9000 will improve with the introduction of a replacement model for 1998. Plans for another model line below the 900 have been shelved by Robert Hendry, who took over as president of Saab Automobile last August. Hendry believes a third model might cause a compromise in quality in the development of the two lines Saab now manufactures.

9000 and 900 among the safest cars in the U.S.

Saab's safety engineering heritage is once again underscored by the latest reports from the Insurance Institute for Highway Safety (IIHS) and the Highway Loss Data Institute (HLDI). According to the IIHS rating system, the Saab 9000 had the lowest driver fatality rate among 153 1990-94 passenger cars, wagons, trucks and sport utility vehicles. As listed in the Insurance Institute's September, 1996 report, the Saab 9000 scored the lowest driver fatality average — better than such safety stalwarts as Volvo. Saab's average score of 25 was well below scores posted by every competitor, including the Volvo 940/960 (45) and the BMW 5-series (52). (A score of 100 indicates 2 fatalities per 10,000 registered vehicle years.) Data on the current-generation Saab 900, which debuted for the 1994 model year, was not yet available.

The 1994-1995 model Saab 900 five-door did fare quite well in another report, which showed it best among all mid-size sedans for injury loss. The statistics were published in the September, 1996 HLDI report, "Injury, Collision and Theft Losses". The 900 five-door's rate of insurance claims for injuries is 44 percent better than the industry average for mid-size sedans. The 900's rate of theft loss was also second lowest among 222 vehicles listed in the HLDI report.

50 Years - Worth celebrating

Special Editions planned during 1997



Look for this limited edition Talladega Turbo after the first of the year.

1997 is a year of celebration for Saab. It has been 50 years since the company made the decision to build cars. *Svenska Aeroplan Aktiebolaget* was formed in 1937 to provide aircraft to defend Sweden's neutrality during what was to become World War II, but after the war ended, the demand for new military aircraft was minimal. SAAB needed to expand its product line to stay in business.

The first hand-built prototype of a car to be built by SAAB (#92.001) was finished in late 1946. Approval to proceed with full-scale production was given by SAAB's board of directors on February 27, 1947. The second prototype (#92.002), which looked more like the production model 92, was shown to the press on June 10, 1947. True to the company's heritage, the SAAB 92 had a very aerodynamic shape, reminiscent of an airplane wing. That vehicle was in many ways an indication of the innovative and advanced engineering that Saab cars would come to represent. It featured front-wheel drive with a transverse mounted, two-cylinder, two-stroke engine. SAAB was also one of the few carmakers in the 1940s to utilize wind tunnel testing, achieving a coefficient of friction of only 0.30 Cd, respectable even 50 years later.

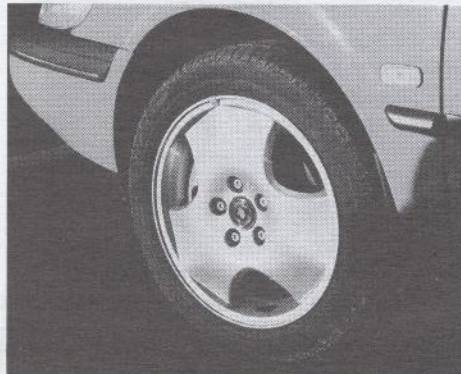
Few changes for '97

"Evolution" best describes the Saab lineup for 1997, as changes to the popular selling models are minimal. Two new colors are added to both the 900 and 9000 lines: Midnight Blue and Cayenne

Red. These optional Mica high metallic flake paints are applied in a special process, resulting in a finish that diffuses reflected light for deep color and shine. The 1997 900 Convertible will be available in two limited edition colors: Mica-metallic Amethyst Violet and Monte Carlo Yellow.

The rear fog lights on 900s and 9000s will now default to OFF whenever the engine is shut off. This is to eliminate the possibility that the brighter rear fog light is left on accidentally in good weather.

Wheels and brakes are new on the 900. Larger disc rotors and calipers on both front and rear improve the braking performance. The larger diameter rotors allow brake pads to be positioned further from the disc center for greater braking torque. This results in shorter braking distances and more progressive pedal feel. The front pads are ten percent larger and made of a new friction material, extending their useful life by about 15



percent. Four-channel anti-lock brakes (ABS) with Electronic Brake force Distribution (EBD) remain standard on all 900s.

To accommodate the larger brakes, new wheels have been fitted to the 900 models. The 900 S receives a three-spoke, 6.5 by 15-inch light alloy wheel with a Griffin center emblem. The SE models will come equipped with a revised "Viking Aero" 16-inch alloy wheel.

A revised manual transmission gear shift mechanism improves shifter feel on the 900s. Front seats have been slightly elongated and reshaped to provide a more supportive and comfortable seating position. Flexible storage pockets are now provided at the forward edge of both front seats. And a new luxury velour seat upholstery, with an elegant quilted, coarse-weave pattern, graces the interior of the well-equipped S models.

Other than new badging on the rear identifying the powerplant type and size, the 9000 line is largely unchanged from 1996. The next 9000 will be introduced within the year.

The Saab Ecopower engines remain the same for '97, with the 16-valve, 2.3L non-turbo four as standard in the 900 S, and the 2.0L turbocharged engine and 2.5L 24-valve V6 rounding out the choices to 900 buyers. The 170-hp, 2.3L Light Pressure Turbo has proven a popular choice in the 9000 CS, while CSE buyers have a choice between the 200-hp 2.3L Turbo or the 210-hp 3.0L V6. The sporty Aero continues as the top-of-the-line 9000, its 2.3L, 16-valve engine producing 225-hp and 252 ft.-lbs. of

Continued on page 16

Left: New 16-inch Viking Aero II wheels cover larger brakes on the 900.

Below: 50th Anniversary Edition 9000.



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Saab sites on the Internet

There is so much going on in the world of the Internet that it's already time for a brief update.

Saab Club Website

Through the graces of Rob Lodes and Larry West of Turbo!, the Saab Club now has a spot on the World Wide Web. At the moment it only has membership information, but will soon have information on ordering back issues, and more!

Saab Club Website: <http://secret-secret.com/nines/>

Saab Club e-mail:
71151.1354@compuserve.com

Turbo!: turbo.request@secret-secret.com

900 Talladega Challenge

Saab kept the world informed of its record breaking attempt with daily updates on The Side Road, Saab Cars USA's website: www.saabusa.com/talladega. The site reportedly had a considerable increase in the number of visitors during October, prior to and during the running of the Challenge.

Saab owners most likely to be on-line

According to the J.D. Power's 1996 APEAL study, Saab owners use the on-line computer services more than any other automobile owner group. Nearly half (47.7%) of the Saab owners reported they use an on-line service, followed by owners of BMW (46.9%), Land Rover (46.6%), Audi (43.5%) and Volvo (41.9%). Overall, only 21.7% of all respondents said that they use an on-line computer service.

Many Saab dealerships now use the Internet as a sales tool, and have reported significant gains in car sales and in parts sales.

The organizers of Saab Summit 96 reported that about a third of the registrants did so by e-mail.

The Saab Network

TSN celebrated its eighth anniversary in October. The newsgroup moderated by R. Scott Paterson now has over 2,900 members. TSN Now, an unmoderated version of TSN has over 400 subscribers.

The Saab Network address:
saab@warp.org

TSN Now: saabnow@warp.org

The Saab Network Website: <http://www.warp.org/tsn.html>

Andrews, Inc.

As Chuck Andrews mentions in his Professional Perspectives column in this issue, his firm now has a Website.
www.halcyon.com/mainmall/andrews/

Satch Carlson's Website

That renowned raconteur, ne'er do well, humorist, etc. has produced an easily accessible look at his messy desktop. A regular contributor to the BMW CCA Roundel and Vintage Times magazines, and sometimes to NINES, Satch includes his columns for those who may not prefer to subscribe for the sole purpose of reading his skewed view of the world. There will also be regular updates on his popular winter motoring adventure, The Rally of the Lost Patrol.

<http://www.alaska.net/~satch/>

Saab for 1997

Continued from page 15

torque when attached to Saab's 5-speed manual transmission. The V6 engines in both 900 and 9000 are available only with an automatic transmission.

Look for special limited edition models to commemorate Saab's 50th Anniversary to arrive in the Spring of 1997.

Suggested Retail Prices for 1997 Model Saabs
(prices do not include options or delivery charges)

900 S (2.3L 4-cyl)	3-door Coupe	\$24,995
900 SE (2.0L Turbo)	3-door Coupe	\$29,995
900 S (2.3L 4-cyl)	5-dr Hatchback	\$25,995
900 SE (2.0L Turbo)	5-dr Hatchback	\$30,995
900 SE (2.5L V6, AT)	5-dr Hatchback	\$32,495
900 S (2.3L 4-cyl)	Convertible	\$34,995
900 SE (2.0L Turbo)	Convertible	\$40,995
900 SE (2.5L V6, AT)	Convertible	\$42,495
9000 CS (2.3L LPT)	5-dr Hatchback	\$31,995
9000 CSE (2.3L Turbo)	5-dr Hatchback	\$37,995
9000 CSE (3.0L V6, AT)	5-dr Hatchback	\$40,495
9000 Aero (2.3L Turbo)	5-dr Hatchback	\$41,495

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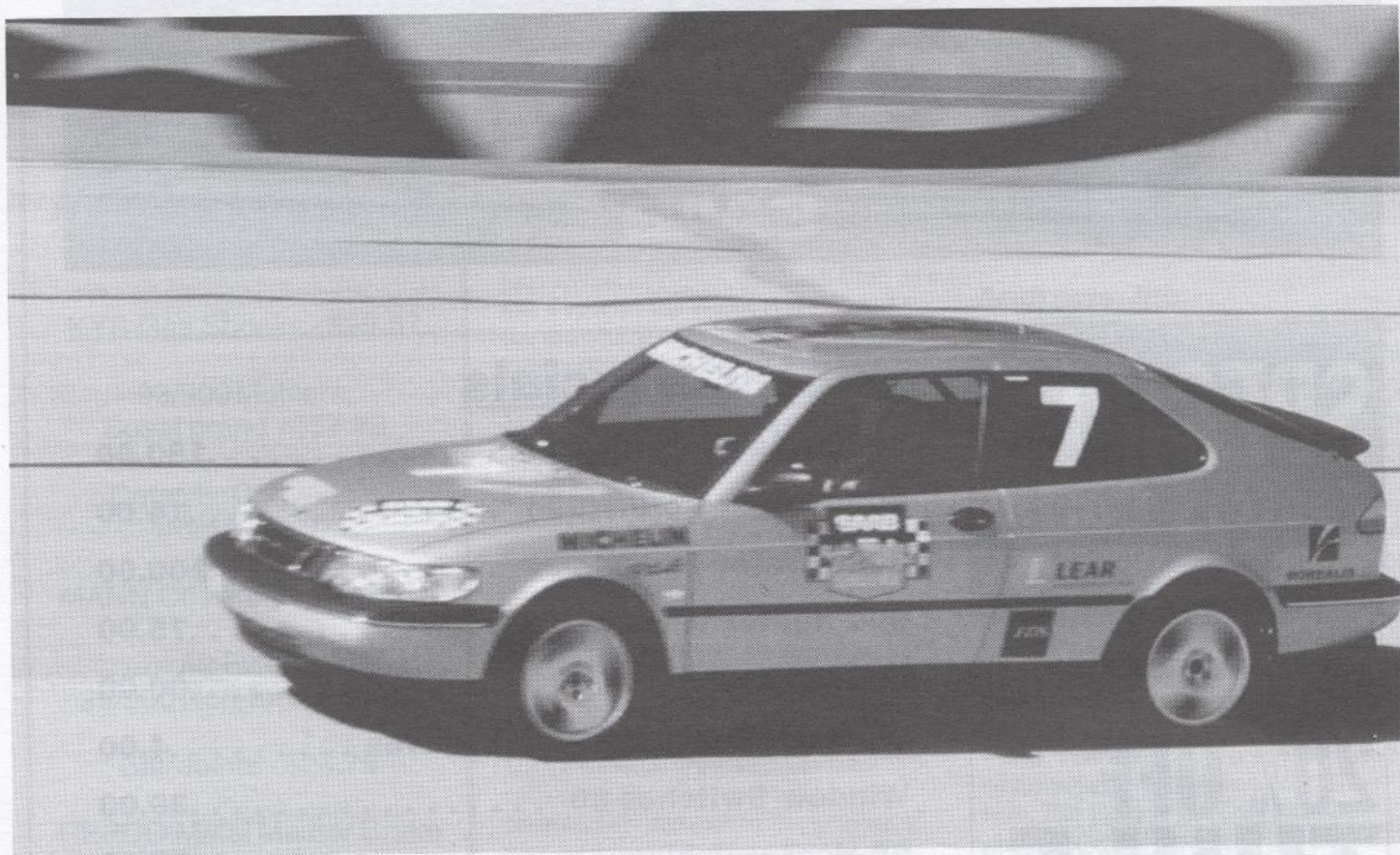
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8 days, 100 journalist/drivers, 40 records The Saab 900 Talladega Challenge

You'll probably see it in Saab advertising over the next several months. Forty records were set in the 1996 Saab 900 Talladega Challenge. Eighteen of those records were formerly held by the Saab 9000 Turbos that did The Long Run in 1986 at the same high banked oval track.

