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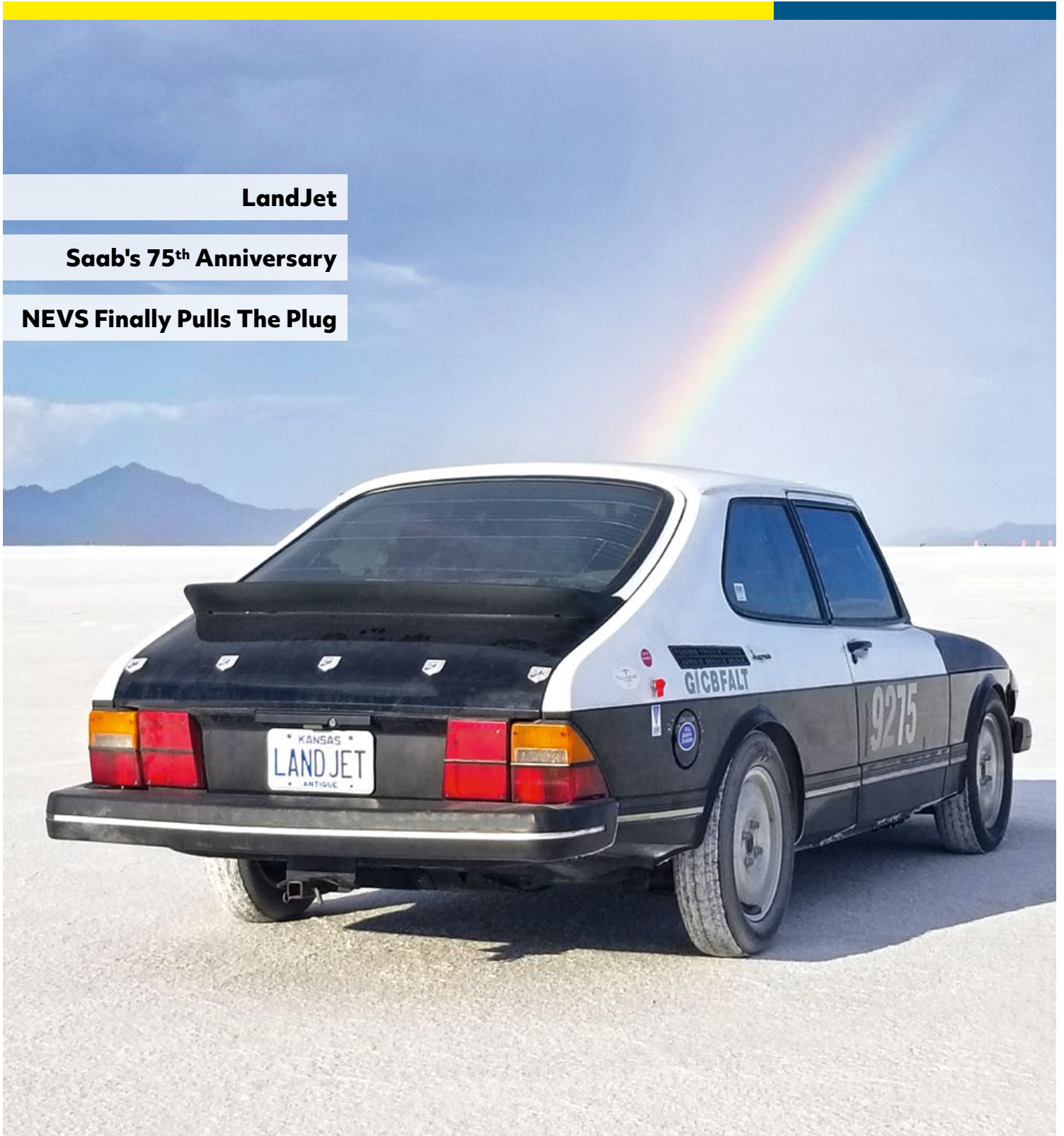
**THE SAAB CLUB** OF NORTH AMERICA

JAN - MAR 2022 : ISSUE **368**

**LandJet**

**Saab's 75<sup>th</sup> Anniversary**

**NEVS Finally Pulls The Plug**





AUTO AUTOPSY



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**Cover photo:** Dan Haugh's 1981 900 8v Turbo at Bonneville *World of Speed* September 2021. Photo by Dan Haugh, photo editor Louise Noeth (See article page 4)

# PRESIDENT'S LETTER

BY SANFORD BOGAGE



## The Saab Club of North America Board of Directors

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### Dear SCNA Members,

Just like one of those holiday themed car commercials featuring at least one bright red model in front of the pack, here at SCNA 'tis the season for Saabs in some of our favorite shades of red. I recently acquired a very low mileage 2005 Chili Red 9-3 sport sedan, and our Treasurer Jim also found a rare Laser Red 2009 XWD Aero Combi. Coincidentally enough, Jim's new combi was sold by someone who lives in my neighborhood, so I recently found myself buzzing along I-90 in a shiny red Saab, like Santa on the way to deliver this "present" to a new owner.

Wherever you find yourself this year, on behalf of the SCNA board we hope that you are able to spend some quality time with family and friends. In addition, may all of your Saabs be well, either running, safely stored away for the winter, or at least with progress being made on the latest project! In early November, the New England Saab Facebook group organized one last fall get together before the salt and snow hits our local roads. Not only was the turnout strong with over twenty cars, but we had an array of vehicles ranging from 1973 through 2011. Typically, the local turnout skews to newer 9-3 and 9-5 vehicles, so it was refreshing to see an array of vintage cars out and about as well.

