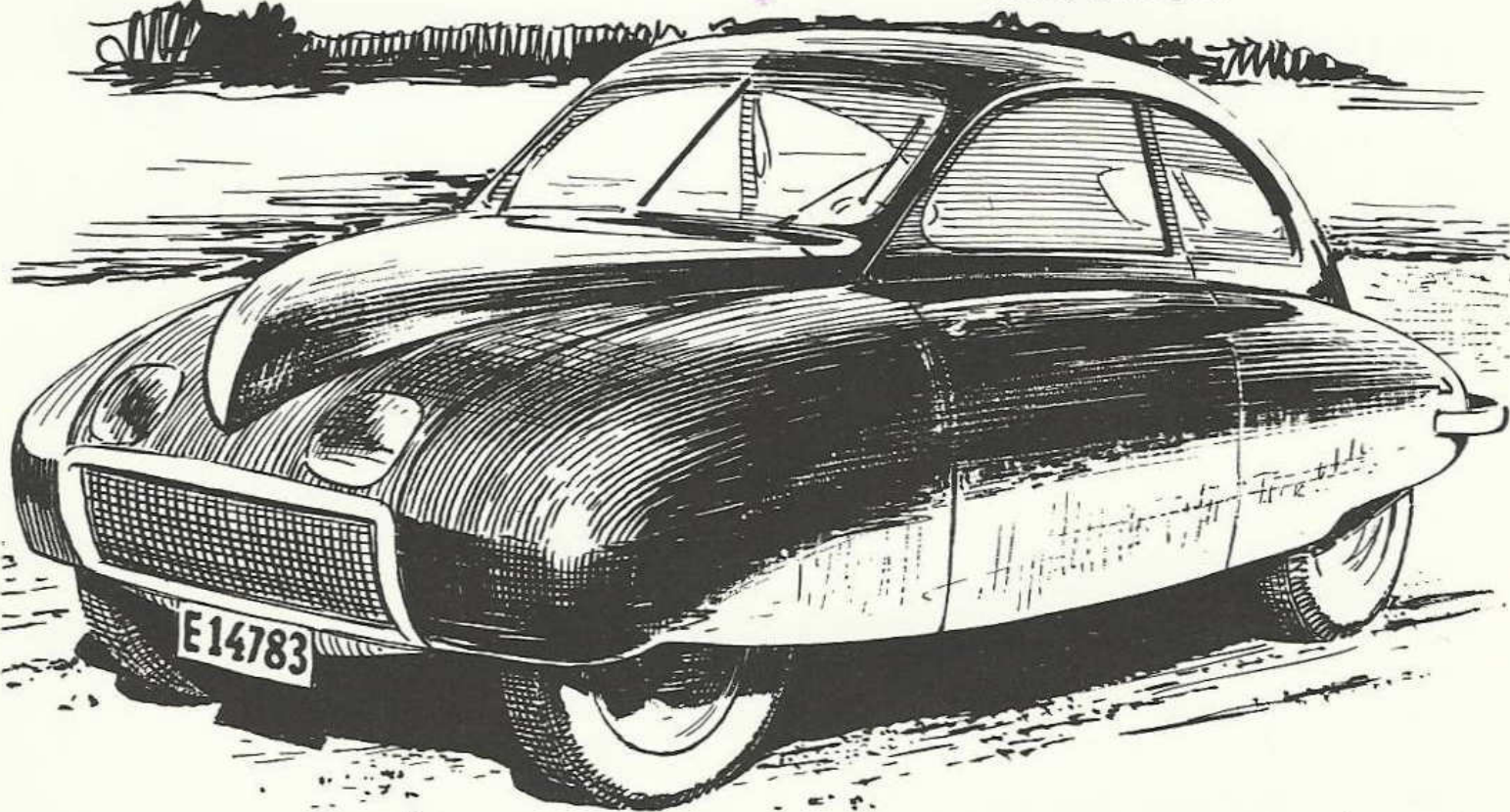


One important requirement was that the new car had to have a very low drag coefficient. Aerodynamical tests were part of the very early evaluations. Even 001 was tested, with a 1/10 scale wooden model. The results were excellent, but practical and marketing considerations forced rejection of the design. The original Saab from 1946 — E 147783, with handmade body and a “borrowed” power train — was driven thousands of miles. Today it stands in Saab’s museum, with a prettied up grill and more road-worthy headlights.



The first test car, 92001, had too thick doors and was quite impractical. Sason found a new theme, 92002, which was converted to a full scale wooden mock-up to serve as a master for the creation of actual manufacturing tools. Once painted,

number 2 was placed on blocks to be compared with its predecessor. Number 1 was a bolder design, but number 2 was more sensible and, it was felt, more to the taste of the car buying public.