As in 1986, Saab took several cars to Talladega Superspeedway in an attempt to break The Long Run records and to establish 22 new records in the 2.5-liter and 2.0-liter categories. There were two 900 Turbos that would be running 24 hours a day, with an additional Turbo, a pair of 2.5-liter V6s and one 900i 2.0-liter (a model sold in Europe to comply with tax regulations in certain countries) that would be on the track for 12 hours a day. Plus there were several backup cars, used for training and available to be pressed into service just in case one of the cars became damaged. All of the cars were equipped with 5-speed manual transmissions.

The cars were chosen at random from the Saab factory storage lot by a representative of the FIA, who would also be observing the record attempt for the international motorsports sanctioning body. Engines and transmissions were



sealed, and the cars were taken away to have safety equipment installed. This included steel rollcages, special driver's seats developed by Lear, and six-point seat belts. They were broken in carefully,

then shipped to Germany where European journalists were given training in high speed driving at the Hockenheimring.

In charge of the training was legendary former rally driver Simo Lampinen of Finland, who drove Saabs to many overall wins in the 1960s and '70s. Assisting him were Uno Dahl and Ferdinand Gustafson, engineers and test drivers at Saab. The training was not only to emphasize the safety aspects of driving on the steeply banked Talladega oval at full speed, but also to teach the quickest way around the track to get quick lap times.

"When you drive at full throttle, you can't really do anything to increase your speed, but you can lose speed if you choose the wrong line in the corners," said Gustafson. "We try to give the drivers information on how to lose as little speed as possible."

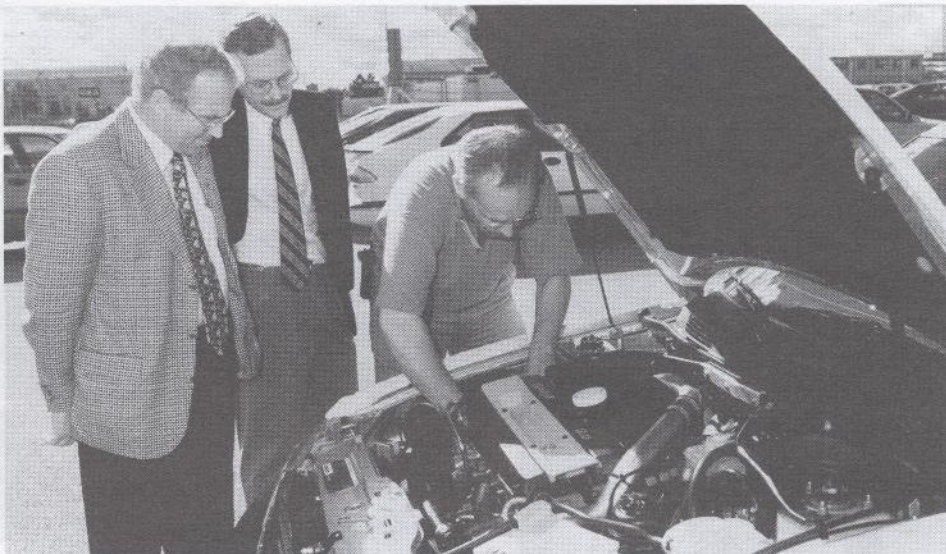
The first car was flagged off at 6:45 on the morning of Thursday, October

16th. Records began to fall within the first hours of the event; a total of 33 records were set in the first 12 hours. Michel Van Den Broeck of Belgium had the honor of setting the first record in a 900 Turbo: 10-km distance at an average of 130.230 mph / 209.587 km/h, eclipsing the old record of 125.985 mph/202.753 km/h set in 1986. That record did not last the week, however, as the cars all got a little quicker during the eight day event.

The Talladega Challenge was not without moments of drama, however. A power outage on the first night plunged the pits into total darkness for several minutes until a backup generator could be fired up. One of the V6s suffered a radiator leak due to a stone tossed up by one of the other cars. It was replaced in only eight minutes. Two axles were also replaced during the week due to rock damage of the axle boots. The fuel hose failed during one stop and the car had to be filled with gas cans kept on hand for just such an emergency.

The scariest moment, however, happened in the darkness on the second day. A sudden thunderstorm struck the area with very high winds, estimated to be near 75 knots. One of the 900 Turbos was pushed into the wall by a sudden gust of wind. It was estimated the car was still doing over 80 mph when it hit the concrete wall nearly head-on. The front end was heavily damaged, but the driver, Herman Rundström, was unhurt. He was sent to the local hospital for X-rays, but returned later to continue driving.

Christer Nilsson, senior safety engineer at Saab and responsible for Saab's accident investigations, was in Talladega to present safety seminars to the journalists. He inspected the damaged car and reported, "The body structure and safety systems in the car performed exactly as anticipated. The safety cage is fully intact and the steering wheel has not moved from its original position. Both airbags deployed as they should." Despite the severe damage to



FIA representative Hakan Junfors installs a seal on one of the 900s destined for the Talladega Challenge, watched by project leader Bo Swaner and Dan Chasins, head of the 900 business unit.

the front of the car, the only broken window was where the plastic door covering the passenger side airbag struck the windshield. Both doors still opened.

Due to the poor weather, the FIA representative called for all the cars to take a break, acceptable under the FIA regulations for endurance

good measure) arrived on the morning of Wednesday, October 23rd, 39 records had been set, with only the 25,000 mile record left. That was achieved Wednesday evening. During that afternoon, the jour-

nalists/drivers were given a chalk talk by Simo Lampinen, followed by individual training given by Lampinen, Dahl and Gustafson. For those who were not on the track, Saab gave seminars on the 1997 models and on Saab safety, with additional talks on the Lear seats and Michelin Pilot tires that were being used for the Challenge.

The U.S. journalists took to the track beginning at 6:45 on the final morning of the Talladega Challenge. As the week went on and

the cars got more miles on them, they also got a little quicker each day. They also had plenty of evidence of debris bouncing off the front ends at 140 mph as all front glass was pitted and cracked. Records began to fall in the first hour as *Automobile* magazine's Mark Gillies set the mark for 10 km, 10 miles, 100 km and 100 miles in the #7 900



ance speed records. A backup 900 Turbo was brought into 24-hour service with the blessing of the FIA representatives.

By the time the U.S. and Canadian journalists (with a couple of Germans for



Above: Chief instructor and former Saab factory rally driver Simo Lampinen.

Above right: Driver change and fuel stop. Dan Neil (AutoWeek) helps Jim Roller (TNN's Raceday) to strap in.

Turbo. German writer Hartwig Peterson did likewise in the #4 900 V6. Both cars went on to break all the international records set earlier in the week up to 1000 miles and 12 hours. The 2.0-liter 900i broke the earlier records from 500 km to 1000 miles plus the 12-hour record.

Though it was more for bragging rights and not necessarily any particular records, the day's fastest laps were also provided to the drivers, with Hartwig Peterson turning the quickest in the 2.0i at 1:14.398 for an average speed of

128.713 mph; Tim Winker of *NINES* was fastest in a V6 with a lap at 1:05.115 for an average of 147.063 mph; and Kerry Morse of *European Car* set the pace in the Turbo at 1:04.685, or 148.041 mph.

Though it took the efforts of over a hundred drivers and a large support crew to set the records, the credit, just as in horse racing, goes primarily to the steeds, the reliable Saab 900s that beat the Talladega Challenge.

Tim Winker

The cars, by the numbers:

#1- 24-hour Turbo driven by Saab factory drivers. (There was also a car decorated as #1 for photo purposes.)

#2 - the other 24-hour Turbo, driven by Saab factory drivers at night and by journalists during the day. It crashed into the wall during a thunderstorm.

#3 - a 12-hour Turbo that was pressed into 24-hour service when car #2 crashed. Driven by Saab drivers and journalists.

#4, 900 2.5-liter V6

#5, 900 2.5-liter V6

#6, 900i 2.0-liter

#7, Turbo, 12-hour

#8, Turbo, used for training

#9, 900i 2.0-liter, used for training.

Records	Old 2.0L Turbo	New 2.0L Turbo	New 2.5L V6	New 2.0L 4-cyl
10 km	125.985/202.753	132.604/213.406	126.724/203.943	112.427/180.935
10 mi	128.770/207.235	137.719/221.639	132.105/212.603	116.698/187.808
100 km	135.826/218.590	146.210/235.303	139.881/225.118	124.177/199.844
100 mi	136.490/219.659	146.210/235.303	140.542/226.182	124.177/200.465
500 km	134.849/217.018	143.432/230.833	138.539/222.958	121.365/195.319
500 mi	134.898/217.097	143.852/230.508	138.982/223.671	121.346/195.288
1000 km	135.077/217.385	143.655/231.192	138.982/223.699	121.635/195.753
1000 mi	134.651/216.699	143.297/230.616	138.999/223.400	122.035/196.397
5000 km	133.392/214.673	141.157/227.172		
5000 mi	132.279/212.882	141.413/227.584		
10,000 km	132.485/213.213	141.694/228.036		
10,000 mi	132.085/212.570	141.850/228.286		
25,000 km	132.454/213.164	141.554/227.811		
25,000 mi	132.863/213.822	140.709/226.450		
1 hour	137.100/220.641	142.521/229.367	140.955/226.847	124.722/200.722
6 hours	134.737/216.838	143.325/230.660	138.877/223.502	122.035/196.397
12 hours	133.550/214.927	143.142/230.366	139.231/224.072	122.678/197.433
24 hours	133.465/214.791	141.359/227.497		

The 900 Talladega Challenge, from the driver's seat

What a month this has been! I turned 45, my favorite Saab 99 was damaged in a minor traffic accident, I ordered my first set of bifocals, and turned a lap of 147 mph at Talladega Superspeedway!

As one of the journalists invited to participate in The Saab 900 Talladega Challenge, I was hoping to be able to keep up a pace good enough to help Saab set some records. It wasn't important to me to be the fastest, but I sure didn't want to be the slowest.

When we arrived at the Alabama track after driving down from Atlanta, we were provided with a Nomex driving suit, a Peltor open faced helmet, a bag to carry them in, and a license issued by the FIA and ACCUS (the U.S. member of FIA; all race sanctioning groups in the U.S. that issue licenses that may cross over to another club are part of ACCUS). The license reads: Category - Land Speed Record.

Simo Lampinen, former Finnish rally driver for the Saab factory, gives some brief instruction on pit procedures, driver changes, and driving the high-banked Talladega tri-oval. Then drivers were given a few laps of individual instruction by Uno Dahl and Frederick Gustafson. Dahl was my instructor. As we went out onto the track and onto the 33-degree banking, my stomach made a jump and I thought I was gonna puke. I got over it quickly and listened intently as Dahl demonstrated the fast way around Talladega. The G-forces were tremendous and the track had some sizable dips and bumps in the surface. He took one lap at rather slow speed to demonstrate the banking and what areas to avoid. The banked surface at slow speed gives the illusion that the car is going to flip right over. I remember a demonstration on ESPN where they did tip over a parked car, rather easily I might add, and let it roll down the slope. After a couple of laps, Dahl pulled into the pits and we switched places.

I tried to follow his line to the letter and did pretty well getting used to the car, the track and the speed. A couple of laps later and we pulled into the pits for my solo run. Since this was only practice and there were two 900 Turbos out there



still working on records, I tried to stay out of their way. But the car I was driving, #7, clearly had a little more top end than the other Turbos. I hoped I would draw that car for tomorrow's run for the records.