This issue of **9s** marks our first full year of producing and printing the club magazine as an editorial group among members of our board. I would like to thank Greg Abbott for his help and guidance as Editor in Chief, as well as the many board members and club members who are putting in the hours to solicit and edit articles, consult in content and graphic design, or otherwise volunteer their time to bring you a high quality publication. Thanks as well to our strong and growing group of contributors, either behind the camera or computer screen, bringing you news, tips and information that celebrates and is also helpful to the Saab community.

In this issue as well as online, you will find updated information about **SOC 2022**. This year, we are teaming up with the **Saab Heritage Car Museum USA**, and together we will be hosting an event at and around the museum in the beautiful Black Hills of South Dakota. While the daily events will take place at and around the **Saab Heritage Museum**, for Friday and Saturday dinner we have chosen the beautiful Deadwood Lodge, where there are rooms available at a reasonable rate. Other options are available, so continue to check our web site at **saabconvention.com** for the latest room and registration options. Showfield space will be limited this year, and we plan on having registration open earlier than usual. Look for me in my Chili Red sport sedan!

Thank you,

**Sanford Bogage**

President, SCNA



# LETTER TO THE EDITOR

Good afternoon Greg,

I hope all is well with you these days. Not sure if you remember me from some prior SOC gatherings. I used to work for Saab for many years and the experience is still surprisingly fresh in my mind.

The reason for my note is to compliment you on your column in issue 367 of **9s**. (Actually the refresh of **9s** has been really well done and I hope you're getting positive feedback from all club members.) But back to your existential question and your perspective. I couldn't agree more with your comments, discussion and ultimate conclusion.

Having started my career with Saab during the pre-GM era, working through the half-GM, all-GM, badge-engineered cars and finally during the short lived Spyker-Saab era, your points ring very true. In particular, your point on the new gen 9-3, which really was the first time during the GM ownership era when a product was developed from a clean sheet and included marketing requirements from every brand in the global GM portfolio. (I was working/living in Trollhattan on the OG 9-5 project during that time and knew the teams working on the 9-3.) From my point of view, that's the reason the new gen 9-3 really does feel like that real Saab. It is that cohesive, immersive experience that the earliest "real Saabs" had. I love to listen to these discussions and never dismiss anyone's opinion and it's interesting to hear the comments about the OG 9-3. Such a heavily modified platform that (again) from my view point, never really lived up to the Saab driving experience.

I have no Saabs in my garage at the moment, but I learned to drive on a 96 V4 (it was new) and owned a number of 900s prior to going to work for Saab and afterwards as well.

So once again, thank you for the changes you've all made to **9s** and bringing it under SCNA ownership and for this very enjoyable recent Editor's Letter.

All the best to you and thank you for all that you and the rest of the SCNA board do.

**John Libbos**

Membership #10030009

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# LANDJET

BY DAN HAUGH



Photo by Dave Kommel

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In the summer of 1964, there were two things that happened to me that ended up lasting a lifetime, or what could be referred to as an LCE, a life-changing event. One was going to the Lake Garnett Grand Prix, and watching Ken Miles, the Shelby Cobra driver stomp on the Stingrays, and the other was going to the cinema in my hometown to see a good 'ol Jack Arnold "B" movie called "The Lively Set". The movie set up a theme of racing, and the objective was to design, build, and drive a car at Bonneville Salt Flats. Peppered with early 60s lounge music, and the usual hot rod theme of the guy with the fastest car gets the girl, I immediately, without delay, signed up for duty. Packing my bags about 7 years early to go to California Institute of Technology, I was all in on the idea of going to Southern California to do everything in the movie, except wreck the streamliner.

Fast forward past an engineering college degree in the Midwest, working at Boeing, sending two children through college, it was finally time to design, build and drive a car at Bonneville some 40 years later. The idea boiled while attending the 2010 Speedweek event and reading a rulebook that recently had added two words to the Classic Category regulations "and foreign." What this meant was the Saab brand could be used as a vehicle entry within the Classic Category. I had about 10 cars, so I thought parts would be the easy acquisitions. Wrongo.

It turned out that the Classic Category required, for some of the class records, the 8-valve type engine, and I had none of them. So, I had to start from scratch, not to mention that I didn't have a body that was pre-1982. So, the long journey of seeking the body of a 1981 or older 900 turbo was on – finally after almost two years, I found an '81 900 Turbo with a tree growing through it and also down over it, with the engine still in the vehicle, so it was a longshot of a starting spot, but at least the right combination of year and engine type.

I used Brad Schaffner at George's Imports in Kansas City for my performance improvements, so while I was piecing the body back together, Brad was building the engine, and setting up systems. Once the chassis was completed to a point the engine could be installed, Brad ran the engine on his dyno to get as much out of the 2 liter as he could.

