

# 9s

**THE SAAB CLUB** OF NORTH AMERICA

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**Climb to the Clouds**

**9 Questions**

**Freewheeling**





AUTO AUTOPSY



SaabTech  
Richmond, VA



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**Cover photo:** A 1961 96 2 stroke, the famous "Getaway Car" formerly owned and nicknamed by Larry "Stoker" Williams, currently owned by Tom Donney. Taken at SOC 2021 in Albany, NY, where the vintage ride-alongs were a big hit! Photo by: Jason Henske

# EDITOR'S LETTER

BY GREG ABBOTT



The existential question which has plagued the Saab universe, from the very beginning: what is a real Saab? Saab owners spend lots of energy debating the relative “Saabiness” of various cars. But there is no agreement on the criteria for what makes a “real” Saab. Is it manufacturing location? Homegrown components? Or perhaps driving characteristics, ergonomics, and even design cues?

I was dragged back into this endless debate as I was driving back to my hotel in Los Angeles today, from a lunch meeting downtown, and in a 30 minute drive I spotted four Saabs: a c900 Turbo convertible, an old-gen 9-3, a new gen 9-3, and a 9-2x.

Or, looking at it from a different point of view, I saw one pre-GM Saab, one half-GM Saab, one all-GM Saab, and a badge-engineered Subaru.



Many define a real Saab as the ones with the most parts and engineering developed in-house in Trollhättan. The problem with that position is Saab bought or borrowed critical components for every model from other manufacturers. The Ur-Saab borrowed a two-stroke engine from DKW; the Taunus V-4 used in 95s and 96s was borrowed from Ford; the early 99s borrowed a four-cylinder from Triumph; the later B and H motors were based on the original Triumph motor. The 9000 was a joint project between Saab and Fiat, which also produced the Alfa 164 and the Lancia Thema. Still, there is more Trollhattan-based engineering in Saabs built before GM took a 50% stake in Saab in 1990.

Manufacturing location is a weaker measuring stick for “Saabiness.” Cars sold as “SAAB” were manufactured in at least seven countries that I know of: Sweden, Belgium, Finland, Austria, the U.S., Mexico, and Japan.

Can we exclude the “badge-engineered” Saabs, the 9-2x and the 9-7x? Both models were based on existing models offered by other manufacturers, yet in both cases Swedish engineers improved the underlying model. No one could ever say that

***The essence of any car is  
how all elements work together***

the 9-2x or the 9-7x are the \*most\* Saaby of Saabs, but engineers did their best to include Saab virtues in them; and both cars have the reputation of being an excellent version of their platform. A testament to their relative success: GM copied

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the 9-7x Aero when it produced the Trailblazer SS; and allegedly Subaru copied (among other things) the seat design and architecture from the 9-2x.

Is a true Saab defined by ergonomics and interior layout, the “cockpit” concept? There is no doubt that the clean, driver-focused cabins which Saab produced stand out, and Saab seats are as good as they get. But other manufacturers have good seats and clean designs. The key on the floor is a long-time Saab characteristic, but honestly it’s trivial to define the essence of a car by where the key is located. The interior is part of the Saab experience, and an important one, but it is not the essence of the brand.

The essence of any car is how all elements work together to support a coherent vision. So many cars are simply a collection of features and options, added on to fill out a marketing requirement but without thought for the overall feel or function of the vehicle.

Saabs have always been fun to drive, with decent handling, safe, and practical. These are the critical elements which separate a Saab from an ordinary car. In my opinion it does not matter where a Saab was manufactured, or where its parts came from, if it fulfills the design goals set in Trollhättan for fun, safe, useful car.

These criteria are subjective, and obviously debatable. For example, despite its 100% GM ownership and extensive use of the GM parts bin, the 2003-11 9-3s are in my opinion the epitome of Saabiness. They are fun to drive, zippy, with plenty of turbo-based torque, and useful especially in Combi form. I own an '05 convertible 5-speed, and an '07 automatic Aero Combi, and I smile every time I drive them.

There are some Saab aficionados who dislike the new gen 9-3s as too plastic, too GM, and not “real” Saabs. (and yes, the GM bean-counters hurt the car by insisting on too much hard plastic in the interior).

That misses the point, in my opinion. Despite the GM influence, you can feel the driving spirit and the coherent design in the new gen 9-3s. Many, if not most, would define the reference point for “Saabiness” as the classic 900, but by 2003 the classic 900 was woefully out of date. The new gen 9-3s were the best expression of Saab values that Saab could do in a modern market.

The debate, of course, will never end. My point is this — if the car has a driver-focused, clean design; if it handles well and is engaging to drive; if it’s useful and safe, and if it wears a Saab badge, then it’s a Saab.

The Saab family is too small to take these arguments seriously. **Can’t we all just get along?**

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# CLIMB TO THE CLOUDS

BY PIERRE BELPERRON



photo by Chris Allen

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The Climb to the Clouds auto race up Mount Washington, New Hampshire, has taken place with varying frequency since 1904, predating the Indy 500 and Pikes Peak Hillclimb. The Mount Washington Auto Road is a challenging and terrifying road to drive on, let alone race. It has the same elevation rise as the Pikes Peak race, but covers it in 7.4 miles instead of 12, and has an incline average of 12% versus 7%. Above the tree line there is nothing but granite, cliffs and space. There are no guardrails. There are no fail-safes.

Pascal and Marcel Belperron grew up in a Saab household, where dad and mom worked at Saab dealers, including Charles River Saab. They are no strangers to Mount Washington or to the hill-climb and rally racing communities. Both are highly experienced builders, fabricators and race technicians specializing in Ford Fiesta R1, R2 and R5 rally cars, but when they race, they choose Saab. 2021 was Pascal's fourth crack at the Climb in his 1985 SPG, and Marcel's first. While he had never raced the Mount Washington Auto Road, Marcel may be the only person who had his first driving experience there. On June 25, 2011 he turned 15 ½ (the age at which one can drive with a parent in New Hampshire). While at Mount Washington for Pascal's first race there he piloted dad's 1992 900T up and down the mountain.

When the Climb to the Clouds was rebooted in 2011, Pascal put in an application. He had an extensive resume for a 21 year old, having participated in and won at SCCA rallycross and New England Hillclimb Association events—in stock classes racing a 900 and 9000 Aero—and co-driving in many American and Canadian rallies. When his application was accepted, his 1985 SPG came out of storage and Pascal started his build while still at university. In six months, he had the car caged (he taught himself to weld and bend tubes), T5 converted and updated sufficiently to give it a go.

At the 2011 Climb to the Clouds, Pascal was the youngest competitor, and one of two to drive the competition vehicle to the event. His best time was 8:20, placing him 6th in class and 33rd overall. Pascal continued to develop the SPG and raced it at Mount Washington in 2014 and 2017, where he took third in class with a time of 7:26, and he also campaigned the car at other hill-climbs, rally sprints and the New England Forest Rally.

At this year's Climb to the Clouds, Pascal's first run was identical to his first run in 2017—7.29. This put him in 4th place. He and crew chief John Groo decided that with some wastegate adjustment, Pascal might be able to get on the podium. Despite an over boost problem, he made great time through most of his second run. Then,

## Two Saabs went up without incident, each driven by racers much younger than their cars!



with only a mile to go, the carbon fiber shift lever broke off at the base and went flying. In watching the video, the car coasts down as Pascal looks for the lever, and then eventually gets the car back into a gear to finish the ascent.

Despite the thirty seconds he lost at that point, he finished at 7:39. Had he not lost those thirty seconds, Pascal might have finished second! That's racing.