Our driving assignments were handed out at dinner that night, and I was scheduled for the #3 Turbo at 8:00 am, the #5 V6 at 3:55, and the #4 V6 at 5:50 pm. That meant I would be driving the final shift in the #4 car, after sundown. Though I wouldn't be in the #7 Turbo, I did get two shots at the V6s. The first of the journalists would be hitting the track at 6:40 am, so everyone headed to their rooms early for a good night's rest.

Weather on October 24th was good, with clear skies and some wind, but not enough to affect the record runs. Well before my turn at the #3 Turbo arrived, I was suited up and ready. Len Emmanuelson of Motor Trend was in the car before me. He helped me to get strapped in, the pit manager gave me the signal to go and I headed out onto the track. It took over a lap to get up to full speed, then it was a matter of sticking to the plan for fastest lap times. Though it was 55 minutes, or 48 laps, before I was called into the pits, it seemed like a very short amount of time. When I handed the car over to John Matras, I discovered

I had worked up quite a sweat despite the cool morning temperatures.

I retired to the Media Center to get something to drink, and to write up the experience for the Motor Sports and Automobile Forums on CompuServe. Since my next shift was many hours away, I also took advantage of the break to visit the International Motor Sports Hall of Fame Museum at the track.

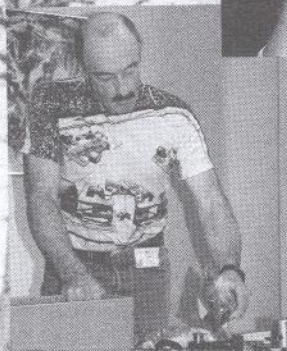
Once again I was ready with over a half hour to spare, and climbed into the #5 900 V6 right on schedule. Though we were warned not to try drafting like the NASCAR stokers do it, that is nose-to-tail, it was impossible not to notice that the cars picked up a little top end speed whenever they were within 100 yards of the car ahead. As a result of this slipstream, some of my lap times improved a little after one of the Turbos passed my V6.

My final driving shift came after sunset, which wasn't bad for awhile as the sun wasn't in my eyes, but as it got darker, even the high beam headlights weren't enough to light up the track a decent distance ahead. The only lights on the track itself were at the main grandstand, with the yellow caution lights casting small puddles of light at various places around the track. All this meant was that it was more important to stick to the fast line around the track and not go playing on the higher lane in the turns. When they called me in, I was instructed to drive the car behind the pit wall and into an area equipped with tools for more extensive repairs. No sooner had I shut off the engine than Saab engineers began draining the fluids in preparation to tear down the engine. As I stepped back and watched, the FIA inspector snipped the seals off the engine and transmission, and the technicians proceeded to dismantle the still hot engine for evaluation.

After that, all of the participants - from Saab, NASCAR, Michelin, track workers and the invited drivers - were treated to a Southern barbecue. There I learned, much to my surprise, that I had set fast lap of the day in a V6, a time of 1:05.115 on the 2.66 mile oval, for an average of 147.063 mph. Each of the drivers who set a fast lap was awarded a Somerville model of the 1986 9000 Turbo in Long Run decals. It will have an honored spot on my trophy shelf.

Tim Winker

Saab Summit 1996



used a live Internet connection to go visit The Saab Network web site and about 20 other Saab-related sites (like the Saab Cars USA site and Saab Soundings). A listing of some of the sites we visited can be found on The Saab Network home page (www.warp.org/tsn.html).

I went to Bud Clark's Two-Stroke seminar at 1. He talked about dreaded early detonation. It's quite a realization for me to see how much gasoline has changed over the years and the effect it has on older cars.

At 3, Satch Carlson, Tim Winker, and Diane Sargent gave a class on rallying. This was fantastic for me as I've never participated in a rally before. I'm going as a passenger in tomorrow's rally and figure this will be the hook that draws me in. I loved the explanation of DIY's (Do It Yourself Checkpoints). Satch wrote on the board, "Never tell the truth."

There was a reception at 7pm which packed the Kirkwood hall, featuring

6 DAY 1, August 16th, 1996

It's closing in on midnight after day one of The Saab Summit 96 here in Kirkwood, California. The weather is beautiful and quite a relief compared to the 109 degree temperature reading when I drove through Jackson at 6PM on my way up Thursday. Once the sun goes down, it even gets cold up here. There are a number of forest fires in the area (one outside Jackson and one in Yellowstone) that are affecting the Kirkwood area.

Thursday night was quite smokey, although tonight is much clearer (caught a few shooting stars).

Registration opened at 9AM and we

were given a nice Saab Summit tote bag, wine glass, pin, "The History of Saab" video as seen on The History Channel, and even a Duraguard PF53 oil filter. At 10:30 I gave one of the first two seminars which focused on Saab resources on the Internet. I was surprised that already there were enough people to pack the room. Since I can't give a 8 valve to 16 valve conversion seminar but still wanted to impart some knowledge on the attendees, my presentation started off with a 10 minute crash course on the Internet and the 'engines' behind it followed by a history of The Saab Network and what it was. After that, we





Satch Carlson as the speaker. At 11pm, a few of us were left with flashlights examining the new 900 rally car that had arrived this evening.

I think the niftiest car I saw today was a Saab 99 pickup truck. It had parts from 6 different cars (the tailgate was from a 1990 Nissan).

DAY 2, August 17th, 1996

Another long day starting with an 8AM breakfast and ending just after midnight. I had breakfast with Barbara and Susan Olencki (twin sisters, both over 6 feet tall, blonde, and totally in love with their cars ['89 and '85 900's]). They generously offered to let me ride with them in the rally that afternoon. I was excited since I've never done one before.

After breakfast, I took in John Moss's seminar on turbos. He went through some of the basic concepts of how the turbo works and common problems. He showed us a clean turbo (cut open) versus one that had suffered a lot of coking. He took us through the various types of wastegates that have been used and finally the APC system. Meanwhile, in the adjacent conference room, the Olencki sisters were taking the Rally School class that I attended the day before.

At 11 I gave the second seminar on The Saab Network and other Saab related resources on the Internet. We packed the room again and although our Internet connection dropped on us a couple of times, everything went remarkably well. We even found a new Saab dealer on the web that I hadn't seen

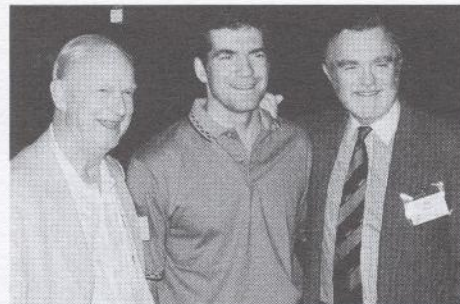
before and left a message on webfoot.

After lunch at 2, it was time for the rally. I found Barbara and Susan, but when I approached their car, Barbara was sitting in the back seat. I said, "No way, I'm not ready to do any navigating." Barbara said we would be co-navigators and they insisted I sit up front. I walked up to the rally master car to sync my watch up with official time and was dumbfounded to find that my watch was



already synced to the second. The starter was as amazed as I was. I walked back to our car and reported our good omen.

Armed with paper, pen, and calculator, we were the 36th of 56 cars out on the course. Since this was the first rally for all three of us, we participated in the Novice Class. We completed the ODO leg and found our odometer was pretty close to official at .98 of actual. We left on the



Left: Saab Cars USA brought a Quantum Formula S (hidden) and a Sonett I from their collection, while Bob Sinclair showed his 1959 93B that recently competed in the California Mille.

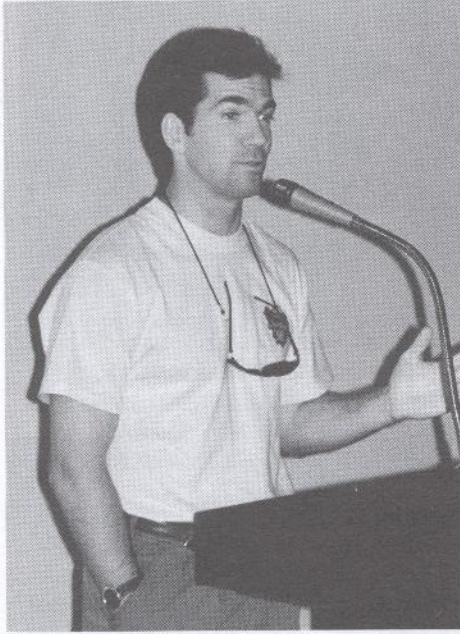
Above: Joel Manby, new president/CEO of Saab Cars USA is flanked by predecessors Ralph Millet (left) and Bob Sinclair.

Below: Not all the 2-stroke cars at The Summit were Saabs. Pat Tennis drove his DKW down from Seattle.



first timed stage which ended with a DIY (do it yourself) checkpoint. I was furiously calculating when we were SUPPOSED to be at that checkpoint. Even though we arrived late, we put in this time (as we learned in Rally School) and took off immediately since we were late leaving for the next stage already.

Susan compensated on the next few CAST (change average speed to) instructions to try to get us on time. Each time we CAST a new speed, I went to work with the calculator. This is where Barbara saved us by calling out the markers we were supposed to find while I had my head buried in the calculator. We arrived at the end of the second stage which was another DIY and again we calculated when we were supposed to be there and put in that time. This time, we actually had 20 extra seconds to spend before we were supposed to leave on the



New Saab Cars USA CEO Joel Manby faced a crowd of Saab owners at the Sunday morning Roundtable.

next timed stage.

By this time, we had caught up with the Saab in front of us (they let them off one each minute at the start). We found instructions that had us turn left and watched as the Saab in front of us went straight. This caused a lot of confusion in our car. We were second guessing ourselves quite a bit since this was our first time. Could it be that we had made the mistake and not the Saab in front of us? We kept going however and soon ran into another Saab stopped on the side of the road. We did a 5 second comparing of notes and decided we were heading in the right direction and off we went. Susan was definitely driving above the CAST speed and I wasn't complaining. I figured the sooner we got to the next DIY, the more time I'd have to calculate when we SHOULD have been there. Big mistake! We rounded a corner and suddenly there was an unannounced manned checkpoint. To give credit to Susan, she immediately put the brakes on and began to creep as best she could. We didn't get any wave signal from the checkpoint and were able to creep right up to the line.

We set off on the next timed stage and had Susan follow the CAST instructions as best she could as we knew the next checkpoint was manned. We made it there without any problems and took off on the final timed stage which ended

Postpartum Elation....

My esteemed co-chairman for the 1996 National Owners convention, Don Young, often used the analogy of child bearing to describe the process of planning this years convention. In hindsight I can certainly see the parallels. First, it starts with 2 (or more) otherwise sane adults drinking and then, after much fast talking and losing all control, there is conception! Soon after, is that ill feeling and questioning how we will survive the 9 months of this process and questioning if we did the right thing. Will the rest of the family support the decision and why are we sick to our collective stomachs?

By the second trimester, we had the support of many friends. Everyday you think of dozens of cute little things that you could buy for the pending bundles of joy. Every other day you have to wonder, "can we AFFORD this ..." Enthusiasm and joy starts to bring out the best in the whole family. You have embraced the idea fully and look forward to the joyful day. Along the way you start to realize (and pay the bills for) that there many people involved and necessary in this production. Like Hillary, you come to know that it takes a village to put on a convention.

In the third trimester the scary dreams that you had in the first trimester have returned. Are we ready, what have we forgotten, will it live up to the expectations? You have that dream that the final day has come and nothing is ready but it is too late to do anything about it. The expectant parents meet often with all of the supporting cast and worry about the tiniest details. Basically nothing else can be done but everyday you continue to worry every-thing will continue smoothly.

At last the inevitable day arrives and in spite of the planning all chaos seems to break loose all at once. The point here is to panic like heck on the inside but make it invisible to key participants. Of course it is at this point that you can't remember your own phone number without writing it down first and suddenly you have to provide 400 cigars for your closest friends whose name you never knew and did not know that you had until this day. By now you have developed a very biased view of this creation. First, no one can call your baby ugly and get away with it. Secondly, in your eyes, there is no more beautiful creation than this one..... until 2 a.m. that first night!

When all is said and done the nine months of effort are forgotten. You bask in glory of everyone complimenting you on the most perfect creation ever. Proud Parents! Very SOBER, proud parents who now know what caused it and how to prevent it. While you catch up on all those things that you really needed to do for the last 9 months, but couldn't, you start to wonder how you might do it again, but even better. After all, the first one seemed easy and maybe just one beer really would not cause another lapse of judgment would it?...