The three phases of this project were inspiration, mechanical preparation, and operational readiness. Inspiration came from some noted sources, in addition to Brad at George's Imports. Landspeed Louise was featured in a film called "The Boys of Bonneville" – her words were helpful to keep this dream alive, every time I was at a point of nearly giving up, break out the DVD, refresh the inspiration feedbag, and continue. This is not a sport for someone with a short attention span, or

willing to give up. There is no such thing as giving up in this effort, you have to be inspired somehow to keep going on and on and on. The mechanical preparations that take, in some cases, years to complete, were shortened by using dedicated experts or those with superior fabrication / racing skill sets. Since I had been a mercenary for Andretti Autosport and Rahal Letterman in Indianapolis, I knew a few folks that could help with the things that Brad wasn't familiar with, i.e., our lengthy and odd safety requirements of SCTA that seem overwhelming, but developed over the last 70 years of racing at El Mirage and Bonneville Speedway. Then, the operational aspect of gathering the talent and equipment to bring a roaming circus to a lunar landscape that has zero facilities built-in: everything is temporary on the salt including the weather. As our Saab owner meteorologist says, "climate is what you want, weather is what you get". You must combine skill sets from Boy Scouts, a Safari, and a Military Expedition all into one grand parade, lead it 1200 miles to a spot without any trackside support, and attempt to race against not only the rulebook, but other teams with far more resources, proper finances, and extended volunteer participation.

After achieving more land speed records at the Ohio Mile than any other vehicle that participated from 2012 to 2016, we went to Bonneville. The weather had impacted the salt, and the courses were shut down for 2 years in 2014 and 2015. We gained strength from airport standing one-mile runway racing in the meantime, and then campaigned for the National Land Speed Record in CPS - Classic Production Supercharged. The result was a National Record, and the start of a total of 6 National Records spread out in 3 different classes the car is qualified for over the next 5 years.

Now, we're on the verge of pushing into a speed category that requires enhanced safety systems, and of course more enhanced performance. The combination can be frightfully expensive: just the right driver's suit can be \$2,000. Our objective now is to qualify the car for the long course, which "opens a new store" to opportunities for land speed records.

In closing, the greatest part of this expedition has been to work with friends and the various vendors of equipment and services. The volunteers that have helped along the line are too numerous to mention all of them, so a conglomeration of folks on Saabnet, specialists from Sweden such as Jorgen the transmission

parts builder, experts here in the USA, and other Saab racing participants who bent and broke parts along the way in other forms of racing, paving a road of experienced mishaps for us NOT to follow - eventually, all that adds up to pioneering, as there aren't any Saab 900s in a Classic Category that are going to try to go over 200mph. Setting up the chassis on the alignment rack at Harris Automotive, and fellow driver Bryan Harris sharing the wheel during testing/tuning/record runs. The gift of having a spouse that understands the ambition needed to compete on a national level is at the top of the list. And thanks to everyone for your help and participation in what I'll call the last bastion of amateur racing. Without volunteers for the Southern California Timing Association, none of this could happen - without a sanctioning organization, there would be no Bonneville racing, just a few dreamers and rollovers. 🍷



**DAN HAUGH** In the words of Steve McQueen, "Racing is life. Anything before or after is just waiting." I waited a long time before I was able to design, build and drive a car that could compete. With a Saab, the opportunity to gain records at the Ohio Mile yielded a 5 season victory of more land speed records than any other vehicle entered. With the dream to run on the Bonneville Salt Flats, the next 5 seasons resulted in 6 national land speed records.

While I was "waiting" for racing, I graduated with a Mechanical Engineering degree, and a career in aviation. The aviation career led me to supplying parts into a new F1 team based in the UK. An aircraft designed part was used for a high temperature misaligning joint in the racecar. Aiming for opportunities closer to home, I began to help Indycar teams with similar products and trained them in processes used in aviation, but unknown in the chassis building industry. Six seasons into Indycar, I decided that it was time to go land speed racing. The combination of the aviation and motorsports led me to the childhood dream of running on the salt. The Saab was a natural place to start as every production car started in a wind tunnel. I hope to be racing more than waiting, it turns out you have to have both.

# VINTAGE RACING AT PUT-IN-BAY

BY TIM WINKER



The Put-in-Bay Road Race Reunion is an anachronism, a throwback to the 1950s when sports car races were held on public roads, airports and stadium parking lots, and the course was defined by hay bales. Races held on the streets of Watkins Glen NY, Elkhart Lake WI and Pebble Beach CA are legendary in the growth of sports car racing in the United States. The town of Put-in-Bay is a tourist haven on South Bass Island in Lake Erie, just off the coast of Ohio. Races were held on the island's roads from 1952 through 1959, with a final road race in 1963. Racing on the island was revived in 2009 as an event for vintage small bore race cars, and moved to the local airport.

Saab was one of the featured marques for the 2021 Put-in-Bay Road Race Reunion in 2021, and Saab racers were well represented in what was likely the largest ever gathering of vintage Saab and Saab-powered race cars in the U.S. There were at least fifteen Saabs at the Heineman Winery Car Display that kicked off the festivities, including several that were not racing, but well worth seeing.

Most of the racers arrived on Monday, September 20th, to set up their paddock area. Many of the Saab teams were able to set up in the same paddock space which made it easier to share tools and tales. Tuesday was registration and technical inspection, with the car show at the Heineman Winery, followed by two parade laps of the original 3.1-mile road circuit. A rainstorm moved in overnight and Wednesday's activities were canceled as a result. High winds meant high waves and the ferries to the island were

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kept moored at the dock. That meant more time for socializing with racing friends old and new, and exploring the island's bars and restaurants.

The schedule was adjusted and cars were able to take to the airport track on Thursday, though it was still cold and windy. A shortened race schedule was added Friday so those in attendance would still get plenty of track time.