Marcel's journey to the 2021 Climb to the Clouds was a bit different. He had been waitlisted and then, the week before the Climb, there was a cancellation and he was in. With no time to finish his own car, Marcel sought another option. Friend and crew chief John Groo came through. He knew of a 1980 99 race car with a 1978 turbo motor that had last competed at Mount Washington in the 2000s, but it had been stored for eight years.

John and Marcel pulled the car from its storage container in Connecticut and towed it to Marcel and Pascal's shop. The cage was brought into compliance, they got the car running, changed the fuel cell, changed out the brakes, installed Hoosier clad Shelby wheels, and within the week the car was ready to race, sort of.

In light of everything, it is remarkable that the 99 worked as well as it did. During practice some deficiencies came to light. The stock cooling system was overwhelmed so the thermostat was gutted, the fan wired to run continuously, cooling holes were added to the hood, and Marcel repurposed the windshield washer to bathe the radiator externally for extra cooling. Later runs revealed a misfire due to a poor spray pattern from a CIS injector. With the spare injector swapped in, the problem was remedied. Then, just when it seemed all was well, the starter quit, which became a bonding opportunity for nearby

crews in the paddock when it was time for Marcel to go to the mountain.

Marcel and the 99 were terrific. Their best time of 7:52 was remarkable when you consider that it was Marcel's first Climb to the Clouds, he had only managed one successful practice run which only covered the lower half of the mountain, he had never driven ANY 99 before let alone this one, and the stock powertrain might have had the least power of any entry. With all that, a seventh in class and fiftieth overall in a field of eighty seems a fine outcome. The 99 was a hero on course and also a fan favorite. So many people came by the paddock to look at it, and the SPG, and talk about Saabs.

In all, Climb to the Clouds was a massive success. Travis Pastrana broke his own record with a time of 5:28.67. Watch his video. It is joyful madness. Two Saabs went up without incident, each driven by racers much younger than their cars! Pascal and Marcel will be ready to return in three years when the Climb to the Clouds is next run. Pascal has talked about Saab race car 2.0, but if not his SPG is still a beast and with some adjustment, and a new shifter, maybe he can even win his class. Marcel? We'll have to wait and see what he decides to race. 🇨🇦

**PIERRE BELLERON** lives in Fremont, NH. He currently works for Volvo Cars of Exeter. Previously, he worked for Charles River Saab for 28 years.



# GETTING TO SOC 2021

BY REBECCA GETZ

I've got a thing for Saabs, I can't explain it; it's just in me, like something in my DNA. Saabs have always been my "happy place." Seeing a Saab makes my heart skip a beat. When I sit in a Saab and smell that Saab smell, the troubles of the world disappear. The sound of the engine brings a sense of comfort. Driving is just pure joy.

My Saab is a 1999 Lightning Blue Viggen. I saw it when the original owner purchased it new. It was one of the most amazing cars I had ever seen. It was a dream come true when I had the opportunity to purchase it in 2017. When I drive my Viggen, I feel connected to the road, to life, to the universe and to a sense of immense gratitude. Driving it is a spiritual experience.

It had never occurred to me that anyone else out there would share the same feelings. Until one day...I stumbled across an advertisement for the 2019 SOC in Loveland, CO. WHAT??? There are others who have Saab love like me??

My Viggen and I made a bonding journey from St. Paul MN to Loveland CO for the 2019 SOC. The weekend felt dreamy. Everywhere I looked there were fantastic cars. I was struck by the warmth and kindness of the people I met. And they all loved Saabs!

Of course I was going to attend the long awaited 2021 SOC convention in Albany, NY! There was no question that I would drive; I wanted that mindfulness/spiritual experience. I got the Viggen spiffed up a bit. I had the wheels refinished and got new tires. My mechanic looked everything over and gave me the green light to drive to Albany. I took off with my beloved Viggen on Wednesday, July 14. I planned to arrive late on Thursday. The drive was delightful, and I couldn't wait to get to the rolling hills of NY.

But as any Saab owner knows, something can always "happen."



It was about 9:30 in the evening. The road conditions on I-80/94 were bad. There was construction everywhere and the lanes were narrow with little to no shoulder. The road was full of potholes and cracks. Due to the volume of traffic, I could not maintain much distance between my car and the car in front of me. But I was still happy, embracing the adventure.... until time stopped for just a second when I saw a decent sized chunk of concrete and metal debris the moment it collided with my car. I knew that at a minimum, I had a blown tire. I pulled over as quickly as I could, put my hazard lights on, grabbed my phone and jumped the concrete barrier on the side of the interstate.

A stranger stopped and told me where I was so I could tell the highway patrol dispatcher my location. An Indiana state trooper bravely helped me despite the danger to himself. A tow truck driver rescued my Viggen from the busy interstate. I consulted with my father about my plan for the car and a "Saab friend," made helpful suggestions and provided resources in the area.

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## **But as any Saab owner knows, something can always “happen.”**

My Viggen and I spent the next 17 hours in Hammond/Highland IN. I got a new tire put on and although the wheel was chipped, there was miraculously no more visible damage to the car. Was I going to continue the journey to Albany or return to MN? I sat in my Viggen for an hour trying to decide what to do. West would mean no SOC, but would be the “safer” decision. East would mean the possibility of attending the SOC, but riskier. I needed more information to make a decision, so I asked one of the mechanics who worked at the tire shop. He told me that I should be “good to drive for at least 100 miles.” I explained that the shortest option I had was driving 450 miles (back to St. Paul). He said, “Well then I would definitely NOT go over 60 miles per hour and don’t hit any potholes.” Decision made. No Albany. Although I was grateful that my Viggen and I were OK, it felt crushing to accept that I was going to miss the SOC.

I headed west and thought about the 2022 SOC in Sturgis to feel better. When I left it was late in the afternoon. Since I had to maintain a slow speed and did not want to drive in the dark, I only made it to Madison. I was exhausted. After a good night of sleep I woke up with a clear head. Maybe there was still a way to get to Albany!!!! I checked flights from Madison—nothing. There were some flights from Minneapolis/St. Paul but I had to make it home safely first.


I did make it safely home. I thanked my Viggen (yes I talk to my car) for being so good to me. I thought about my friend’s comment that maybe the Viggen saved my life—the situation with the debris could have been so much worse. I enjoyed seeing my family and giving my sweet children big hugs. My family totally understood when I explained that I would be leaving again soon to catch a little of SOC 2021.

Early on Saturday, my husband drove me to the airport to catch a flight. Wow, I was going to make it to SOC 2021 after all! As I rode the shuttle from the Albany

airport to the Desmond hotel, the driver told everyone in the shuttle that there was a Saab convention going on, and it was “a little like Woodstock.” Woohoo! I was moments away.

I tried to take in every moment that I had at SOC 2021. It felt magical. I arrived two days late and in a very different way than originally planned, but all was good—in fact, it was perfect! 🍷

**DR. GETZ** is a psychologist in St. Paul, Minnesota.



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## SAAB WIS Online Workshop Information System

The Saab Club of North America is pleased to announce our acquisition of **SaabWISOnline.com**, the online Saab service manual. We took this important step in order to ensure its continuing availability as a free service, to our members and the whole Saab community, especially those of us who work on our own cars. It had been a volunteer effort to develop it, and depended on advertising and donations to cover the ongoing cost of hosting the web site. Its future is now more secure. This joins our Saab Service Directory **saabclub.com/service**, and the valuable cooperation of many Saab shops in offering discounts to our members, and other

We encourage everyone who uses SaabWISOnline.com to show your appreciation by becoming a member of SCNA: **saabclub.com/join**. Members get **9s**, our quarterly magazine, and can register for our annual Saab Owners Convention.