Should this happen to you in the future, don't despair. Ask most of the past hosts of the national event and I think you will find that while it is hard work, it is very satisfying work. This is somewhat like running a marathon. It feels so good when you stop! We, the proud parents of the SAAB SUMMIT '96, can't wait for the birth announcements for 1998, 1999 and the year 2000!

Douglas Morse
Co-Parent, SUMMIT'96

with a DIY. Even though we got caught behind a heavy truck and later a car trailing a boat that caused us to drive significantly under the CAST instructions, we were able to calculate what our final checkpoint time was supposed to be and put that in. All this while, Barbara kept pointing out the markers that I would surely have missed while punching buttons. The funny thing is that after we

got by the traffic, Susan had tried to compensate for our slower speeds and we arrived within 20 seconds of when I calculated we should have arrived anyway.

We achieved our one goal. We navigated the course without making a single mistake. We didn't care much about our time. We were happy.

After that, Susan insisted on doing

Concours d'elegance

92/93 class

Sean Tennis 1955 Saab 92B, Green

96/95 feature class

1st Dietmar Burkhardt 1966 850 Monte Carlo, Red
2nd Mark Rheude 1965 850 Monte Carlo, Brown
3rd Martha Blout 1969 96-V4, Blue

Sonett II/V4

1st Jeanie Carson 1969 V4, Blue (License HER V4)
2nd Dale Holmes 1967 2-stroke, Red
3rd Bob McNary 1967 2-stroke, Gold

Sonett III

1st Glen & Doris Ellis 1974, Blue
2nd Dietmar Burkhardt 1973, Purple
3rd Patrick Stocks 1974, Blue

99

1st Chris Cox 1970 99, Silver Sand
2nd Alan and Lisa Haff 1978 99 Turbo, Silver
3rd Cathy and David Snider 1973 99 LE, White

900

1st Mary Ann Lowe 1992 900S, Green
2nd Don Miller 1994 900 SE Coupe, Scarabe
3rd David Shirley 1986 900 3-door, Maroon

9000

1st Douglas Morse 1988 9000 T, Silver/Grey w/Aero kit
2nd Gerald Danner 1991 9000 Turbo, Black
3rd Mark Dayan 1987 9000 Turbo, White/Grey

Modified

1st Shiela Perry 1966 96 race car
2nd Larry Westergard 99 16V Turbo Pickup

Best of Show

Dietmar Burkhardt 1966 850 Monte Carlo, Red

Peoples Choice

Eric McCormick 96, Dark Green

Summit '96 Rallye Results

Total number of entries - 56

Equipped (E) - 1

Seat of the Pants (S) - 13

Novice (N) - 39

Overall/Class Pos. Driver/Navigator: Total score

1/1N L.Upson/H.Kreiger: 433; 2/2N S.Olencki/
B.Olencki/S.Paterson: 458; 3/1S D.Snider/
C.Snider: 528; 4/3N J.Quigley/G.Ellis: 539; 5/
4N J.Manby/M.Manby: 541; 5/5N D.Morley/
Q.Morley: 541 5/1E J.Breazeale/C.Breazeale:
541; 8/6N M.Dayan/R.Gardner: 589; 9/2S
R.Porter/??: 611; 10/3S T.Brown/E.Brown: 632;
11/7N S.Phiansunthon/S.Phiansunthon: 666;
12/8N T.Nelson/A.Nelson: 683; 13/9N
K.Quigley/T.Boudrot: 684; 14/10N D.Miller/
B.Billing: 716; 15/4S P.Duckert/M.Duckert: 719;
16/5S B.Harbison/GM-Harbison: 747; 17/11N
M.Danner/G.Danner: 845; 18/12N
D.OConnor/J.OConnor: 865; 19/6S
M.A.Lowe/B.Lowe: 868; 20/13N J.Anderson/
V.Carhart: 919; 21/14N P.Fields/?: 1019; 22/
15N C.Beckerman/A.Rasmussen: 1039; 23/
16N M.Danner/J.Danner: 1042; 24/17N
B.Landry/T.Lazelle: 1047; 25/18N J.Johnston/
D.Penney: 1154; 26/19N M.Smith/E.Smith:
1180; 27/20N P.Florance/D.Ewart: 1229; 28/
21N A.Giovacchini/T.Fountain: 1256; 29/22N
S.Carrellas/M.Carrellas: 1258 30/7S A.Haff/
L.Haff: 1274; 31/8S J.Baxter/T.Baxter: 1297; 32/
9S D.Walker/L.Walker: 1389; 33/23N
B.MacDuff/R.Bonucci: 1407; 34/24N
E.Kwong/J. Miller: 1464; 35/25N T.Hendricks/
D.Olandt: 1492; 36/10S R.Wapner/L.Wapner:
1500; 37/11S D.Gregory/P.Gregory: 1621; 37/
26N L.Daniel/?: 1621; 39/27N P.Proctor/?:
1651; 40/28N B.Bundy/?: 1675; 41/29N
M.Lee/?: 1692; 42/30N E.Rapisura/
E.Rapisura: 1760; 43/31N G.Jensen/A.Hogan:
1773; 44/32N B.Bawn/S.Bawn: 1911; 45/12S
W.McIlhenny/S.McIlhenny: 1949; 46/33N
W.Keyner/J.Keyner: 2137; 47/34N C.McLeod/
C.McLeod: 2161; 48/35N R.Lodes/?: 2241.
Did Not Finish (or did not turn in scorecard):
A.Lipari/?: E.Caampued/G.Caampued;
K.Gardner/J.Collins; A.Federowski/
E.Federowski; E.Carlsson/P.Backstrom

the auto-cross special stage where they had set up pylons on a dirt parking lot. I rode shotgun and it was fun! She started out with a time of about 42 seconds and was able to lower it to 38.9 on her last

try. The winning time was 36.8 by dirt track racer Tim Brown, who used his rented Neon on the course. The Saab Pro Rally team did the course in 34.6, I believe, but lost a CV boot/joint on the

Left: Another view of Larry Westergard's 99 pickup.

Right: Top vote getter in the 9000 category was this car owned by Douglas Morse.



SAAB SUMMIT '96

Souvenirs and Christmas Catalog!

Okay, Christmas Catalog may be a bit of a stretch, but we do have some excellent stocking stuffers left to sell just in time to beat that last minute gift buying season. Get them while they LAST!

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BEER MUG w/Summit '96 Logo (Color)		\$7.50 ea.	2 for \$12.00	
3" decal w/Summit '96 Logo (Color)		\$1.00 ea		
1" PIN w/Convention Logo (Color)		\$2.50 ea.	3 for \$6.00	
Limited Edition Numbered Poster with Erik Carlsson's Baja Car (of 500)		\$20.00 ea		
Un-numbered Poster as above		\$7.00 ea.	2 for \$10.00	
Saab Rally Team Poster		\$5.00 ea.		
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last turn and had to call it a day. The fastest Saab was Jim Breazeale in the 900 Turbo he used on the Rally of the Lost Patrol.

Dinner was at 7 and was punctuated by a nice speech from Eric 'On the Roof' Carlsson. They also announced the rally outcome. To our excited surprise, Barbara, Susan, and I finished 2nd place, not just in the Novice Class, but out of the entire 56 car field. Not only had I made two new and very nice friends, but

we were successful rallyists. To put it simply, I'm hooked! Thanks go to Don Young, the rally master, who has been a participant on The Saab Network for some time now and who is part of the steering committee for The Bay Area Saab Club. He created an event that was fun and pulled a good number of new people into the sport of rallying.

DAY 3, August 18th, 1996

Today was a half day that started with breakfast at 8 followed by poster signing by the Pro Rally team, Eric Carlsson, and Peter Backstrom, curator of The Saab Car Museum. After this, the "Stump the Experts" technical session was held. I managed to win a 1/43 scale 1967 Sonett II by Somerville with a question, however, I think I stumped the panel more with my halting mechanicalese as I described a series of electronic ignition module problems and ultimate solution. Elke Martin, head of PR for Saab Cars, USA, was judging the questions and rated mine better than it might otherwise have been.

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Stewart Bloom
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Next was the roundtable with Saab Cars USA headed up by Joel Manby, new CEO. Joel gave us some background about his experience with GM and in the retail channel with Saturn. Joel's very articulate and it's clear he has a very good grasp of the automotive marketplace. He explained that Saab needs to focus on creating a consistent 'moment of truth,' which he defined as 'any time you interact with Saab.' To accomplish this, they will try to create a more consistent channel so that there is not as much variance in satisfaction among dealers. One way to achieve this is to try to stay away from dual dealerships, in other words, have Saab dealers that sell only Saab cars. This way, the dealer has a stake in making sure you want to buy a Saab. One person asked Joel if there were plans to expand the number of dealers. Joel replied with an authoritative, "No."

Some of the other highlights of the talk, at least from my point of view were the confirmation of a 900 Aero. Joel said, "Yes, it's in the product plans. It's going to be a great car." However, he did mention that it was not approved by the board yet. It was also revealed that Saab was going to return to Talladega for another "Long Run" again with 900's this time from Oct 16th-25th and Elke assured everyone that records set here would be leveraged to the hilt in Saab marketing and advertising.

After this ended, the remaining crowd said their goodbyes and slowly broke up to head their separate ways.

This was a way fun convention. I'm more excited about my cars than ever before and I'm really tired too. It was great to meet so many members from The Saab Network and to be able to put a face to a name.

Finally, I think Saab cars USA and B&B Saab deserve a lot of credit for really backing up the Bay Area Saab Club with tremendous support for this event. I feel like there's a company in Norcross, GA that really cares about how I feel about Saabs and there's a dealer in my own backyard that may be the best in the nation.

Scott Paterson is moderator of The Saab Network. This was his first National Saab Owners Convention.

Celebrate Saab's 50th Anniversary

By Marie Prezioso

Sweden is a land of sunlit summer nights, lush and green, surrounded by the sea and swept by refreshing Atlantic breezes. It's an inviting and fascinating place for a summer holiday. Our minds conjure up images of Sweden associated with Vikings; lakes, forests and moose; neutrality; Orrefors crystal; ABBA; and, of course, Saab.

If you could enter an H.G. Wells time machine set for June 10, 1947, you would be present for the birth of an automaker. Saab unveiled its first prototype automobile to the rave reviews of the automotive press. The Saab 92 represented more than a new automotive marque; its innovative and unusual design was a challenge to the automotive mainstream.



SAAB **50** 1947-97

In 1997, Saab Cars USA, Inc. and Saab Automobile AB are planning many corporate events in celebration of the 50th Anniversary of Saab automobiles. Two of the biggest Saab owner events ever held are scheduled for Trollhattan, Sweden, and Waterville Valley, New Hampshire.

In conjunction with Saab Automobile AB, Saab Cars USA, Inc. welcomes all U.S. Saab owners to attend either or both 1997 Jubilee events. Traveling to Sweden would be a once-in-a-lifetime opportunity to see many factory-based and local sites not normally available to tourists. You'll mingle with an international crowd that shares your same passion for Saab, meet designers and engineers and attend many other special activities, including an exclusive U.S. Saab owners-only event. Complete details will be provided at the early next year.

Saab Cars USA, Inc. has arranged a travel excursion package to Trollhattan, which includes one round-trip airfare departing either Newark, J.F.K., or Atlanta airports on Wednesday, July 16, 1997 and arriving in Gothenburg, Sweden. The package also includes three nights accommodations, based on double occupancy and Trollhattan event registration fees. A rental car will be an option. Packages start at \$1,300.00 but vary according to departure city and car rental request. Prices are subject to change by the airline until final payment has been received.

Please be aware a commitment must be made to U.S.T.S. Travel Agent at 770/279-6399 by January 17, 1997 with a \$100 deposit.

If a European vacation is not on your calendar, consider joining us at the 1997 U.S. National Saab Owners Convention to be held at Waterville Valley Resort in Waterville Valley, New Hampshire, the weekend of August 1-3, 1997.

The weekend Saab extravaganza will include traditional Saab culture and technical seminars, a road rally, a Saab concours d'elegance, vendor swap meet and much more. In addition to possibly the largest-ever gathering of Saab enthusiasts, you can count on appearances from many international and U.S. Saab dignitaries. One other addition will be a special event staged at the New Hampshire Motor Speedway in Loudon.