Ken Payne



Amy Klene

Tom Cox and Ken Payne were on hand for their second visit to Put-in-Bay, having participated in 2019 with two cars. This year they had a 1960 SAAB 93F formerly owned and raced by Randy Cook, as well as a Quantum Saab Formula S. The Sonett V4 that Ken had raced in 2019 stayed home due to a trailer issue. Crew for the Cox/Payne cars were Dave Wolfe, a Saab Tech who has participated as crew for several successful Saab racing efforts at endurance races over the years, and Bill Tubbs, Ken's brother-in-law, who had to leave early Friday to participate in a weekend autocross in California in order to clinch the 2021 championship in his class. The 93F had a stock 850 engine on loan from Bruce Turk, with a Solex 2-bbl carb from the GT kit. It suffered a high-speed misfire during several sessions, but was awarded the 1st place trophy for Class S5, small-engined sedans. The Quantum formula car ran well intermittently, but with two ailing cars, Payne concentrated on getting the 93 running better.

Also running in class S5 was Tim Winker's recently completed 1960 SAAB 93F. A former ice racer, Winker was the last person to race it when it took first in class at the 1977 St. Paul Winter Carnival Cup 100-mile race. The other cars in the class all crashed or broke, so the Saab won by default. Winker acquired it in 1991, but didn't really have the time nor money to return it to the track for vintage racing until recent years. He hauled it to the Saab Owners Convention in Albany NY this summer where it won

**The Quantum, with its sixty-year-old patina, was awarded the prestigious Joe Puckett Trophy**

the People's Choice Award for 1950-60 Saab 92s and 93s. The bright blue 93 saw a bit of track time at the New York Safety Track during the SOC Track Day, still powered by the same engine that it carried in 1977. Following SOC the latest Fart-hinder Racing Saab (that's Swedish for Speed bump) was left in the capable hands of Claude Hutchings at Tired Iron Repair in Sauquoit NY. Claude and Claude Junior have built and raced quite a few Saabs for ice racing, road racing and dirt track ovals. They installed a freshly built Tom Donney engine and 4-speed transmission, and disc brakes replaced the original drum brakes up front. There were a few teething issues, but overall the car ran pretty well for its first time in competition in 44 years. It also won the People's Choice Award for the Saabs in the car show at Heineman Winery.

Stefan Vapaa also brought a pair of Saab race cars from Delaware. The bright yellow Saab V4 Roadster built by his father, George Vapaa, and the Quantum Two, a one-off sports racer built by Walter Kern in 1959 and powered by a 750cc two stroke Saab engine. Since both cars are rather lightweight, Vapaa hauls them on a standard one-car trailer with a second level added, which in itself drew some attention. The Quantum, with its sixty-year-old patina, was awarded the prestigious Joe Puckett Trophy at the car show. It took to the track briefly, but engine issues caused it to be uncompetitive with other H-Mods. The V4 Roadster, however, was very quick,

continued

# VINTAGE RACING AT PUT-IN-BAY CONTINUED



engine. Prosser took the class S5 honors in the Tin Top race. Prosser also had a special poster made up of “Saabs On The Bay” featuring the green Saab 93F with Ken Payne at the wheel.

Among the Saabs that took to the track in the Street group (non-racing, brisk parade) were the restored 1963 Saab 96 of Phil and Amy Klene, a 1969 96-V4 driven by Scott Sheridan, and a rare, mildly modified 1971 Saab 95 in a lovely shade of Silver Mink, a one-year color, owned by Patrick Foss.

Quite a few Saab Club members made the trip to Put-in-Bay to watch or to work at the races as well.

A return to racing is on the schedule for Put-in-Bay in 2022 from September 20 thru 23. MG and Triumph are the honored marques for this 70th Anniversary race. No doubt several Saab teams will be on hand once again. Spectators get to watch for free. 🍷

and Vapaa took first overall in Race Group 2, and first in class E-Production. The Roadster started from the pole in the final Group 2 race, but brake failure on David School's Sonett III caused it to hit the V4 Sonett and both cars were out of the race.

Mark and David School, father and son from Wisconsin, brought their Sonett III vintage racers. Another Midwest Sonett III was on hand, owned and driven by Brian Lynch from Illinois. All three Sonetts are regulars at Midwest vintage races, particularly at Road America.

In the H-Modified category, a class designed around home-built sports racers, Kurt Marquardt returned with a Jabro, powered by an 850cc Saab three-cylinder engine. Unfortunately, mechanical woes surfaced during the parade on the original street racing course, and the white and green Jabro did not take to the track.

Another Saab powered H-Mod was on hand for the Heineman Winery show, a Martin Tanner Special owned by Charlie Hayes. Martin Tanner built a series of lightweight sports racers, originally using 750cc Crosley engines, later switching to the three-cylinder Saab powerplant. A couple of his creations weighed in at about 700 pounds! On display was T-6 (of seven), a beautifully restored machine which received the People's Choice trophy for the H-Mods.

One of the hardest promoters of the Put-in-Bay races is Barry Prosser from Ohio, who was on hand with a 1967 96 two-stroke with a fresh Tom Donney built 850



**TIM WINKER** is a long-time automotive journalist, rallye driver, performance driving instructor, and most importantly, a Saab enthusiast for many decades. Tim was editor-in-chief of **9s** for over a decade; and he currently spends his time restoring vintage Saab rallye cars at his home in northern Minnesota.