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## Clubs & Contacts

We have moved the old North American Saab Clubs and Contacts page onto our web site, and updated it. **saabclub.com/clubs**

We welcome any additions or corrections, to **clubs@saabclub.com**.

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# 9 QUESTIONS

BY 9s EDITORIAL TEAM

Here at **9s Magazine** we thought it would be fun to showcase two members of our community; one from the “OG” and one from the “NG” crowds by asking them to answer the same **9 questions** about their experience as a Saab enthusiast. Depending on the popularity of this column, it may become a regular feature in future **9s** magazines. We hope you enjoy getting to know a little bit about these fellow Saab owners and welcome any feedback on this column. [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com).

## “NG” JOE RIZZOLO

Joe is from Secaucus, NJ, where he currently works as a 9-1-1 dispatcher full time for a local police department. He also serves as a volunteer firefighter. His first Saab purchased in 2013 was a 2001 9-5 SE



V6 Wagon, affectionately known as “The Battle Wagon” in the Saab community. Ever since his first Saab, he always wanted to be different from the rest and would think of ways to bring a new element to the community. “Dare to be different” has always been Joe’s motto with



the Saabs. Joe’s NG9-3 Sedan placed first in its category in the People’s Choice awards at SOC 2021.

**Are you the first person in your family to own a Saab?**

Yes, and hopefully not the last!

**What is one Saab you would like to own?**

Definitely a New Gen 9-3 Convertible either in Arctic White or Lynx Yellow, 6MT of course just for more fun!

**What cars other than Saabs do you own?**

I do not own any other cars at the present time.

**What NEW car would you choose today and why?**

I would have to go with a 2021 Toyota Tundra or similar. My fiancé and I attend car shows around the Eastern United States and we would like to start trailering our vehicles to cut down on wear and tear.

**Do your friends make Saab jokes?**

Surprisingly enough, I have not heard many. The only one that sticks out is the “Saab Story” response whenever something happens or goes wrong with a Saab.

**Has anyone ever mistaken your Saab for another brand?**

Nobody has mistaken my Saab for another brand, but tons of people have asked me what a Saab is and where it is from.

**Have you ever slept in your Saab?**

Never had to sleep in my Saab, but did pull some overnights in my wagon a few times.

**What is the most embarrassing thing that's happened in your Saab?**

When I owned my 2001 9-5 SE, I thought it was a true six cylinder turbo when I first bought the car since I knew nothing about the brand. It felt pretty embarrassing when I learned the truth, especially not knowing much about Saab motors. It did motivate me to learn more about the ins and outs of Saab motors from that point on.

**Who is your Saab idol?**

A Saab idol of mine is Jacob of ‘Auto Autopsy’. His passion for the brand, especially as a younger enthusiast, has helped a newer generation of owners learn valuable info from his maintenance/repair videos.

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## “OG” SCOTT WHINNA

Scott lived in Chicago for 16 years but states that his tastes have changed. He lives in rural turf these years in a Village called Inverness, Illinois. Scott has been around cars and obsessed with them in some form or fashion since birth. He had his first parts car towed away by the authorities at a young age. Scott states “my wife is great in the fact that each car I buy she knows is not the last. She is supportive in this regard. She doesn't say much when she finds some car windshield or random parts where the holiday decorations are stored.” Scott admittedly states that he and his wife sowed their wild oats at a younger age but their focus is now on family and kids (and Saabs!). Scott works in Consumer Electronics Distribution, but because of the number of cars many of his neighbors mistake him for being in the auto industry. Scott says “basically, if it doesn't involve a car engine, a guitar fret or a fishing rod, I do not care much about it.” Here are Scott's 9 answers:

### **Are you the first person in your family to own a Saab?**

No, my father had a few Classic 900s when I was growing up.

### **What is one Saab you would like to own?**

1975 95 Wagon.

### **What cars other than Saabs do you own?**

'90 Ford Thunderbird Supercoupe, '86 Ford Mustang LX, '70 Ford XL Galaxie 500, '99 Porsche 911 Carrera, '14 Porsche Cayenne S, '97 Chevrolet K1500 Silverado

### **What NEW car would you choose today and why?**

Porsche. Build quality.

### **Do your friends make Saab jokes?**

Probably the biggest one is Tagging me in every one that is sold on the internet.

### **Has anyone ever mistaken your Saab for another brand?**

"Yeah you're ah, into those Subaru's....right?"

### **Have you ever slept in your Saab?**

Once, recently actually. On the drive to Albany SOC 2021 in my 1985 C900 T16. I worked a full day and then set off from Illinois around 5pm and shut it down at a rest stop in Angola, New York at about 2am EST. I had removed the lower rear seat on my Classic 900 in prediction that I

would drive back with a car full of parts (I am honest with myself in this regard). Anyhow, this makes the whole rear section quite flat; also one is able to recline the seat quite freely, it also gives one more leg room while sleeping in the back as I am 6'5. When I woke in the morning I recognized that I had a lot of time to kill. So I set off for Saugerties, NY and went to where The Band recorded "Music from Big Pink" and visited the grave sites of Rick Danko and Levon Helm of the Band in Woodstock.



### **What is the most embarrassing thing that's happened in your Saab?**

I was all hyper about a new purchase of a C900 I got out of Colorado. I took my girlfriend at the time (who is now my wife) out on a test drive. Previous owner had just driven it from CO to Chicago. It was vaguely famous on Saabcentral; it was a converted EZK T16 turbo car that leaned out at 8psi that had been covered a long, long time ago by some engineering mind, greatly without the assistance and support you find in today's world. It was called Frankenblue. Anyhow, We'd gotten about the distance it would take to get an engine to operating temperature when it just died. Crank no start, which I'd thought meant the CPS (it was) but I told this to my wife as we walked back home. She was thinking "great he's brought home another sh!tbox and now I have to walk home".

### **Who is your Saab idol?**

That's a complex one as there are so many out there doing it for the brand. I can't hold one to account but there are folks out there like Jerry Danner, Tom Donney, Bill Jacobsen, Al Huseman, Phillip Kleene, John Collins, Daniel Cahill, Sandy Bogage, Jan Gravley, Jordan Pagano, Tyler Nay of Petersen Automotive specializing in the brand locally. Those are some off the top of my mind that are going above and beyond for helping people, making products, protecting the legacy, and keeping the torch lit in support of the brand. Hats off to anyone going out there and daily driving a Saab and keeping with it. I love all of you. 🍷

# FREEWHEELING

BY ASHER SCHLUSSELBERG



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It has been four or five years since I've been to the Saab Owners Convention. The last few years of work and family obligations have gotten in the way of making the trip to spend a weekend in America's most beautiful parking lot surrounded by Saab enthusiasts who love the other cars from Sweden as excitedly as I do.

For a few years I served on the Board of the Saab Club of North America, and over the last few years I have had the pleasure of serving as the President of the Vintage Saab Club of North America, a smaller group focused on the maintenance, restoration, and preservation of pre-c900 cars. Most of our members have 99s, 96s and Sonetts, and we spend our time enjoying life in the slow lane, waving as y'all in the souped up 9-3s and 9-5s blast past us with your AC on.

Vintage Saabs were well represented in Albany, with many of us seriously taking the slow lane to get to the show. The Editor of our quarterly newsletter, and my new hero, Ray Kopczynski, drove his two-stroke 96 all the way from Oregon (and back home after the show), proving that our cars are meant to be driven.