For up-to-the-minute details or to request more information on both '97 events, visit Saab's website at <http://www.saabusa.com>, call the Jubilee Information Hotline at 1-800-438-7222, option 4, or write to Saab Corporate Communications, P.O. Box 9000, Norcross, Georgia 30091.

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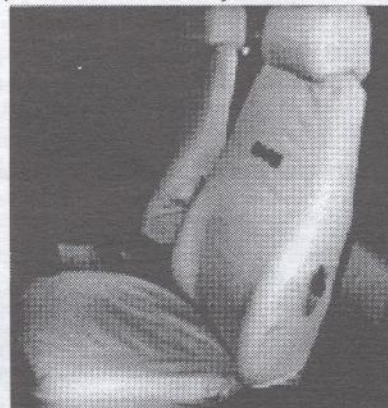
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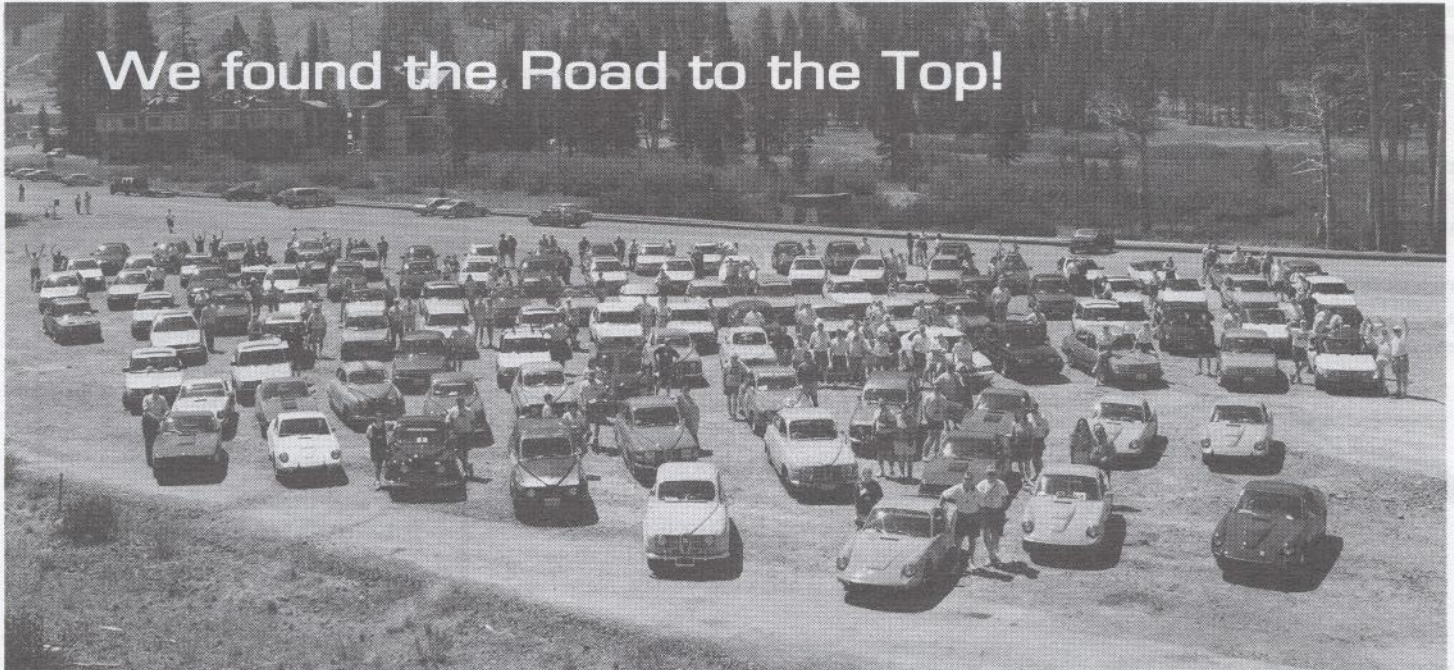
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Group photo by Stewart Bloom

It is over! As I write this, I am anxious to read about the National Owners Convention, called Saab Summit '96. Those of us in the Bay Area Saab Club spent 9 months of planning and three frantic days of working to what we hoped would be a first class event that our fellow Saabers could enjoy. We wanted the first ever California event, and one of the rare West Coast events, to be one of which we could be proud. The funny part is, we have no idea if we really succeeded because we were all too busy to even get a good look at all of the cars! We do hope that every one had a good time because I do know that we did.

The Bay Area Saab Club would like

to thank all of the wonderful Saab owners that made our efforts worthwhile! We had over 375 people attend the 2 1/2 days of events. We know that many of you may have had trouble making reservations at the Kirkwood facility or nearby and were not able to attend. For that we are deeply sorry. It is not easy to find a venue in California in the middle of summer where you can house 400+ Saab Owners for a reasonable price. We also worried about 8000 ft. altitudes and the older Saabs, but that did not stop them! Contrary to popular opinion the haze in the air was not the two-strokes coming up the hill but just a sample of our California fire season.

We also need to thank so many people I am not sure how to thank them all. We certainly need to thank Saab Cars USA, and the B&B Saab / Burlingame SAAB dealerships for their incredibly generous and continuous support and contributions. B&B Saab provided people to help plan and put on the event and provided dinner for almost all of the MANY planning meetings that we had over 9 months. Certainly not many other car clubs enjoy the support of the manufacturer that Saab owners do at these events from Saab USA.

We also have to thank the sponsors of the various events: Embarcadero Automotive of San Francisco for the

Award winners: The Monte Carlo 850 and Sonett III of Dietmar Burkhardt, and the 1970 99 of Chris Cox.





Concours d' Elegance, Andrews Inc. of Princeton, Minnesota, who sponsored the Rallye, and the SAAB Factory (the other one...) of San Jose who sponsored the technical seminars. These sponsors allowed us to keep down the costs to the owners and still put on a quality event. Most of all, it shows that they appreciate and respect the Saab Owners and are a part of our Saab community .

We have publicly and privately thanked the all important planning committee (a.k.a. the Rack n' Pinion committee). We forgot to mention one of the key members and contributors to our effort. If you saw all of the Saab Summit logos on all of convention material and souvenirs as well as the signs, then you saw his work. Bob Bausch of Bausch Designs was a new member of the Bay Area Saab Club at the start of the planning. Bob is an artist, designer and a genuine Saab-o-phile. We felt extremely fortunate to have his talent in illustrating the themes that we wanted to use for the year of the 96 being celebrated in the High Sierras. We could never afford his talent and while we appreciated his wonderful efforts we forgot to acknowledge his effort when we had the chance.

We also owe an apology to Tim Winker who had asked for a few minutes on the Saturday evening agenda. However I did not write down at the moment and I had just a little trouble remembering my name by that point in time. We certainly have to thank Tim and Diane (assisted by Satch Carlson on Friday) for educating the rallye novices (and experts) with their two seminars. Tim was also instrumental in getting Satch Carlson to stop by on his way to Monterey and spend Friday with us. Satch is a long time Saab rally driver and journalist of some renown. I have been a fan of Satch for many years and enjoyed his witty writings. For him to take time out from

the BMW (Brie, Mousse, Wine) crowd to be with us was very generous.

All of the Seminar speakers deserve a huge round of applause. Many were over crowded even though they were repeated twice. Not only did they volunteer to do these sessions but all were paying participants. In order to ensure equity and parity we chose not to pay or compensate the speakers upfront in order to keep the cost down. We were very pleased that these folks chose to give of their time and energy for the betterment of our Saab community and still pay their own costs. These are very special people that truly believe in Saabs and those that run Saab related businesses will certainly get my first consideration when I have a need. Thanks to Scott Patterson for SAAB on the Internet, Frank Freeman (Group 6), John Moss on turbos, the folks from SAAB Replay on the 8V to 16V conversions, Peter Backstrom from Saab Museum, Bud Clark from J&B Imports on 2-Stroke, and Tom Remedios on competition telemetry systems.

It was a fun packed weekend. We chose to make it a full day on Friday this time and over 90% of the attendees did get chance to participate on Friday. I believe that we could extend future conventions and still be well attended. It is hard to put on the concours, a rallye and seminars in a short time window.

Some other fun facts.

- Over 35 percent of the owners used the internet to get registered for this year.
- This was the largest event ever held at Kirkwood Ski Resort.
- This was the highest altitude ever for the Saab conventions at 7800 ft. (Turbos work!)
- We had several two-strokes that drove all way up the mountain

including a 92 that was driven from Seattle.

- The Saab Rallye Team came all the way from the mid-west and had to go all the way back east for another PRO Rally
- We had Saab Club members from the Netherlands and New Zealand!

Last but not least I have to thank the other co-chairman for Saab Summit '96 (and terrific rallye master) Don Young, without whom we would not have had such a wonderful event in California. Jointly we have thank our spouses, Winnie Morse and Mary Young for putting up with us and for handling all of the registration desk work during the convention. With the help of many volunteers like Lief and Sherry Ortegren, they managed to register all of the people, sell souvenirs and hand out posters on Sunday morning still spoke to us afterward.

Would we do this again? You bet. We really had a great time meeting all of the great Saab owners. We decided that we had so much fun with the year of the 96 theme in 1996 that we will definitely sign up for the year 9000! Your club can do this too. You will really find a lot of helpful people willing to help you out. I have left out many of them because of space but we won't forget the spirit that showed up before , during and after the convention. If you have some feedback for us, please send it on. We did have a survey form that we intended to hand out but it was one more thing that we left behind. Send your comments to saab_club@prodigy.com via e-mail or to Bay Area Saab Club Inc., 25291 Morse Ct., Hayward Ca. 94542-1133 via snail-mail.

Douglas Morse
The Bay Area Saab Club



Technical Talk



Sonett Windshield and Rear Glass Replacement

Second in a series of articles on Sonett restoration by Bruce Turk, VP, New England Sonett Club

The windshields on all Sonetts and the rear glass on the Sonett II/V-4 are held in place in the same manner. A chrome-colored plastic lock strip spreads a rubber gasket to provide a water tight seal. Glass removal is generally easy. Installation, on the other hand, can get frustrating.

Windshield Removal

Remove the rear view mirror along with the sun visors. Using a small screwdriver, carefully pry up one end of the lock strip at the seam. Pull the lock strip completely out of the gasket. Using a sharp knife, break the seal between the gasket and the glass, making sure the knife is all the way in. Repeat this process on both the inside and outside of the glass.

From the inside of the car, press a two foot long 2x4 wrapped in a towel against the top edge of the glass. The purpose of the wood block is to exert even pressure along the top of the windshield to reduce the risk of breakage.

Push slowly, building up pressure against the glass. Usually the glass will pop out leaving the gasket in the window opening. It is not a problem if the gasket comes

out with the glass.

Once the top of the glass comes out an inch or two, it is time to work from the outside of the car. With a partner, station one person on each side of the car. Continue to pull the glass out at the top and then up. Breakage most often occurs when the glass is twisted or when coming in contact with a hard object like a screwdriver.

Store the removed glass on something soft, away from the work area.

Windshield Installation

After cleaning the body opening with mineral spirits, you are ready for installation. If you are using a new gasket and lock strip, do not use any window sealer during installation. Window sealer can be used, if necessary, after installation. After removal, take a close look at your windshield gasket. The gasket is actually made up of four separate pieces, two straight gaskets and two elbows. The two gasket pieces are glued to the elbows, which are located at the bottom corners of the glass.

At this point you have to decide how brave and talented you are. You can either reuse the elbows and make a gasket like the original, or you can forget about the elbows and force the new gasket around the bottom corners of the window opening. By not using the elbows you increase the risk of a poor fit and possible leakage.

To reuse the elbows proceed as follows: Bend the gasket at the elbows until the pieces become separated. Cut your new gasket material into two pieces, one inch longer than the originals to allow room to "play" with. Using a sharp razor, cut the gasket to match the angles of the original.

Check the fit by placing the pieces in the window opening. Make sure your new gasket completely fills the window opening. A gasket that is too large is always better than one that is too small.

Clean the ends of the pieces with alcohol and attach the gaskets to the elbows, using super glue, and allow to cure overnight. Place the gasket in the window opening.

If you are not reusing the elbows, proceed as follows: Put one end in the bottom center of the opening. Push the gasket in, feeding as much material in as possible. When you come back around to the bottom, cut off the end allowing a one inch overlap with the other end. Spread the two ends apart and pop into place. Squirt a little super glue into the seam.