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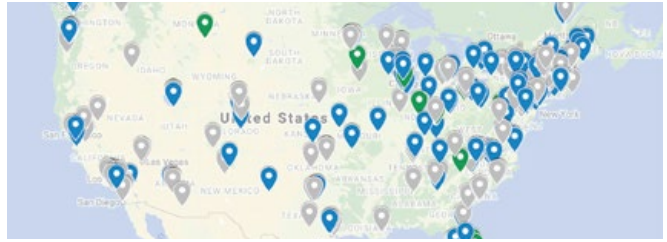
**Tim Winker FHR**

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**NOTE**  
TO THE EDITOR

"My name is Jake Tilton,  
and I must say, reading the  
9 Questions and other guest  
contributor columns in 9s is  
a delight - great work to any  
and all involved!"

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# 9 QUESTIONS

BY 9s EDITORIAL TEAM

This is the second in a series to showcase two members of our community; one from the “OG” (older crowd) and one from the “NG” (younger crowd) 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).



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

I'd be into getting a new Alfa Giulia QV or a Taycan. Alfa because of the quirks and heritage like Saab. Taycan because of its peak German engineering and fun.

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

They mostly joke about how I could have purchased a nice new Corvette for the same money I've thrown at my Viggen.

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

Yes, someone asked what kind of Honda it was...

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

Just a quick nap

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

I make it a point to regularly stall it in front of crowds.

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

Per Eklund. That man built a tube frame race car in a shed back in Sweden that became one of the most competitive Swedish cars in history.



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## **“NG” SHANE MULCAHY**

Shane lives in Raleigh NC. He worked with his Dad for the past seven years at Superior Performance in Wendell North Carolina as an automotive technician that specializes in European vehicles. He recently started a new job as a Ferrari technician. He owns and drives a heavily modified Viggen and he enjoys making cars fast, drinking beer, and hanging out with his friends.

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

No, dad worked at Saab for about 25 years prior to the shut down, so my parents had several while I was growing up.

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

Only one exists, and it's not really a Saab. I'd love to own the Pikes Peak Viggen.

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

I currently also have a 2010 335i Xdrive, and have owned a myriad of problematic BMWs :-)



## “OG” GREG ANDRESEN

Greg Andresen is a retired Certified Public Accountant and has worked in Chicago for national and regional public accounting firms in the field of taxation. Greg and his wife Beth live in Mokena Illinois about two blocks from a commuter rail line to Chicago. Most days he took a train to work. He drives mostly for pleasure. Beth purchased their first Saab, a 1996 NG900 S. She had a major front end accident in 2000 but was uninjured. They were sold on the safety of Saab cars as a result. Greg and his wife have in the past had 11 cars at one time, mostly Saabs. He was interested in Model 96s for a while, eventually selling a 1973 yellow 96 to Jerry Danner for his fleet. Greg currently has three Saabs: Beth's 2004 Merlot 9-3, a 2001 Laser Red Viggen,, and a 2006 Anniversary Electric Blue 9-3 Convertible.

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

No, my wife Beth purchased a two year old 1996 NG900 S three door in 1998.

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

Beth and I have purchased a few, but I would consider a 9-3 Sportcombi X in Blue. Most were in black.

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

We also love Jeeps. We have a 1979 CJ7 which we have restored three times. We have owned two Jeep Grand Wagoneers; a 1985 in Gold and a Final Edition 1991 in Dark Blue. Both low miles. We purchased a 2004 Land Rover all wheel drive in July 2021 to tow our new Scamp 16 foot travel trailer. Bring a Trailer is addictive.

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

Beth's 2004 9-3 four door has 196,000 miles. We purchased new and it runs great. We have considered an electric car. Maybe a Tesla. I drove a 2001 Red Viggen to the SOC in July 2021. It has 158,000 and still produces about 35 miles a gallon. May just stick to a Saab conventional gas / turbo car for now.

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

Most of our friends know we have had over 10 Saab's since the first one in 1998 and no longer make jokes.

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

Yes, generally a Volvo.

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

No, have never had to. I had a 1998 three door project. Was considering how to use a folding banquet table as a bed base with the rear door up and one set of table legs on the ground. Never got too far. I did camp in the back of a 1985 Buick Electra Station Wagon with my oldest son in the late 80's when I was short of money.

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

Embarrassing or frustrating? We have had a few frustrating break downs. Around Thanksgiving in 2019, I was driving to our home at a ski resort in Ironwood Michigan. Now, drinking is a state wide sport in the Upper Peninsula of Michigan. I made a left turn off Route 2 about four miles east of town and was immediately stopped by a Michigan State Trooper. Nice officer who checked my license, insurance and registration. Of course it was 7 pm and very dark. The left turn signal on our 2007 9-5 SportCombi had failed.. The running lights were fine. I said I would install a new bulb in the morning and was free to proceed two miles to our home. Under normal conditions I would have stopped in town for dinner and a few. Luckily I was running late and did not stop for dinner. If I had a few, I might have spent the night in the Ironwood Michigan jail.

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

It is a tossup, between Jerry Danner and Tom Donney 🍷

# RENAISSANCE RALLY DRIVER

BY LINNEA KRAJEWSKI

My friend Garry Grimes was a renaissance man. He could cook a five course dinner that would make Gordon Ramsay jealous and then go out and pull the cylinder head off of a Saab and get it ready for rebuild. He could discuss the finer points of political thought and theory and then tell you how to rebuild a Garrand M1 rifle and then show you how to use it. He was also a rally driver from way back when.