And if we aren't afraid of a little exhaust buzzing in the background, a classic teardrop Saab is a great way to go places, if you have good places to be! He drove to the Saab Heritage Car Museum in South Dakota and caravanned with the Donneys in their 1964 96 all the way to New England. I know it was a long trip, and a real automotive accomplishment. If only the Saab Museum had a Hall of Fame, in my book Tom and Ray's picture would be way down the hall and around the corner and down a few stairs from Erik Carlsson and Sten Wennlo! What a grand adventure!

I chose to use the Convention as an excuse to exercise our 1959 93B (that's the one that has rear hinged doors) and drove up from NYC where I live, to Albany on Friday morning. As always, we burbled along with the heat on and made it, arriving in Albany in three and a half hours, looking like red lobsters. It was a bit toasty; we had to keep the heat on to keep the engine temps under control. Compared to some of the other cars that showed up at the show, my 93 is pretty original, with the original 750cc three cylinder engine that hums like a little sewing machine and the neat three speed on the

column with freewheel. My car had been laid up in a barn in Ohio since the late 1960s until the Hutchings family in Delaware brought it back to life in the early 2000s. It is a great example of the simple and hearty engineering that won many rallies for Saab in the 1950s and 1960s.

At previous Conventions there usually are a few vintage cars, but this time I was surprised to see almost 30 early cars, two-strokes and V4s and some lovely 99s as well (there was also a fabulous blue early 900, that matched the brochure exactly). It was nice to see a big variety of cars, from pristine survivors, to restored gems, and some impressive race and rally cars. The Jacobsens even brought their Sonett I, a car that was developed for rallying in the 1950s but was cancelled after only six copies were created. Theirs still has their VSCCA race numbers pasted on the doors from its time as a bonafide vintage racer. It's most likely the only Sonett I with actual race history. There were some other cars that were pure eye candy. Aside from Ray's road warrior 96 and the Sonett I, all of the Concours winning cars were representative of the very best in each of their classes. It is an honor to be recognized in this way.


I really love seeing these cars in action, and the highlight of the meeting for me were the Vintage Rides that the

Vintage Saab Club sponsored on Saturday. We shared our cars with the attendees of the show, taking some for a quick spin around the hotel. Folks were able to get a ride in Saabs dating from 1956 to 1977. If you're used to driving a Viggen, the chance to experience the cars that put Saab on the map is a unique one. I loved seeing (and hearing) the lineup of cars as they were picking up and dropping off Saab nuts. It reminded me of some of the wonderful videos on YouTube of the Saab Factory grounds in the 1960s, filled with cute cars in flashy colors.

If you are interested in our little Club, send me a note. I'd be glad to send you a copy of our Newsletter. If anything, it makes for some nice bedtime reading. It was great to be at another Convention, and we are already looking forward to the next one at the Museum in Sturgis, South Dakota in 2022. It promises to be unforgettable!

**Asher Schlusberg**

**AESchluss@gmail.com** +1 (915) 588-8813

**vintagesaabclub.org** 

**ASHER SCHLUSBERG** is the President of the *Vintage Saab Club of North America* and lives in New York City.



# SAAB SHOTS

BY JASON HENSKE & DOUGIE MARKLEY



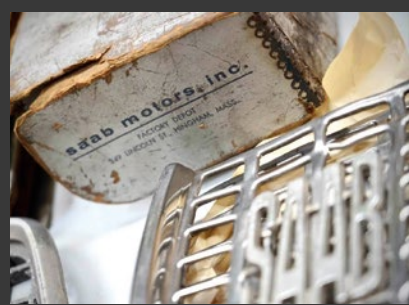
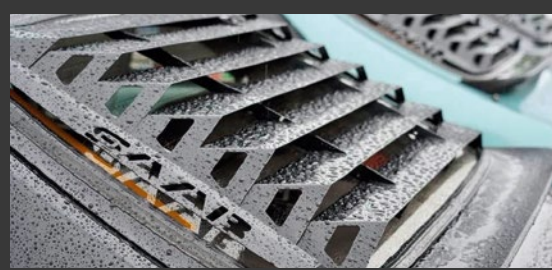
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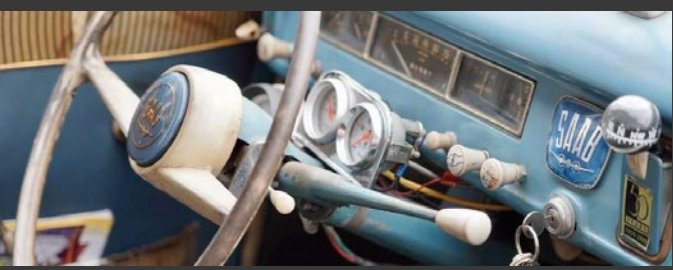






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# MEYER GARAGE

BY ROGER S. HARRIS



## Three Generations of Adams keep Meyer Garage going in Iowa

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This is the 13th edition in a series of articles about those who care about the Swedish brand enough to focus on the repair, service and sales of Saab cars even as others have moved on. The goal of the article is to let those who continue to enjoy the individuality and great value of the cars learn where these unique shops are located and what they offer. This series of articles about Saab shops has endured for several years to help keep the Saab spirit alive. It is always nice to continue to find that there are still Saab shops that have been around for years that I have yet to discover. In those shops are interesting people who have helped to make our travels more interesting, safer and dependable in the unique cars that we own.

Marty Adams is the third generation of his family to operate Meyer Saab in McIntire, Iowa. The awareness of Saab automobiles started with Marty's father when he came home from being stationed in the service in Germany. Jerry Adams found a job in Minneapolis, MN at the Borton Motors Saab dealership after learning about the cars while abroad.

Jerry's father, Edmund Adams established the Meyer Garage Saab dealership in 1964 after first operating a small general automotive repair shop in rural Meyer, Iowa in 1963. The creation of Meyer Garage was prompted by Jerry telling his father about the benefits of the Swedish cars with two-stroke engines that would

start easily in the very cold weather. In 1967, Jerry moved back home to help Edmund run the dealership and in the fall of 1978, Jerry took over the franchise ownership. The operation continued to grow over the years. Marty's first Saab was a 1970 99, white with red stripes and beige interior.

Marty started to work in the shop part-time during the late 1970s and began his formal Saab training. It is significant to note the Meyer Garage was the first Saab dealership in the country to be staffed entirely by Saab Master Technicians in 1988. At the height of the business in the late 1980s, seven people were working at the firm. One longtime Saab enthusiast indicated the following about Meyer: "The dealership was always one of the best of the old school Mom & Pop type shops where long-term relationships and good service meant more than monthly sales quotas and the bottom line. The sort of place that manufacturers have gone out of their way to eliminate in the last few decades in favor of soulless multi-store conglomerates."

Marty began management of the enterprise in the summer of 1996. Jerry Adams passed away in 2011. Growth allowed a second Iowa City location to be added in 2001 which continued in operation until it was closed in 2014. The automobile industry crisis of 2009 hit the Saab brand particularly hard since GM had sold the brand and there was a limited quantity of cars produced

for the next few years. Parts also became a short-term issue following the demise of the Saab automobile brand in 2012. Fortunately, Orio took over parts and service support for the brand and Meyer Garage continues to be an Official Saab Service Center to this day.