Whichever method you use, once the gasket is in place, spread the glass channel apart by pressing in an extension chord around the gasket. This will stretch the gasket making installation easier. Allow the cord to stay in overnight. Just before putting in the glass, pull out the

Technical articles written by subscribers may recommend procedures or parts not approved by Saab Cars USA, Inc. The SAAB Club and NINES cannot stand behind the correctness of information in these articles, but offers them based solely on the experiences of the writers.

extension cord and spray a mixture of soap and water into the channel.

Using a second person to help, place the bottom edge of the glass in first, followed by the sides and top. Use plastic, rubber or wooden tools to pry the gasket over the glass. Press the top of the windshield in place using your block of wood, using slow, even pressure.

Before inserting the chrome lock strip, spray soapy water into the lock strip channel. A lock strip tool should be used, as screwdrivers will work for a little while until you scratch the paint, or gouge your hand. Lock strip tools can be purchased from: Sommer & Maca Industries, Inc., 5501 West Ogden Ave., Cicero, Illinois 60650. Telephone: 800-323-9200. Order one eye handle, part #201-1022 and two 3/8" eyes, part #201-1026. The total with shipping should be less than \$30.

Rear Window Removal, Sonett II/V-4

The only difference in removing the rear glass versus the windshield of a Sonett II / V-4 is the length of the block of wood. The block should be cut so that the ends do not make contact with the curved part of the glass. Before removing the glass, take a close look at how the glass sits in the body opening. Very often, the body opening is too small, causing the glass to stick out from the body. If this is the case, mark these areas with a piece of tape stuck to the body. After removing the glass, grind 1/16" to 1/8" of fiberglass off these areas with a file or sander. This adjustment should allow the glass to rest in a stress-free environment, possibly preventing future breakage.

Before installation, always clean the edges of the glass with a razor and mineral spirits. The window gasket and lock strip should be replaced unless your old ones are like new. The window gasket and lock strip are the same on all Sonetts, including the rear window on a Sonett II V-4.

The cheapest source that I have found for gaskets and lock strips is Restoration Specialties and Supply Inc. at PO Box 328 RD #2, Windber, PA 15963. Phone: 814-467-9842, Fax: 814-467-5323. The part number is AS1456 and costs \$2/foot. You will need eleven feet for a windshield and 13 feet for the rear glass on a Sonett II / V-4. Don't forget to ask for the chrome lock strip, which is provided at no charge. There is a charge for the lock strip if purchased separately.

Rear Window Installation, Sonett II/V-4

Insert the gasket and spread the window channel with an extension cord. Allow the cord to stay in overnight. Just before putting in the glass, pull out the extension cord and spray a mixture of soap and water into the channel. Insert the back end of the glass first, and the top edge by the roof last. Cover the roll bar with a pillow to protect the glass from breaking should it pop in the window opening. Once again, the wooden block should be



The compound curve rear windows for the Sonett II/V4 are no longer available, so be very careful when removing.

used to press in the top edge of the glass. Follow the windshield installation instructions to complete the job.

Should your window leak after installation, it will be necessary to apply window sealer between the body and gasket and/or the gasket and glass. For best result, remove the lock strip and make sure the gasket is completely dry before applying the sealer. After sealing, reinstall the lock strip and wipe away any excess sealer with mineral spirits.

All Sonett windows and body openings are, unfortunately, different sizes. It is because of this that special care should be taken when replacing a broken piece of glass with a new one. I have already discussed what to do if a body opening is too small, now let's determine if the body opening is too large.

Before removing a window, pry the inside edge of the gasket to expose the edge of the glass. If the glass sits deep in the window channel everything is fine, but if the glass is hanging on the edge of the gasket the window opening must be made smaller. To accomplish this, lay a bead of silicone caulk on the bottom inside edge of the window opening. Occasionally, the window pillars are too far apart, making it necessary to put caulk down the sides of the opening, also. Allow the silicone to cure.

Force the gasket over the silicone bead and then install the window.

Patience

The best piece of advice I can offer is if you start to lose your patience, walk away before you break something. Some of the glass pieces are no longer available, others are extremely difficult to locate.

Correction

In NINES #231, there is reference to checking ball joints on a 99 or 900 with a Vise Grip. Ball joints should be checked with a Channel Lock style pliers

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Ring a Ding

by Larry "Stroker" Williams



Brake Masters

A few years ago I found a V4 car in good shape, removed the disc brake/axle assemblies and gave away the rest of the car (I didn't want to ruin my Stroker standing). This year I put the axles in Sadie along with new brake hoses and new 5/8" rear wheel cylinders. I also rebuilt the 3/4" single piston master cylinder.

I was all set to enjoy brakes that get progressively stronger with hard usage instead of the weakening nature of drum brakes. My only problem was the damn pedal went right to the floor!

I went through the usual re-bleeding, rear brake adjustment, and checked out the master again. The only thing I gained was a small amount of pedal after pumping it 3 or 4 times. Obviously more fluid from the master was needed. I really did not want to go to the 1964 style diagonal system I just wanted the extra volume of fluid from the two piston master cylinder. The 1962/63 GT's ran the four piston disc brakes with the same old 3/4" single piston master! I must have screwed up somewhere else.

After the "more fluid idea" soaked in (bad joke) I went looking for a Type I master cylinder I saved off of "The get a way Car" (What else would you call a black '61 with a bullet hole in the trunk lid). The Type I master cylinder has a 7/8" piston and it immediately over came the low volume of fluid problem giving a full pedal on the first stab! Well! It's still better to be lucky than smart.

Stroker storage

I received a request for what extra steps should be taken to store a

Stroker for the winter. My standard answer is just start it up during the Holidays, let it run a couple of minutes, then do it again at the end of March!

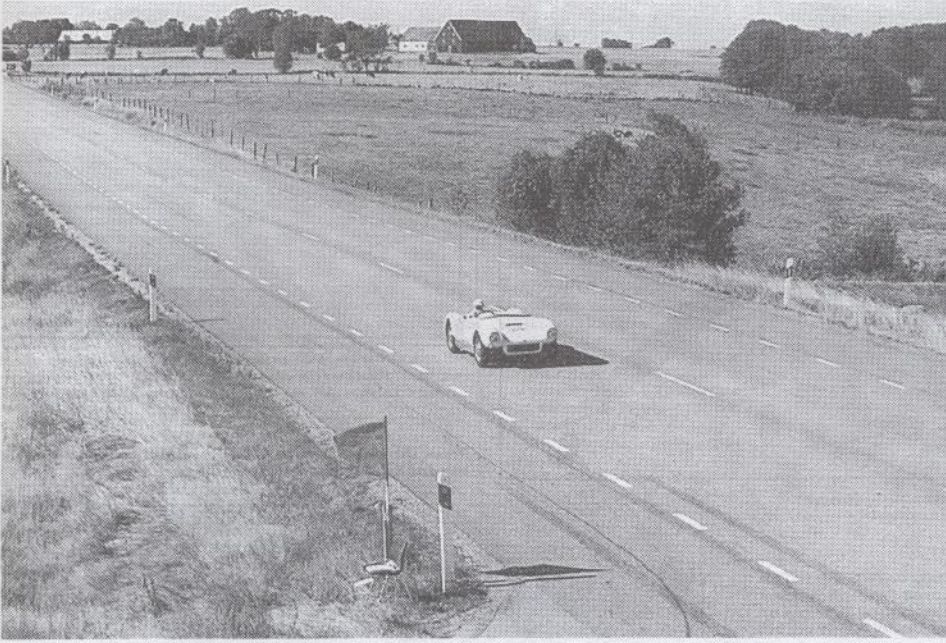
If that is not practical, then before shutting it off for the last time, pull out the choke and run it till you can't stand anymore smoke! This procedure is usually good for one year, sometimes two.

The factory had a pickling process for a long term storage. That amounted to running the engine at fast idle and pouring a cup of two stroke oil down the carburetor and dumping in the last of it to kill the engine. I know of two used engines treated this way and they were in fine shape ten years later.

At the Stratton Mountain, Vermont Vintage show in 1994 I bought a New Haven, CT, factory rebuilt engine dated 1968. The pickling was then 27 years old and the engine still rotated freely and no rust was on the bores. I ran it some this spring then we did a 4200 mile round trip to the Lake Placid Vintage show in July. It runs flawlessly due in large part to a great pickling job

Speaking of storage, if you are planning to drain the coolant from a long nose Stroker and leave it dry, remember there are two drain cocks. One is on the bottom left side of the radiator and one is on the left side of the engine. Drain only one and you will still have a quart and a half in there somewhere!

On our Stoker Trip to "Out at the Lake" Katha and I got lost in each one of New England's States and enjoyed every curvy up and down mile!



Another Saab speed record

The thought has long been cherished that an attempt should be made to beat the Swedish flying-kilometre record with a two-stroke Saab car in the engine class up to 750cc. The Saab Car Museum turned out to have an ideal car for this purpose: a 1956 Saab Sonett I.

The 748cc two-stroke engine makes the car very appropriate for this class, and the top speed of the car is well in excess of the previous record of 103.3 km/h (64.2 mph). The date for the assault on the record was set for 5 September, and the first run in the morning went like clockwork. Erik Carlsson, the driver, reported that the tachometer reading was just under 7000 rpm during the run on the one-kilometre stretch.

The team knew very well that the tachometer reading was 400 rpm too high, so they reckoned that the car ought to be able to achieve a speed of between 155 and 160 km/h.

The officials reported an average speed of 157 km/h, and a new Swedish record in the 750cc class was a fact.

The team was now free to go home, but chose instead to make another attempt with bigger tyres, to see whether they could notch up a few kilometres more.

Dunlop Vintage Racing 5.00L-15 tyres with a larger circumference were fitted in place of the Pirelli Cinturato

155-15 with which the car was shod during the first run. In the new attempt - again without problems - the speed recorded was 159.400 km/h (99.046 mph), which pleased everyone concerned, and Erik commented: "She's running well now and she's still in one piece. So let's go home."

Reprinted from Saab Idag 11/7/96

900 rally car takes first win

The Saab 900 that has been competing in the 1996 SCCA PRO Rally Series has been best known for its lack of finishes; it had not finished an event all

year, and there were several where it didn't even start due to odd mechanical problems. That was pretty much forgotten at the final event of the season, the Little Creek Casino Pacific Forest PRO Rally in Washington state. Sam Bryan and Rob Walden not only finished, but won the Group 5 class as well, taking 5th place overall, the highest finishing two-wheel drive entry.

The 300 hp 900 was leading Group 5 - an unlimited class for two-wheel drive cars - at the Ojibwe Forests PRO Rally in Minnesota in August when it went off the road on a fast sweeper and rolled, doing considerable damage to the body. The body repairs were completed just in time for the Sunrider 400 in Ohio. The team didn't even have time to do an extensive check of the mechanical components, and the Saab suffered a blown head gasket early in the event. The team rebuilt the engine just in time for the Lake Superior Pro Rally in October, but the new engine failed in testing and the Saab never made it to Upper Michigan for the event. Team Saab's morale was understandably low, but they put the car together again for the final PRO Rally of the season, near their home in Washington.

The Saab had a few minor problems, such as a rock that wedged between the oil pan and skid plate which created an oil leak that needed to be repaired during the rally, but Bryan and Walden soldiered on to their first finish and class win for the season.

Plans for the 1997 are not firm yet, but the team is expecting to run the Saab again in the full Michelin SCCA PRO Rally series.



Sam Bryan and Rob Walden, in the lead at the Ojibwe Forests PRO Rally before a rollover put them out of the event.



Eric Johnson (right) discusses his 96 project with Chuck (left) and Don Andrews.

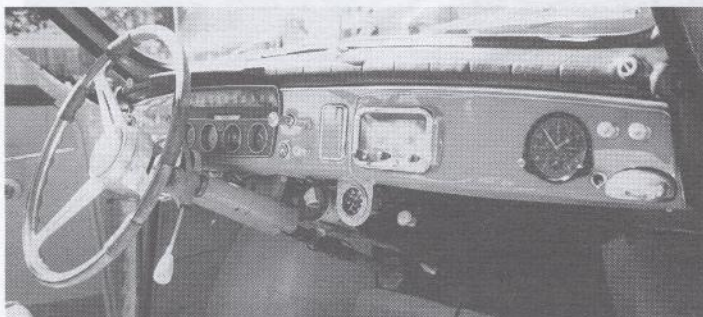
The Cracker Jack Prize

1960 R.A.C. Winning 96

Imagine buying a pack of baseball cards at a rummage sale for a few dollars, only to find a Mickey Mantle rookie card buried in the middle. Or discovering that the scribble on the used football you bought for your kids is the signature of Johnny Unitas. Eric Johnson of Northfield, Minnesota, had such an experience, with a car.