He cut his teeth on Volvos....specifically the 1800ES. He raced several of them throughout Virginia, Maryland and Delaware when he wasn't being sent around the world taking care of business for the Air Force. They were his daily drivers and, when one rusted out, he would find another to take its place. He ended up with custody of a pine green 1983 900 Turbo coupe after a divorce, which turned out to be his first Saab. Garry and ShelbySaab were inseparable; he drove her cross country several times, drove her through Washington, DC traffic and yes, he rallied her, very successfully. One of the final times they rallied together was at the Owner's Convention in Hershey in 2003. The Viking Challenge proved to be a big hit at the show.....to be in contention to win the Challenge, the car had to go through a gymkhana, be one of the top finishers at the dynamometer and place in its class at the show. If memory serves, Garry and Shelby won their class in the Viking Challenge.

Garry was fond of saying that it was more fun to drive a slow car fast than it was to drive a fast car. Not that Shelby was any slouch in the performance department, but to put her up against an SPG was a bit unfair. Garry learned to squeeze the last drop of performance out of that 8 valve H engine and taught people driving more powerful cars a hard lesson after he and Shelby beat them at a rallycross.

The year after Hershey, Garry ended up cracking Shelby's cylinder head for a second time. He had Peter Maitland and his team at the old Saab City in Framingham, MA., rebuilt the head and then decided to pass Shelby along to me.

But, Garry was not done with rallying. In 2002, he found a Laser Red Viggen at Carlisle that was up for sale, courtesy of one of the local Saab dealers. The Viggen

had never been registered and had minimal miles on her odometer. The following year, he decided to go to Maine in the dead of winter and do some lake racing. Now, the Viggen had never seen snow, salt or ice as Garry was living and working in Dover, Delaware at the time, but Garry was up for anything, so he drove to East Overshoe, Maine (I believe it was Washington County) and ice raced the Viggen. When I asked him how the Viggen performed in the snow and ice, he would only say that he thanked God for studded snow tyres.

After his adventure in Maine, Garry hung up his helmet and driving shoes. He had finally found the love of his life, a lovely lady named Beverly, who would rather have Garry at home than out trying to launch his car through a gymkhana at warp speeds. In 2012, Garry sent the Viggen north to live with me, and Ruby Blixt still sits in my garage.

Garry moved on from Saab to Mercedes; he bought an E350 for himself and a GLK for Beverly. One day in early June, 2015, he was sitting at his desk at Langley Air Force Base in Hampton, Virginia, when his heart stopped. He was rushed to the hospital on base where the doctors were able to get his heart beating, but his heart had been stopped for better than five minutes before he was found unconscious. He spent three weeks in a coma and then his heart stopped beating for the final time.

Renaissance men usually come along once in a lifetime. I am happy that I was lucky to know Garry and enjoy his company and his generosity.

Perhaps, somewhere in that great beyond, Garry is still behind the wheel of a Volvo or a Saab, pushing the car to its limit, extracting that last bit of performance from it, living in that exhilarating rush that you can only get from driving a slow car, fast. 🍷



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# SAAB SHOTS

BY RICH CHENET



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**RICH CHENET** is professional photographer with 40+ years of experience shooting cars and racing. Rich worked for Porsche for many years, but in his private life he collects Saabs and is writing a book about his Saab Farm, where he has lived for the past 8 years with his wife, Valerie (along with assorted animals). Rich told us: *"The book is as if I were a student and my teacher dropped me off at the top of the driveway and said go make art with the only stipulation every image has to have a Saab or a piece of a Saab."*

We are thrilled to collaborate with Rich, and look forward to more of his photos in **9s**.

# VIGGEN AUTOMOTIVE

BY ROGER S. HARRIS



The parking lot is full of southern rust-free Saabs

This is the 14th 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 to show where these unique shops are and what they offer. Shops in nine states have been covered so far and we hope to extend the series to cover many more in future issues of **9s**.

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Viggen Automotive Performance, LLC (VAP) has been owned by Gary Hilberer and Heather Lane Hilberer since 2009. They have two 2,500 square foot areas within one larger building located in Vero Beach, Florida. VAP is the only Saab service and sales center located in eastern central Florida. They have been an Official Saab Service Center since April 2014. In mid-2021, the original section of the shop was converted into a twelve car showroom. As of early November 2021, they had four cars ready for sale and twenty-one cars in the restoration process. VAP's motto is "We're saving Saabs, one Saab at a time". They obtain cars mainly from auctions and carefully refurbish them back to near original condition.

Gary indicated that they started with two guys doing repairs. They continue to service cars but are down to one staff member until an experienced Saab mechanic joins the business in December 2021. The service center typically sees eight cars per day and Gary indicates they have around seven hundred and fifty customers in all.

VAP's customers are interesting people that include many professionals. Several of these are pilots or of Swedish heritage. People come as far away as the

west coast of Florida to this shop. VAP considers itself a car "adoption agency" since the cars do not appeal to everyone. Most of their customers drive newer generation 9-3 models, although there are a few late model 9-5s also. They even have a few body parts for 9-7x and 9-4x models in the parts area of the shop. VAP's collection of cars to restore includes a 1970s Saab Sonett III.

Gary was the Service Manager for a GM dealership south of Cleveland, Ohio for about sixteen years. He and his wife left Ohio and he took a position at Vero Beach Chrysler Saab in August of 1995. Gary became their Saab Technician in December 1995. John Moss was his instructor in SAAB school from 1996 to 2002. Gary achieved Master Technician status in 1999. The dealer gave up the SAAB franchise in 2008 and Gary purchased all the tools, taking over the servicing part of the business when he and Heather started Viggen Automotive Performance.