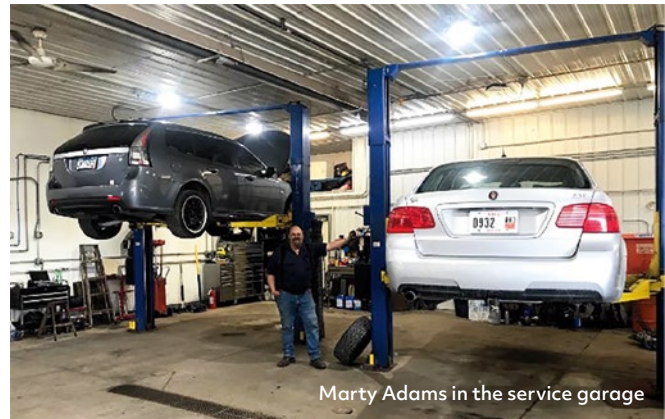


Meyer Garage is located about three miles south of the Minnesota state border. It is the oldest Saab dealership west of the Mississippi River. With the pandemic lumbering on and many good Saab establishments located further away than a few hours' drive, this was the first in the series wherein the article was written remotely. And remote is what this dealership is about. After traveling through a maze of county roads with lots of corn and bean farms, you come upon this Saab haven.

Here is a story relating to Meyer Garage from a Saab owner which occurred years ago. "A few things which stick in my mind were being amused by the number of kids pulling up on their bicycles to buy a coke from the soda machine outside the front of the dealership; quite the local hotspot. Shortly after, one of my kids came back from checking out the new cars in the front row and wanted to know if he should tell Marty the keys were left in them. Apparently, it was not an oversight. Another time, another place. Almost too Mayberry RFD to be true even though it was a few decades ago now."


Meyer has a rural setting but people would come from quite a distance to deal with them. Meyer has hundreds of loyal Saab customers which continue to depend on it for service. They continue to sell used Saabs with three or four of them typically available at a time. They also provide both new and used parts. The backyard is full of over one hundred Saabs which can be sourced for used parts for classic 900s to OG 9-5s.

Marty noted that he sold a high percentage of 9-5 wagons and he has always liked that model. His favorite Saab features include the seat heater, audio systems, turbocharged engines and the longevity of the interior and exterior components. In terms of vintage cars,



Marty Adams in the service garage

he currently has a 1975 99 EMS and a 1967 96 two-stroke. He is seeing an increase in people coming in for restoration of cars built in the 1970s. A factory trained Saab mechanic, he continues to work directly on customer cars.

With hours of Monday through Friday, 8:00 AM to 5:00 PM and Saturday 8:00 AM to 12:00 PM the firm continues in operation. It is located at 2687 480th Street, McIntire, IA 50455. Marty Adams can be reached at 641-737-2239 or by [info@MeyerSaab.com](mailto:info@MeyerSaab.com) 



**ROGER S. HARRIS** lives in West Springfield, MA. His articles in 9s focus on Saab service and sales shops throughout the U.S. All pictures are courtesy of Meyer Garage

# BUYING **SIGHT-UNSEEN**

BY LINNEA KRAJEWSKI



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Ah, wilderness! Living in the woods in New Hampshire, far away from people who ignore traffic signals, believe that stop signs are suggestions and fail to even acknowledge yield signs. People up here understand right turn on red, and will actually stop to allow someone to exit a side street or a parking lot.

Or so I thought. I was innocently running some errands in a nearby town and was headed home. Entering an intersection on a green light, a fellow driving a Volvo tractor, who was either colorblind or half asleep, decided that the red arrow on his side of the intersection did not apply to him and began to turn left.....right in front of me. I very quickly hit the brakes as hard as I could and stopped mere inches from the bug covered bumper of the tractor. Had the trucker continued through the intersection, he would have removed most of my front end. I had to back up to allow him to clear the intersection. I took off in pursuit of the idiot, who pulled over about a half mile from the scene of the near crime. Exiting the car, I stood in the middle of Route 119 and proceeded to give the driver a choice piece of my mind. I was still at it when my voice gave out about 10 minutes later, over several apologies from the driver and several well placed expletives from me.

It wasn't until I was back in the car and headed home when the reality of how close a call this was.....and then I started to get the shakes. I managed to get home and sat, cross legged in front the car and nearly wept at how close I had come.

After about a half hour of decompressing, I decided that it was time to start looking for something that was a soulless automotive appliance. I was determined to get something that, if shot out from under me, would elicit no tears and no remorse.

I started looking, first at Subaru, which seem to have taken over the land. No matter where you look, there are scores of Subaru, and they are not cheap. The Ascent heads out the door with a price tag north of \$30,000. Outbacks are nearly as expensive, as are Foresters. Used Subaru are no bargain, either. Most of the ones I looked at had price tags that rivaled the cost of a new Corolla. Of course, nothing rusts quite like a Subaru.

If I thought that Subaru were expensive, I got quite the shock after perusing the Volkswagen website. Golfs are actually more expensive than Jettas. The cheapest Golf carries a price tag of over \$20,000. I could live with a Jetta, but not the sticker price.

I could not bring myself to look at the ultimate purveyors of soulless automotive hardware, Toyota. Just thinking about driving a Camry made my stomach roll.

In a fit of weakness and depression, I turned to Saabnet. I looked at 9-5s first. I could live with a 9-5, even one with an automatic. I wasn't sure if one would grow on me the way the real 9-3 has, but I was willing to give one a try. I recognized the name of one of the sellers. I rang him and explained my current situation. He said he'd take a look around and would report back with

what he found, and rang back the following day. He had found a few 9-5s, a few with slushboxes and a few with five speeds. He also found a 2002 9-3 with 118,000 miles on the clock and an automatic gearbox in black.

Throwing caution and good sense to the winds, I asked my contact to pick up the car and ship it north. It was currently at a used car place in Virginia. He made the arrangements and, after a few starts, stops and missed connections, my new Saab arrived here on May 22.

Getting it registered and on the road, I noticed that it had a rather loud and rumbling voice and the tires were quite noisy and square. The fellows at Saabworks found that the car, like so many of my other Saabs, were not well cared for by the former owner. The loud noises coming from under the car were the result of an exhaust system that had, quite literally, been glued together and stuck to the underside with little more than hope. The tires were so badly dry rotted that the tread was coming off in the rear. The valve cover gasket was throwing oil everywhere, and the serpentine belt was soaked with oil. None of the exterior lights worked; no headlights, no tail lights, no fog lamps. When the

shop got into the center console to replace the switch, they found that someone had made a mess of the wiring. After the wiring disaster was sorted, they replaced the offending ignition switch. The seller had assured my contact that he had gone through the car and all was well. The guy either had a funny sense of well or, more likely, had shaded the truth badly.

After 3 weeks and almost \$3,000, the car was street legal. We still have some work to do; the right front window is taped in place and needs repair. There is a vacuum leak somewhere and the PCV system needs updating.

So, as I sit here writing these words, I have a healthier Saab. It will get some undercoating to keep the tinworm from attacking. It will do the bad weather driving and allow me to keep my other Saab's body from being further ravaged by the dastardly tinworm.

Ah, so much for the soulless automotive appliance... 🇺🇸

**LINNEA KRAJEWSKI**, when she is at home, lives in the wilds of New Hampshire with her ever-expanding brood of Saabs.

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## SAAB OWNERS CONVENTION 2022

The SCNA board is hard at work planning SOC 2022. As many of you already know it will be held in the Black Hills region at the **SAAB HERITAGE CAR MUSEUM USA** in Sturgis, South Dakota, July 22-23, 2022. The **SAAB HERITAGE CAR MUSEUM USA** features over 80 cars, including rare Saabs from the GM Heritage Collection. The area surrounding Sturgis offers some of the country's most unique landscapes, natural and man-made wonders, wildlife, and breathtaking scenic drives. SCNA is excited to welcome you to what we hope will be our most memorable event to date.