The dash features a Halda Speedpilot, a precision watch and a small light for the navigator. The wood rim steering wheel is wrapped with heavy string to keep the wheel from breaking.

In 1991, he heard about several old Saabs being offered at an Estate Sale in St. Paul. Though there were a couple of Sonetts that demanded minimum bids above \$2000, Johnson's interest was in a faded red 96 two-stroke. The interior and



some trim pieces indicated it could be a GT-750, one of only 600 sporty sedans made by Saab between 1958 and 1962. In addition, the window glass had been replaced by Plexiglass and there were extra gauges and a watch mounted on the dash. The very cracked dash pad also carried a tech inspection sticker from the 1961 Hershey Hill Climb. With some obvious competition history, Johnson bought the car with the intent of restoring it for vintage rallying, possibly making it look like one of the factory rally cars that Erik Carlsson and Carl-Magnus Skogh drove to victories in such international events as the Monte Carlo and the British R.A.C. Rallye.

It took several years of work, including stripping the car down to a bare shell and having it professionally patched and painted by Chuck Andrews, who runs a Saab-only repair and body shop in Princeton, Minnesota. But some modifications to the car made Johnson more curious as to its history. For one, it had much longer seat tracks on the driver's side; could it have been modified to accommodate Saab's great bear of a driver, Erik Carlsson?

While most of us would have continued with speculation, Johnson pursued information on the car's history. At the National Saab Owners Convention in 1993, he showed photos of the car to Carlsson and to Per-Olof "Pelle" Rudh, curator of the Saab Car Museum and former Saab factory rally mechanic who had built the original rally cars. Both agreed that the modifications were consistent with those they had made to production cars and that it likely was one of the factory modified rally cars. But which one?

While viewing a Saab rally video with cousins visiting from Norway in 1994, on a hunch Johnson copied down the license plate number of the 1960 RAC winning Saab as it rose to the stage on a turntable at the Talk Of The Town restaurant with Carlsson and co-driver Stuart Turner inside. The cousin returned home and checked the registration with Swedish authorities. That plate had been issued to Saab 96 chassis #101541, the same chassis number on the car in Johnson's garage! This was *the same Saab* that had taken Carlsson and Turner to victory in the 1960 R.A.C.!

Pelle Rudh passed away suddenly in late 1994, but his successor at the Saab



Erik Carlsson and Stuart Turner and their "gallant little Saab" get a standing ovation from the crowd at Talk of the Town following their win at the 1960 R.A.C. Rally. This shot from a movie led Eric Johnson to discover that this is the car he owns.

Car Museum, Peter Backstrom, has provided Johnson with documentation on the car's origination. On March 4, 1960, it was purchased by the Saab competition department and Pelle Rudh commenced setting it up for rallying. Entries are not certain, but it appears that the car was driven by Carlsson during the 1960 season in the Tulip Rally (Holland), the Swedish Rally to the Midnight Sun (won by Carl-Magnus Skogh in a SAAB 96), the Norwegian Viking Rally (also won by Skogh), the Finnish Rally of 1000 Lakes (where Carlsson placed second to the 96 of C. Bremer), and the R.A.C. It was then shipped to North America for the Canadian Winter Rally. From there it went on display at the 1961 New York International Auto Show. In November that year it saw action at the Hershey Hill Climb, as evidenced by the tech sticker on the dash. For the next thirty years, its history is unknown. Though Johnson has queried friends of Ray Marklund, the St. Paul man whose Saab collection was being split up by his relatives, it is not known if the Saab 96 ever saw competition again. It is not even known if Marklund knew what a prize he possessed.

Johnson had the car close enough to done this summer and drove it to several

Saab related events in Minnesota and Wisconsin, putting over 3,000 miles on the odometer. The car was awarded a 2nd place trophy at Classic Motorbooks Annual Wheels and Wings car show in Osceola, Wisconsin in early September.

On a Sunday, September 29th, Johnson celebrated the car's restoration and his 50th birthday with a party at his home in Northfield. About 30 Saab fans from as far away as Duluth, Milwaukee, Chicago, Waterloo, Iowa and Grand Rapids, Michigan showed up to join in the celebration. Some minor details are not yet complete - the headliner needs to be replaced, the cloth on the original interior is torn and stained, and the three original bumper mounted rally lights are missing - but overall the car is ready to be shown as the rally artifact that it truly is. Johnson is now looking for a way to get his historic Saab to Sweden for Saab's 50th Anniversary celebration to be held next July.

If by chance you may have some details on the history of this car, please contact Eric Johnson at 507/645-5726.

*Story & photos by
Tim Winker*

An excellent way to see Europe

story and photos by John Betsill



Saab's IDS Delivery Centre, located next to the Saab Car Museum in Trollhattan

Well, the mem-sahib has done it again. No, not that. She's bought yet another 900S through Saab's International Diplomat Sales (IDS) program. Deborah, the woman who promised 28+ years ago to love, honor, and pump the brakes for me when necessary, gets a new one every 10 years whether she needs it or not. The experience was much better this time.

Devout readers of NINES (No. 153, Nov. '86, p.8) may recall our first adventure with IDS. This time Debbie didn't have to type the order forms herself and I didn't have to train a salesperson on how to order the car. Nick David at Hix Green Saab in Chamblee, GA handled all the paperwork both before and after delivery, and everything went smoothly. Mattie Owens and Laura Harper at Saab Cars USA placed the order with Marie-Louise in Trollhattan and the deal was on. They even booked us into selected hotels in Sweden at Saab corporate rates (up to 50% off), and Saab picked up the first night's stay at Ronnum's Manor, a country hotel outside Trollhattan. (Good deal. Take it.)



Waiting for the ferry to Sweden in Turku, Finland.



Deborah Betsill poses with her new 900S

Saab had a taxi service pick us up at the airport in Gothenburg. Our flight was delayed getting in so we didn't get to ride to Trollhattan (about 75 km) in a "9000 limo" as advertised in the IDS brochures. Unfortunately, the transportation was in a wagon from the Swedish tractor factory, but no matter. We were too tired after the overnight crossing from New York via Copenhagen to care. We were deposited at a nice hotel downtown according to Saab's instructions because Ronnum's dining room was supposed to be closed on the day we arrived. When we discovered the opposite was true, we caught a cab to Ronnum's and Saab reimbursed us for the fare the next day at the IDS delivery center.

Saab had us picked up the next morning and driven to their delivery center at the Saab Car Museum in Trollhattan. We had a brief tour of the museum before we were ushered into a posh showroom where Deborah's car waited with about a half dozen others for delivery to their new owners. Lotta Davidsson of Saab's IDS delivery staff gave Deborah a thorough checkout of her new Imola Red ride, and Deb signed the necessary papers to take possession. One such paper was a notice to use unleaded gas. Leaded gas is still available in Sweden, with no idiot-proofed nozzles on the pumps to prevent foul-ups, and the cat was still attached instead of in the trunk as it was in '86. After more picture taking in the museum, we were off on a twelve-day tour of Sweden and Finland. But first...

We had to make a stop at the ANA Saab dealership on the way out of town to pick up duty-free accessories. We got a storage box for the trunk, a cargo net, touch-up paint (you never know), a mount for Deb's handheld phone, and rear mud flaps. (What's a Saab without mud flaps?) The car has alloy wheels instead of the steel wheels and wheelcovers we'd seen as standard on 900S models here at stateside dealerships. The only accessories ordered with the car were the electric sunroof and automatic transmission.

We also got to meet Marie-Louise in person at the ANA dealership as her IDS office is located there. (Marie-Louise's father established and was the first director of the Saab Car Museum) We thanked her for booking our reservations at



No visit to Sweden is complete without a trip to the Saab Car Museum... at least for a Saab fan.

Grythttans, Saltsjobaden, and Hok, as well as Trollhattan, and the accommodations were all first- rate.

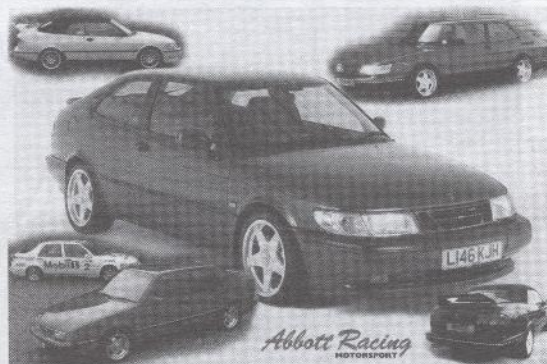
As we headed out on the maiden voyage of our sixth Saab since 1967, I noticed that the air distribution knob had no affect on the dispensing of cabin airflow - all air went to the windscreen no matter what the knob's position. So at about 15 km out we turned around and went back to the dealership (where they also sold Chevys and GMC trucks, by the way). It only took a technician a few minutes to pull the radio and reconnect the air knobs control rod which apparently had slipped loose. We were then on our way with no further problems with the car during the trip.

We covered 2159 miles of Sweden and Finland, stopping one night each at Grythyttans, Hudiksvail, Umea, and Lulea in Sweden, then on to Rovaniemi (where we drove to the Arctic Circle to visit Santa Village), Nivala, Jyvaskyla, and Turku, Finland. From there we caught a car ferry to Mariehamn on the Aland Islands (Finnish territory, but Swedish heritage and culture). After exploring the main island, we caught the same ferry the next day to Stockholm. There we wound our way through the city and out the south side to Saltsjobaden and the Grand Hotel, a seaside resort in the old European tradition. The next day we headed to the Hooks Herrgarrd lakeside golf resort in Hok, where the Swedish royals stay when in the area. Finally, it was on to Gothenburg for the dropoff and a last night's stay at the hotel at Landvetter Airport (better than you might think; modern, clean and quiet, no less).

Sounds like a lot of hurry-up-and-go, but not really. Check the map and you'll see the driving distances are short, which left lots of time to explore along the way and at our daily destinations. Besides the sights mentioned above, we enjoyed strolling the pedestrian-only streets of Umea, Lulea, and Jyvaskyla; happening upon a wedding reception at our hotel in Nivala; visiting a museum in Jyvaskyla showcasing the works of Alvar Aalto and located in a building designed by the famous Finnish architect; and walking the 500-year old streets of Rauma, a seafaring town on the Finnish coast.

Did you know that a lot of motorists in Scandinavia are into heavy American iron. Seems so from the parade of well-kept cars from the '20s through the early '70s we saw in

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Hudiksvall and elsewhere. We also watched a car meet on Finnish TV that was heavily populated by American collectibles. The tractor pull from Denmark was a bit of a surprise, however.

The dropoff in Gothenburg was quick and efficient. Mats Alpius at Gothic Auto in nearby Askim had Deborah sign the shipping orders and then called a cab for us to the airport. We took our own advice from the last time and left the next day to avoid rushing. Seven weeks later to the day we picked up the car from Nick David at Hix Green and Deborah is set for another decade.

And what happened to the '86? Our son D.J. is its new owner, and it only has 145,000 on it. With care it will last until he inherits the '96 in '06, when it's back to Sweden again for the mem-sahib and her mahout (me). Do you see a pattern developing here?

John Betsill

P.S. Got any body/pan/frame dimensions for my '74 Sonett III? Need same for proper restoration of the little gem, which was totaled by the first owner with only 30 miles on the odometer on the day it was delivered (that story later). The second owner (I'm the 4th) got it back together and it drives well enough, but I want to get it right. Any help on data or a source would be appreciated. Thanks.