Gary still has his first Saab – a silver 1984 900 Turbo purchased from the Saab dealership he was working at. It was a trade-in and VAP still services the original owner's Saabs. The Hilberer's favorite Saab features include

comfort, handling, power, style, and instrumentation. They also cited Saab's versatility in that there is enough space in the back to put a residential clothes dryer! On the other hand, they indicate that the most difficult Saab parts to come by include the NG 9-3 2.0 T8 ECMs and the rear taillights of the NG 9-5 models.

The Hilberer's really love their 2001 Laser Red Viggen convertible although their favorite Saab is the 9000 Aero. As SAAB enthusiasts, they have been a sponsor of Saab Owners Conventions, and have large framed pictures of those events and other Saab posters adorning their customer waiting room. They noted that they have a customer with a 1999 9-5 with 481,079 miles and yet they also have customer cars with very low mileage such as a 2004 9-3 with only 12,550 miles and a 1994 900 with only 37,098 miles. It just goes to show that SAABs can last forever since they can achieve hundreds of thousands of miles and also that there are still low mileage vehicles around to potentially purchase. 🍷



Multiple generations of Saabs being serviced



Gary and Heather Hilberer with three Viggens

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**ROGER S. HARRIS**, the author of this series, is a life-long exclusively SAAB owner who lives in Western Massachusetts.

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# CHANGES ARE COMING

BY KELLY R. CONATY, MD

At the **Saab Owners Convention 2022**, which will take place at the **Saab Heritage Car Museum USA** in Sturgis, SD, expect to see some changes to the two traditional car show competitions. We will implement these changes for **SOC 2022** and consider making the changes permanent in the future. SCNA will have mandatory registration and entry of all cars in both competitions prior to the start of SOC. When members register for SOC, they will enter their cars into either Concours or People's Choice competitions. Because of the limited showfield space, this will allow for ease of planning prior to judging day. Last minute changes to cars entered due to extenuating circumstances will be allowed.

*The changes are as follows:*

## CONCOURS D'SAAB

- Entrants' cars will displayed in a single, separate location on the showfield.
- The judging process will be simpler, using 5 categories judged on originality and condition for a total of 100 possible points
- There will be two winning cars per category; "Best in Class" and "Runner-up"
- There will be a "Best in Show" for an overall winner determined by the judges

- SCNA will recruit trainees for judging Concours prior to SOC. and these trainee judges will participate in the judging
- Concours judges will leave judging sheet with car when judging is completed

## PEOPLE'S CHOICE

- Categories will be expanded by separating out SportCombis (both 9-3 and 9-5) from Sedans (17 categories expanded to 19)
- SCNA will adopt digital voting by smartphone, paper ballots will not be used. There will be volunteers on the showfield to assist if needed
- Voting will commence at 9 a.m. and will close at 3 p.m.
- There will be two winning cars per category; "Best in Class" and "Runner-up"
- There will be an overall "Best in Show" winner for the car with the most total votes

More details will be available in the next issue of **9s** and at [saabconvention.com](http://saabconvention.com) . If you have any questions, contact [kelly.conaty@saabclub.com](mailto:kelly.conaty@saabclub.com) 🍷

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Gary Stottler and Jerry Danner judging at SOC 2017

## WE NEED JUDGES!

Our judges have many years of experience, and have been devoted members of the Saab Club of North America. They have donated their time and expertise, sometimes at the expense of their own enjoyment of the Saab Owners Convention. We are now looking for trainee volunteers to be Concours d'Saab judges. Ideally, we will recruit younger Saab enthusiasts who will attend the upcoming SOC in Sturgis as well as future SOCs and will be able to serve as judges for many years in the future. If you are a die hard Saab fan, have a good working knowledge of Saabs, and are willing to devote several hours at the SOC judging Concours cars, our judges will meet with you before the event and train you to assist them. Just follow the link shown in the QR code, fill out the form, and we will contact you prior to SOC 2022. Or you can contact [kelly.conaty@saabclub.com](mailto:kelly.conaty@saabclub.com) for info. 🍷



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# 75<sup>TH</sup> ANNIVERSARY

BY KELLY R. CONATY, MD

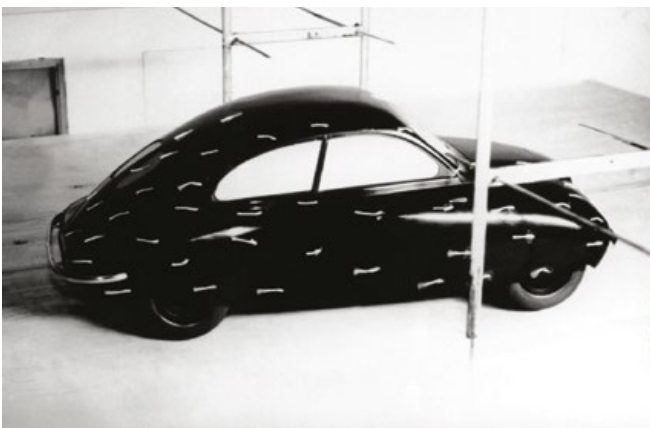


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“Ursaab”, which translates to “original Saab” was Saab’s first prototype automobile. Since the Swedish aircraft manufacturer Svenska Aeroplan Aktiebolaget (SAAB) expected significant production declines as a result of the end of World War II, various concepts were developed to keep the plant running at full capacity. Considerations were: motorcycle or vehicle construction, prefabricated houses, fitted kitchens, or ships with light metal hulls. “Projekt 92” came into being as a result. The goal was to build a small car to compete in the marketplace against manufacturers such as Volkswagen, Volvo, Opel, DKW, and others. A Saab had to be the right size, type, construction, and price - a small, affordable car. The vehicle had to be light, aerodynamic and offer space for four people. The target consumer price was 3200 SEK (equivalent to 366 USD).