SCNA proudly announces that we have secured **THE LODGE AT DEADWOOD** (Deadwood, SD) as the banquet hotel for SOC 2022! A block of 70 rooms is available for July 21-23. (Handicap accessible rooms available, and pets ARE allowed.) The Friday Welcome Dinner and Saturday Awards Banquet will be held at The Lodge — all other SOC events and meals will be held at the **SAAB HERITAGE CAR MUSEUM USA** (Sturgis) or other locations to be announced.

To secure a room reservation at the reduced rate of \$199/night, **you must call The Lodge directly: +1 877-393-5634 or +1 605-584-4800** and indicate you are with the **SAAB OWNERS CONVENTION 2022**. The reduced rate will NOT be available via their website. Should you have any questions, please reach out to SCNA at [jan.gravley@saabclub.com](mailto:jan.gravley@saabclub.com). We look forward to seeing you in 2022! For up to the minute information visit:

**SaabConvention.com**

# MARKET WATCH

BY KELLY R. CONATY, MD

## So you want to sell your Saab?

Should you list it on the popular auction site Bring-A-Trailer? I sold a car on BaT and I got top dollar. It was a bit of work on my part to get it done. I have been checking out BaT for years, before it was an auction site for premium automobiles. It was a place where you could go to purchase a project car, and you literally needed a trailer to pick it up after purchase. I even had an article written about one of my cars in 2016 when BaT would scour local Craigslist listings for content for their website. Now, you can find a multitude of Porsches, Mercedes-Benz, BMWs, Corvettes, classic cars, and yes - Saabs.

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In recent years, more and more Saabs have been showing up on BaT. So far, as of the end of August 2021, there have been 54 Saabs sold. BaT is on pace to sell 75 Saabs this year, all of them at premium prices. I sold my Saab 1994 9000 CSE in June of 2019 as one of 52 Saabs sold that entire year.

The process goes like this: You “submit” a vehicle for BaT to screen to see if it meets their standards. The fee for a “Classic” listing is \$99, and the fee for a “Plus”



listing which includes professional photographs is \$349. The fee is not charged until BaT chooses to list your vehicle. You fill out a questionnaire which describes your vehicle, and lists your preferences. BaT vigorously discourages listing your car with a reserve. In my case, I had a reasonable reserve. Even though I was encouraged to drop the reserve requirement, I settled on a lower reserve and BaT acquiesced. Recently though, I have seen fewer and fewer cars with reserves. You'll also send in photos of your car, photos of documentation, walkaround videos, and other documentation that tells the best story about your car. BaT is looking for honestly presented vehicles that “fit” their idea of a vehicle that will sell for a premium price on their platform. After all, if a car sells, they make the listing fee from the seller, and they also make money by charging a buyer's fee. Buyers pay a 5% fee on top of the final sale price to BaT, with a minimum of \$250, and capped at \$5,000.

If BaT chooses to select your car for auction, you will be charged your listing fee and you will be assigned an Auction Specialist who will be your direct contact during the process. Your Auction Specialist will craft an honest and informative listing for the vehicle. In my case, I had to have several revisions of the listing, but once I approved the listing the auction went live about a week later. I have heard of some sellers waiting up to a month or more before the auction goes live. Once the auction goes live, you cannot edit the listing at all, however, you can add photos and videos with the assistance of your Auction Specialist.

Once the auction goes live, it runs for seven days. Each auction has a comment thread where the BaT community discusses the vehicle and asks the seller questions. Sellers are encouraged to be active participants in the comments section—answering questions and engaging with the community increases bidder confidence. In addition, potential bidders can





use the Contact Seller button to ask the seller questions, schedule a viewing, or set up a test drive. If your auction is a reserve auction, you have the ability to lower the reserve while the auction is live.

Everyone who bids on BaT is required to register. All bids are verified by a credit card hold to ensure commitment of potential buyers. When a bid is placed, BaT places a hold on the credit card on file for 5% of the bid amount. When the auction closes, the hold is released for all bidders who didn't win the vehicle. Sniping protection extends the auction clock by two minutes each time a bid is placed in the auction's final moments. The auction isn't over until two full minutes have elapsed since the highest bid was placed.

The transaction for a vehicle won on BaT is between the buyer and the seller. BaT doesn't get involved in the transaction at all. At the close of the auction, the winning bidder and seller receive each other's contact information via email. In my case I sent the buyer a photocopy of the title and a bill of sale prior to the buyer sending payment, and he completed the purchase with a wire transfer. The buyer and I worked together with

shipping the vehicle. Before I knew it, my car was on its way to the new owner.

If you are the type of seller who wants to place an ad on FB marketplace or Craigslist with a few photos and let it run, BaT is probably not for you. If you want to put a little work into it and be completely honest and transparent about your car, it is well worth it to sell on BaT. 🍷



**KELLY R. CONATY, MD** is a (mostly) retired Pediatric Anesthesiologist and Saab enthusiast with a fleet of six Saabs. Kelly was elected to the SCNA Board in 2021.

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# Elite Motors

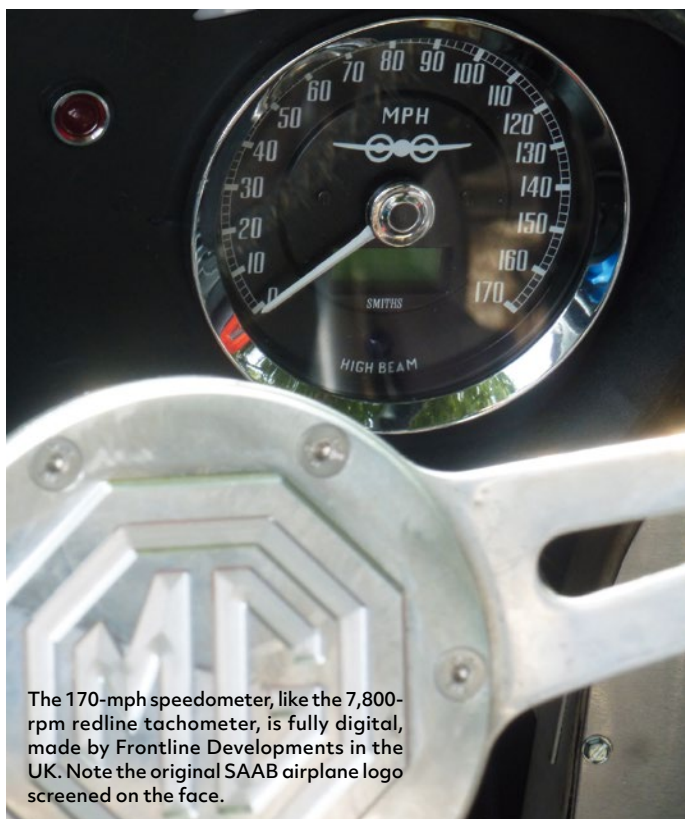
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# SAAB TURBO-POWERED MGB

BY MARK McCOURT



The 170-mph speedometer, like the 7,800-rpm redline tachometer, is fully digital, made by Frontline Developments in the UK. Note the original SAAB airplane logo screened on the face.

## Snapping necks and dropping jaws at the 2021 Saab Owners' Convention

We caught up with him to learn this car's history, how it's come to be, and what he plans for it.