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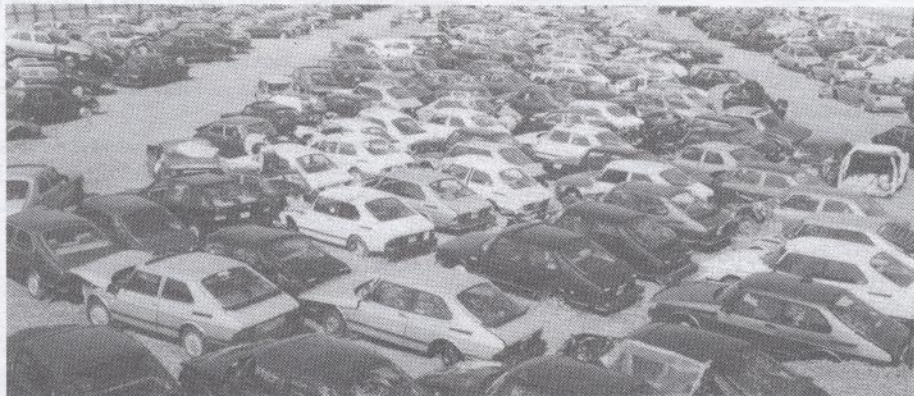
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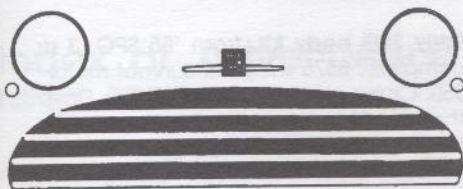
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Saab Swap

Sonett For Sale

'74 Sonett, Purple Haze, 92K miles, original owner, everything works, No rust, always garaged. \$4000 OBO Virgil L. Schuler 3530 Brookstone Dr. Florissant, MO 63033 (314) 830-2010.

'74 Yellow, 44K miles, very nice & '74 Baja Red, 41K miles, very very nice: Choice \$5900. Tom Donney, Fort Dodge, IA 800-626-SAAB

'74 Sonett III, 88.4K miles, runs good; 500 miles on rebuilt engine, 5 factory alum wheels, rusted floor boards and wheel wells, \$1600. D. Basich 2460 N 148th St, Omaha, NE 68116 (402)498-9538 home (402)399-1124 work

'74 Sonett, Red, 96K miles, New clutch, Great shape. \$3000. Doug, 602-840-6966.

'73 Sonett 1700 CC W/Turbo, Good condition, garage stored 6 yrs, alum wheels, no rust (CA car) \$3000 OBO. Clayton D. Olsen, 11730 E Whittier Blvd Sp 15, Whittier, CA 90601, 310/698-2345.

'73 Sonett III needs restoration, 6 alloy wheels, car runs and is 99% complete. Also 2 V-4 blocks and 3 gear boxes. All for \$750. Bill Krieger, 50 Pheasant Rd, Saylorsburg, PA 18353 E-Mail bill56@ptd.net (610)381-2386

'73 Sonett III 100% original, 99% complete, Rust free, Safari Green, Mechanically sound, Freewheel works, \$3800. Ray Beckage 7600 Hwy 180 Flagstaff, AZ 86001 (520)774-7627

'72 Sonett III, Rebuilt Tranny, Driving Lights, MSS Exhaust, Early Small Bumpers, great body & paint. Strong runner. Need headliner. \$2975 or will trade for very nice '67-'73 96. C.J. Long Island, NY (516)447-1962 - Until midnight EST

'67 Sonett II #218 Red 940cc ex cond & tune. Early mags. 69 Sonett V-4 #1599 Blue 10.7K miles. Next convention winner. Parts also. Richard Cobun 2415 Taylor-Blair Rd, West Jefferson, OH 43162 (614) 879-6115

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'69 1 V4; '68 3 V4's (2 Deluxe) Ruth Isaacson 22010 Davis Mill Rd, Germantown, MD 20876 (301)972-3189

'69 96 V4, low miles, some rust \$150; '68 96 V4 Deluxe, restorable CA car \$250; NINES back issues '75-'84 \$100 Ron Lunder P.O. Box 1174 Westwood, CA 96137-1174 (916)256-3920

'67 96 Special V4, Daily driver working; freewheel M.C. Dash, Nice interior, New brakes, Some rust, comes with extra L.R. Doors, windshield, door glass, trunk lid, bumpers, wood steering wheel. \$1300 Mike Songer 330 W. Main St. W. Jefferson, OH 43162 (614)879-6935

'67 96 V4, Dark blue, 90,000 miles, Garaged ten years, minor repairs due to fuel line leak fire - 1988, Needs to be on the road. Call Tim (702) 242-0481

'66 MC 850 #396559, Lt Grn, solid body, rebuilt crank, new forged pistons, rebuilt calipers, new rotors, pads & bk hoses, shoes. Looks & runs well, needs minor work. \$4,250 Brian Dennehy 111 Oakwood Rd, Port Jefferson, NY 11777

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Sonett air filters \$25 pair. Wheel cyl. \$50 pair. Brake hoses \$18. Upper radiator hose \$20. Balance shaft gears \$45. Balance shaft bearings \$32. 74 Sonett wheels, bolts, centers \$250. S.A.S.E. for complete list. Ron Wilcox 156 Orchard Hill Rd. Harwinton, CT 06791 (860)485-1196

'67 96 2 stroke - parting out, engine, trans, radiator, dash, glass, electricals, axles, everything. All priced to go. Tom Remedios, 7604 Grandview Dr, Indianapolis, IN 46260 day(317)259-8900 x111, evening (317)253-5958.

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'94 900S, manual, 35K with major service completed, under warranty, full service records, leather, CD, sunroof. \$18,000 Steve Crawford, 237 Clark Farms Road, Madison, MS 39110. (601)898-9825. Crawford@fiona.umsmmed.edu

'92 900 Turbo conv Red, mint 41K, Garaged year round, 4 extra mounted snow tires, below book @ \$19,00 OBO. Bill - MT (406)245-5563 eves, wknd (406)252-4661 wkdays 8-5.

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99, 900 & 9000 Parts & Accessories

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Wanted, All Models

"Stripped" Saab hood or trunk emblems. Will pay postage + \$2 each. Good condition or partially stripped OK. For art project. Phil Duckert, 2833 Dorman Ave, Mpls, MN 55406 (612)729-2669.

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Misc. For Sale

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Rear View by Tim Winker, Editor / Publisher



I've spent a lot of time in cars this summer. According to the log books in the '79 99GL "NINE-T9" and the '85 900 Turbo, a total of over 12,000 miles was added to the odometers during July and August alone. This, of course, also means a couple of weeks away from the office, something there has been quite a bit of in the past few months.

One of the highlights of driving this summer was the removal of the 65 mile per hour National Mandatory Speed Limit. Though Minnesota remains in the speed limit dark ages, North Dakota has raised the limit on the Interstate to 70 mph. When you cross the border into Montana the sign reads: "Speed Limit - Reasonable and Prudent." I set the cruise control for 95 mph and covered the 250 miles to Billings in about three hours!

What was somewhat surprising about the higher posted limits was that the speed of most traffic remains in the 70 to 75 mph range (same as on roads posted at 65!). When I crossed into Montana on I-94, it was shortly after daybreak with clear weather and little traffic, but in areas where the traffic was heavier, it generally stayed around 75. I merged with a group that was cruising about 85 mph on I-90 and we flowed smoothly through traffic. No flaming wrecks, no bloodshed and carnage. The only accidents we saw during the whole journey involved semi trucks that had: 1) entered an exit ramp too fast, 2) caught fire on a long uphill (at about 30 mph), and 3) gone into the ditch because the driver had apparently fallen asleep.

I really enjoy traveling. I'm not particularly fond of the endless hours on the road, but do enjoy the scenery and the stops. For longer stops, I set my sights on automotive museums or brewpubs/micro breweries. On past trips I've toured the Henry Ford Museum in Dearborn, Michigan; the Studebaker Museums in South Bend, Indiana; the Auburn-Cord-Dusenbury Museum in Auburn, Indiana; The Indianapolis Motor Speedway Museum in Indianapolis; the Forney Museum in Denver; and the National Automobile Museum in Reno. This year I

stopped at several others. (For some possibly genetic reason, I also buy coffee cups from car museums; you can use one if you ever stop by for coffee.)

The Motorsports Hall of Fame Museum is in a corner of the convention center in Novi, northwest of Detroit. It's not particularly large, but does have an interesting mix of competition vehicles, plus the dedication to the people who have been named to the Hall of Fame from various forms of motor racing.

Another Hall of Fame is the International Motor Sports Hall of Fame at Talladega Superspeedway. It is much larger than the museum in Novi, encompassing several buildings and many more famous cars, especially NASCAR stockers. A few of the cars were wrecked during races at Talladega and hauled directly to the museum as a testimony to the safety of a racecar that is wrecked at nearly 200 mph. Also included in this museum is a Saab 9000 Turbo that was part of the 1986 Long Run. Though not one of the cars used for the record runs, it was a training and camera car. Saab also offered one of the 900s that participated in The Saab 900 Talladega Challenge to the museum, so you'll be able to see that on a future visit.

The Behring Automotive Museum in Danville, California, is more like a gallery dedicated to fine automotive works of art. The lighting is minimal so photos are difficult without a tripod and time exposure, but the cars are beautiful! In addition, there are many paintings and sculptures depicting automotive adventures.

We stopped at the National Automobile Museum on the way home from Kirkwood, but got there too late to see much (the museum closes at 4:00pm on Sundays!). Since we had seen the exhibit a few years ago, Diane headed to the museum shop while I paid the fee for a very quick tour. My interest was in the cars that had been added to the museum since our 1993 visit, and an exhibit called "It's a Gas!" on gas station memorabilia. For those who may not know, this museum is what's left of the

William Harrah collection. Bill Harrah was a successful Nevada casino owner who used much of his profits to buy and collect old vehicles. I had the opportunity to visit the original collection in Sparks in 1981 and it was absolutely amazing. After Bill Harrah died, the casinos were sold to the Holiday Inn corporation. No provision had been made in his will for keeping his auto collection intact. As a result, Holiday Inn sold off most of it, retaining a few hundred vehicles to be exhibited as The National Automobile Museum, William Harrah Collection. Though the collection is a mere shadow of what it was during Harrah's day, it is much better organized and still one of the best museums of its type anywhere.

A must stop for motorheads making the long and boring trip across Nebraska on I-80 is Shoemaker's Texaco Truck Plaza on the west side of Lincoln. They have a display of gas station memorabilia in the cafe and store that exceeds that of most museums. There are also several vehicles that were manufactured in Lincoln including a Patriot truck and a Cushman scooter.

Since we both enjoy auto sports, Diane and I stopped at Sears Point Raceway near Sonoma, California, for a nickel tour. I had lived in the Bay Area for several years and worked quite a few races at Sears Point as a corner worker, timer and track announcer. There was an evening bracket drag race going on, so we were allowed in for a short time just to see the facility. Despite the many times we've watched races from Sears Point on TV, Diane was surprised by the steep elevation changes on the road course. Having visited many race tracks in my life, I have found that the view in reality is quite different from the perception we get from television.

One other racetrack that we visited on the trip was the famed Bonneville Salt Flats near the Utah/Nevada border. Details of that part of the journey deserved far more coverage than could be placed in the few paragraphs available here, so will be found in an article in a future issue.

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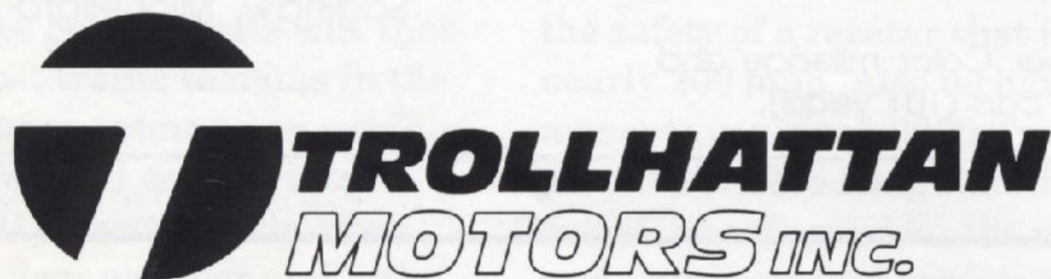
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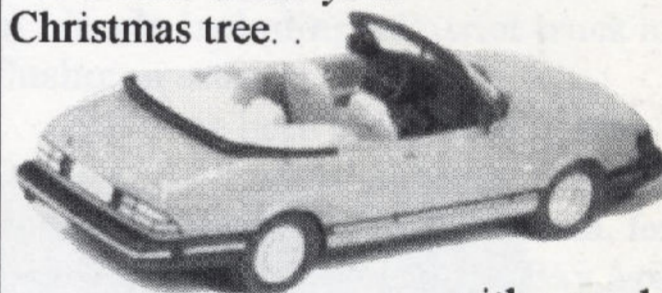
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