



NL RH-JX-71

**#56**

**Saab 900 Cabriolet  
SE 2.0 Turbo  
(1997)**

**Minichamps  
430 170531**

**Period:** 1994-1998

**Built:** n/a

**Engine:** 2.0-liter 4-cyl. turbo

**Power:** 185 PS

**Top speed:** 230 km/h

**Price:** fl. 111,450

**Predecessor:**

Saab 900 Convertible

**Successor:**

Saab 9-3 Convertible

**Date acquisition:**

07/03/1997

Approx. first plate Approx. last plate

JG-LZ-29 SN-JS-74





The first-generation Saab 900 Convertible had been such an astounding success, that it was a no-brainer for Saab to develop a convertible also for its second-generation 900 range. On the visual front, the car is “unmistakably a 900”, with key design themes such as the sturdy bumpers, classical Saab grille, and pronounced beltline carried over from the classic 900 convertible. As Autocar wrote upon its first driving impressions: “Overall, Saab has managed to create a shape that is clean, stylish and characterful, [although] the high rear still has an intentionally heavy look to it which we're sure will appeal to some but not everyone” (Autocar, 11 May 1994).

To drive, the second-gen 900 was conceived more as a “cruiser than a bruiser” and as such it presented an entirely different proposition to its main rival, the much sportier E36 3-series convertible by BMW. Although torsional rigidity had improved by 70% compared to its predecessor, the 900 still wasn't getting top marks for stiffness, with “too much [body] movement” reported on bad roads and the fastest model in the range, the Turbo, “disappointingly being the least enjoyable”, because “the onslaught of the turbo keeps pushing the nose out, which, coupled with that inert steering, makes it frustrating as a driver's car”. The more relaxed V6-engine was judged a better fit to the car, and due to well-controlled airflow with the roof down, the best companion for cruising: “Even with all windows down, the wind just gently ruffles your hair in the right direction with a refreshing, outdoor feel. Hat wearers can keep both hands on the wheel, too”.

Inside, Saab's credentials as airplane manufacturer were visible due to the cockpit-style dashboard layout: “the array of neatly styled buttons surround[ing] the driver heavily invoke[ing] Saab's other business making aeroplanes”. From a test drive my dad did in a 900 three-door in around 1996 or so, I recall the atypical positioning of the ignition, which for safety reasons was placed away from the driver's knee and moved instead to the centre console.

This Minichamps model, which I bought in 1997, is a Le Mans blue 900 convertible in top “SE” trim, and with light grey interior. The real stand-out feature of course is the highly unusual three-spoke alloy wheel design, so often seen on fast Saabs from the 1980s onwards. As on the real car, there is no indication as to which engine the car was equipped with. Customers could choose between 2.0- and 2.3-liter four-cylinders, a 2.5-liter V6, and the 2.0-liter turbo, the most powerful in the range.



Design continuity across generations of the 900 Convertible.



The 900 five-door provided an excellent basis for the stunning convertible.



The 900-rivalling BMW 3-series is very different in character.