"In 1993, I purchased this MG. At the time, I was driving a \$500 Honda Civic wagon. The same year, Saab came out with the 9000 Aero with the 225-hp engine--that was the same power the [5.0 V-8] Mustang GT had made. My uncle, who restores British cars, was a Saab mechanic at that time, and he took me for a ride in a customer's Aero. It was, by far, the fastest car I'd ever ridden in. And ever since I got a ride in that car, I've always loved Saabs, been hooked on them. I've owned eight of them--9000s, 900s, 9-5s.

"And I've loved my MG, but it's gutless," he says with a laugh. "I put a Weber downdraft carburetor and a European Ford 5-speed transmission--from a Sierra, I believe--in it and loved going down the road at 45-55 mph, just putting, especially on a cool night. Back in 2016, I was 46, and had health problems that could have been really bad, but I overcame them. My wife said, 'Life is short, why don't you do something for you? Do you want a new car?' I don't have car payments, have never owned a new car, even though I could afford to. I said, 'I've always wanted to put a Saab engine in my MG.' She said, 'Go for it.'

"I went for it."

In early 2017, Ewen pulled his MG's driveline and, with the help of his uncle, attempted to mock-up the fitment of a Saab B234 "slant-four;" they encountered big clearance problems. He then turned to Nick Taliaferro,

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### **Hello little MGB, what are you doing here in Saab country?**

*(walks closer, glances into the open engine bay)*

### **WHOA.**

Visitors to the Desmond Hotel in Albany, New York, on Friday, July 16, were treated to a most unusual sight. Not only were there literally hundreds of Saab automobiles in the parking lots surrounding the facility --in attendance for the 2021 Saab Owners' Convention, hosted by the Saab Club of North America--there was a rather gnarly-looking MG on hand that hosted a shocking Swedish secret under its British bonnet.

This 1980 MGB belongs to longtime Saab and MG enthusiast Ewen Lennon. He's owned the MG since 1993, and long lamented its lack of oomph, especially in consideration of the turbo-powered Saabs he's loved for an equally long time.

Ewen displayed his B as it stood, an ongoing project that will, upon its completion next year, represent an aggressive, ultra-powerful, completely unique one-of-one sports car.



The Direct-Injected 2.3-liter, 16-valve, DOHC Saab B234R turbo engine in its natural habitat, sitting sideways and driving the front wheels of a '93-'97 9000 Aero.

proprietor of the Springfield, Missouri-based Saab-specialty firm Taliaferro Imports.

"I know Nick because I've purchased many parts from GenuineSaab.com through the years. I had an '05 9-5 Aero wagon that he worked on in his shop. He has four CNC machines, and the work he and his guys do is stunning, it's incredible.

"I called Nick and said, you'd have to do a reverse sump for the oil pan. He said, 'That's no problem.' 'It won't clear here and there.' 'Yea, that's no problem, that's not a problem.' All of the hurdles my uncle and I encountered, he had custom solutions for.

"They decided to take the project on in 2017, and dropped the car off. It was a rolling chassis, with the front and rear end in it, but everything else out. I brought that same Saab engine with me on the truck. He didn't want it rebuilt, he wanted to build it so he knew what they had. I said, 'You have a clean palette... go for it.'"

Ewen had removed the stock MGB lever-arm front suspension and leaf-sprung live-axle rear, along with the original front disc/rear drum brakes. In their place went prepackaged coilover front suspension, a three-link coilover rear with QA1 springs and shocks, and Wilwood disc brakes at each wheel, from Fast Cars Inc. The MG's differential was replaced by a custom 8-inch limited-slip differential. Finding appropriate spring rates has been an ongoing project, as the initial

setup was found to allow too much rear-end squat upon acceleration. Indeed, the entire monocoque would require welded tubular steel bracing reinforcements to resist the twisting forces it would be subjected to in its new Frankenstein's-monster reality.

And what acceleration it is. Starting with that factory-spec 2.3-liter 9000 engine, Nick and his team lightly overbored the block to 90.5-mm, then trued and balanced the forged crankshaft. They fitted 2.0-liter-spec JE pistons with ceramic tops to raise the compression ratio a full point, to 10.25:1; these run on custom Pauter connecting rods with Toyota 2JZ main bearings, saving more than 11 ounces of rotational weight. This engine's twin balance shafts were deleted to improve oil pressure, and the head was port-matched with heavier valve springs.

Cooling the engine and 7 quarts of oil was accomplished by an electric water pump, Mishimoto radiator, and a thermostat-equipped Mishimoto oil cooler. The electronic fuel injection was fed by an Aeromotive Phantom Stealth fuel pump and worked through Injector Dynamics 1,300cc/minute injectors, controlled by an AEM Infinity ECM.

And airflow—charged by a Bell intercooler—was enhanced by the custom billet and sheet aluminum 1 5/8-inch tubular intake manifold; exhaust gasses flowed through a custom tubular stainless manifold and Garrett GTX3071 turbocharger with a Tial

## SAAB TURBO-POWERED MGB CONTINUED

stainless turbine housing, MVS wastegate, and a Forge blow-off valve, into a 3-inch exhaust downpipe to a Vibrant muffler.

The rev limit, when the engine is cold (below 140-degrees F), is 4,000 rpm; above 170-degrees F, it's 7,800 rpm. Nick notes that the mechanicals are safe to 9,000 rpm.

The Taliaferro Imports team made the engine's output manually selectable via a dash-mounted switch, and it's optimized for E85 or 93 octane, but will run on a minimum of 91. The Map Select rheostat on the left side of the dash changes the turbocharger's maximum boost: on 93 octane, #1 gives 10-psi, #2 gives 11-psi, #3 gives 13-psi, and #4 gives 15-psi; E85 automatically remaps the system 2-psi greater at each setting. This Map Select also changes the DBW throttle map to tame the car a bit, as needed.

In race calibration, the little four-cylinder is capable of 500 hp at the crank and 457 hp at the wheels, using E85 fuel. Its street calibration, running 93-octane gasoline, is 385 hp. Keep in mind, this MGB weighs just 1,987 pounds, with a near-50/50 weight distribution.

As with any custom-build project, it's had some teething issues to work through. Ewen picked up the MGB last August, and he soon noted a vibration issue that resulted in the first-try, Quarter Master twin-disc clutch assembly being swapped for a single-disc clutch and custom flywheel. The 5-speed Ford Racing T5 gearbox with straight-cut gears, mated to the B234R via a UK-sourced, exact-fit bellhousing, now operates as it should without excess vibration.

So what's next for this Anglo/Swedish Cobra?

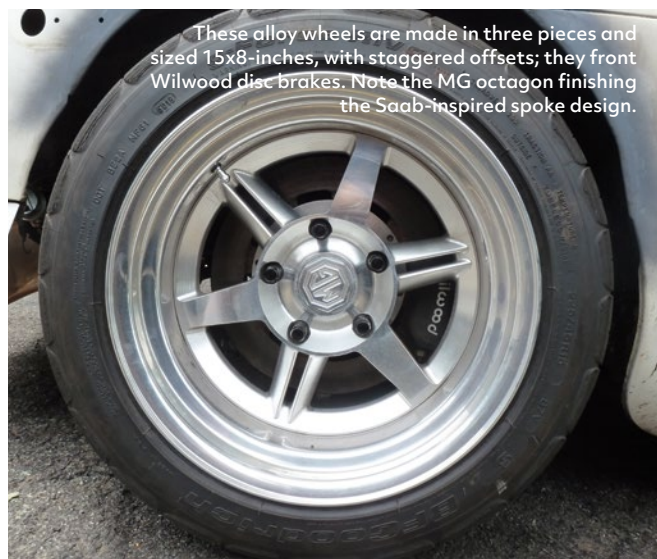
It will be heading to a highly regarded, restoration-focused body shop, where the fenders will be modified with custom-made fiberglass flares, the factory holes for the side trim and marker lamps will be filled, and flush-mount door handles will be installed. The front and rear valances will be smoothed, and no bumpers will be fitted.

It doesn't end there: The custom aluminum grille was designed after that in the Mercedes-AMG GT, and its magnetized octagonal central emblem plinth can accommodate both MG and Saab badges. The front turn signals are now integrated in the LED-lit headlamps.

And Ewen's even toying with the idea of creating a recessed rear license plate area that hinges open and covers the fuel filler.

The interior will likewise be fully trimmed, starting with the supportive and comfortable Cadillac XLR seats. Ewen wants to retain the original MGB-style metal dash for a clean look inside that complements his vision for the exterior. The design of the custom tubular roll bars (they'll be trimmed to match the interior) fouls the folding action of the factory convertible top frame, so this will require further engineering. And he's still debating whether to go with one of two current Lexus paint colors -Infrared or Atomic Silver- that will influence the interior color choice.

"I can't say enough about Nick and his team, I applaud them," Ewen tells us. "Without him taking on this build, it never would have happened. It's taken 3-1/2 years to get the MG driving and reliable. I think it's the only one of its kind, and I couldn't be more pleased with how it's turning out. I'm spending way more than the car's worth, but I don't care--I've been wanting to do this project for 30 years." 🇸🇪



These alloy wheels are made in three pieces and sized 15x8-inches, with staggered offsets; they front Wilwood disc brakes. Note the MG octagon finishing the Saab-inspired spoke design.

Words and photography by Mark J. McCourt; additional images courtesy of Nick Taliaferro

This article is courtesy of [www.hemmings.com/stories](http://www.hemmings.com/stories)

[www.hemmings.com/stories/2021/08/18/this-saab-turbo-powered-mgb-snapped-necks-and-dropped-jaws-at-the-2021-saab-owners-convention](http://www.hemmings.com/stories/2021/08/18/this-saab-turbo-powered-mgb-snapped-necks-and-dropped-jaws-at-the-2021-saab-owners-convention)

# SAAB CLUB INFO

## 9s & Nines : Back Issues



A limited number of back issues and additional current issues of **9s** and **Nines** magazine are available at [saabclub.com/nines](http://saabclub.com/nines)

## New-Member Referral Bonus

We are now able to offer a special bonus to both new and existing SCNA members! Sign up a new member at [saabclub.com/join](http://saabclub.com/join) and have them fill in your name at checkout. They will get an extra three months\* of membership FREE, and so will you! This brings one additional issue of **9s**, the SCNA magazine, plus all other member benefits. There is no limit on the number of new members you may refer.

At the checkout page, they should enter your name, and optionally your email address and/or SCNA member number. We will let you know by email when we verify this, and your expiration date and theirs will automatically be moved out by one or two quarters.

\* **9s** is published quarterly. Bonus adds three months for a paid 1-year membership; six months for a 2-year. If the **9s** publication schedule changes in the future, the referral bonus will add one extra issue to each membership, according to the publication period at that time. Your SCNA member number is on your Member "Card" (login), and we print it on your **9s** address label for easy reference. Referral bonus only applies to new SCNA members.



## Look! A Saab!

We have referral postcards available upon request for handing out at club meets, tagging Saabs you spot on the street, or mailing to all your Saab-loving friends. [membership@saabclub.com](mailto:membership@saabclub.com)

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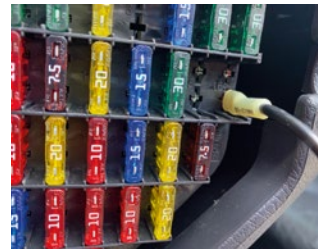
# TECH TIPS

BY KELLY R. CONATY, MD

## Salvage Yard Power Seat Removal

Our beloved Saabs are aging. Many times our interiors take the brunt of everyday wear. We try to take care of our seats but sometimes they are just beyond repair. New seat skins would be the ultimate fix but are extremely expensive, if you can even find them. Upholstery shops are another option but for many of us are way beyond our budgets. A good fix which is not so expensive is to transplant a seat or seat skin from another car. Many of us who troll around junkyards looking for parts sometimes run across a good seat that would be worth using. There is usually a big problem though: the power seats are difficult to remove because at least two of the track bolts are usually covered up by the seat. There are a couple of methods to get the seat to move back and forth so that you can get to the bolts. This is also good to know if you are trying to get at an underseat TWICE unit.

is bypassed, and 12 volt power is fed directly into the seat power circuit from the lower fuse terminal, you will be able to move the seat. All you need to do is to connect the battery box to ground, and the positive side of the battery box to the jumper wire with the spade connector plugged into the lower fuse terminal.



Many times though, if trying to salvage a seat skin, it is the passenger seat that is in better condition. There are a couple methods for moving the passenger seat in a Saab (NG900, OG 9-3, OG 9-5 at least, maybe more). You can use the same method as described above, feeding the power through the circuit at the fuse for the passenger seat.



Another method is to feed power through the relay terminal which is located under the seat toward the front. Remove the relay and note which terminal is #87. It is worth studying how relays work and are wired but it is beyond the scope of this article.

It is through terminal #87 that the power is fed to the power seat mechanism. If you connect a positive jumper into the female terminal for #87, and ground the battery box, the power seat mechanism will work. These methods can be applied to many other car brands and models and makes removal of seats very easy. Happy scavenging!



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You will need a battery box, and constructing a jumper wire will be helpful. Battery boxes these days are quite small and pack a lot of power. I have a jumper wire with a spade connector on one end. First thing you could try would be to hook up the battery box to the battery lead wires in the engine compartment. If the wiring to the fuse box and the fuses are intact, then this will do the trick in enabling you to move the seats.



The next thing to try is to use the seat's circuit and apply power directly to it. First, determine which fuse operates the seat. In my Viggen for example, fuse #16 operates the driver's seat. You can easily provide power to the seat by bypassing the fuse box using the jumper wire. Generally, the hot terminal for any particular fuse is the upper terminal. Current to the seat mechanism flows from the battery positive, into the fuse panel, through the upper terminal of the fuse, through the fuse, and into the circuit for the seat power. If the fuse

# FUTURE EVENTS



## SAABS@RADwood Austin

October 9, 2021  
Long Center Austin Texas  
SAAB Fans of Texas  
[saabs4ever@gmail.com](mailto:saabs4ever@gmail.com)



## Swedish Beauty Contest 40<sup>th</sup> Annual

October 9, 2021  
Mitchell Volvo Saab Simbury, CT  
[MitchellVolvoEvents@gmail.com](mailto:MitchellVolvoEvents@gmail.com)



## Annual Talimena Scenic Byway Cruise

October 15-17, 2021  
McAlester, OK  
[saabclubok@gmail.com](mailto:saabclubok@gmail.com)



Saab Car Museum

## Saab Car Museum Anniversary Festival 75 Years of Saab Spirit

June 10-12, 2022  
Trollhattan, Sweden  
[Saabcarmuseum.com](http://Saabcarmuseum.com)



## Saab Owners Convention 2022

July 21-23, 2022  
Saab Heritage Car Museum USA  
Sturgis, South Dakota  
[saabconvention.com](http://saabconvention.com)

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