Project 92, so-called as numbers 90 and 91 had already been assigned to civilian aircraft projects, was agreed to by Saab in 1945. The development took place under the technical direction of engineer Gunnar Ljungström; the body design came from industrial designer Sixten Sason. Of the 16 developers, only two — Ljungström and Rolf Melde, who also acted as test driver — had a driver’s license.

Extensive flow tests were carried out with a wooden model (scale 1:10) in the company’s own wind tunnel. The “Ursaab” achieved a value of 0.32, which was extraordinarily good for the time. The streamlining was aircraft-like and was designed to reduce fuel consumption. The full size model was viewed with some reservations by Saab management, and in response engineer Gunnar Ljungström was noted to say: “...if it can save 100 litres of fuel a year, it doesn’t matter if it looks like a frog.”

The Ursaab had front-wheel drive and was propelled by a DKW two-cylinder, two-stroke engine (DKW was one of the four companies along with Horch, Wanderer, and Audi that formed Auto Union in 1932 and is hence an ancestor of the modern day Audi company). The engine had a displacement of 692 cm<sup>3</sup> and developed 14 kW (18

hp) at 3500 rpm. Thanks to the good aerodynamics, the top speed was more than 110 km / h (68 mph!), around 20 km / h higher than that of an identically motorized DKW. With its self-supporting body and independent wheel suspension all around, the Ursaab had very modern design features. The choice of rear-hinged doors was made by Gunnar Ljungström as he wanted to lessen the risk of damaging doors while backing out of a garage.

The Ursaab was ready to drive by the end of summer 1946 and was immediately tested day and night. Prototype cars 92002 and 92003 were driven on every possible type of road surface and with the Ursaab (92001) clocked over 329,327 miles - equivalent to 13 journeys around the world. 92002 was presented to the Swedish press on June 15, 1947 at the Linköping headquarters next to the Ursaab, which at that time had covered around 31,000 miles on test drives . Another two years passed between the presentation of the prototypes and the



start of series production of the Saab 92.

A curious feature of the Ursaab was the hood emblem. This was the first emblem to appear on a Saab automobile. The symbol itself was nothing more than a fictitious heraldic symbol which did not appear on any Saab since. The characters on the badge have no meaning, but It is an iconic symbol which is a reminder of how and where Saab automobiles came from.

The summer of 2022 marks the 75<sup>th</sup> anniversary of Saab automobile, and the Saab Club of North America will feature this iconic symbol as its logo for the **Saab Owners Convention 2022** in Sturgis, South Dakota. The backdrop of the **Saab Heritage Car Museum USA** and this



iconic symbol will serve to remind us of Saab's humble beginnings. Make plans to attend **SOC 2022** today and join us in celebrating 75 years of Saab! 🇸🇪



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# SOC 2022 ACCOMMODATIONS



SCNA proudly announces that we have secured **The Lodge at Deadwood** (Deadwood, SD) as the banquet hotel for SOC 2022! Rooms are available for July 21-24 at the special rate of \$199/night, with handicap accessible rooms (pets ARE allowed). The *Friday Welcome Dinner* and *Saturday Awards Banquet* will be held at **The Lodge** - all other SOC events will be held at the **Saab Heritage Car Museum** (Sturgis) or other locations to be announced.

To secure a room reservation at **The Lodge**, you must call **The Lodge** directly at 877-393-5634 or 605-584-4800 and indicate you are with the **Saab Owners Convention**. The reduced rate will NOT be available via their website. Additional nights at the special rate are "as available" for Wed. July 20 and Sun. July 24



Watch the SOC2022 logo reveal and invite.

As of this writing, rooms at The Lodge are going fast, so SCNA has secured additional blocks of rooms at local hotels:

- **Baymont Inn:** \$139-\$169 (depends on the room type) (605-347-4140, reference Saab Club)
- **Days Inn:** \$159 (605-206-3077, reference Saab Club)
- **Super 8:** \$159 (605-347- 4447, reference Saab Club)
- **Sturgis Lodge and Suites:** \$99-\$115 (depends on room type) (605-347-3604, reference the event dates)

Each hotel has their own policy concerning rates for additional nights before and after SOC. Please call the hotel directly for this information. All hotels are very convenient to The Saab Heritage Car Museum USA.

Should you have any questions, please reach out to Mark Welker (Convention Coordinator) at [secretary@saabclub.com](mailto:secretary@saabclub.com). We look forward to seeing you in 2022!

[saabconvention.com](http://saabconvention.com)

# NEVS FINALLY PULLS THE PLUG

BY GREG ABBOTT

NEVS — “National Electric Vehicle Sweden” — was formed to absorb the remains of Saab Automobile after its bankruptcy almost ten years ago. Over the years NEVS may have produced more press releases than actual cars. Nonetheless, NEVS offered the prospect that Saab might someday be resurrected from its zombie state, producing cars at the factory outside Trollhättan, albeit under a different name.

NEVS’ prospects seemed to brighten when the enormous Chinese conglomerate Evergrande purchased 51 percent of NEVS in January 2019. Evergrande is primarily a real estate company, but wanted to make a big play in the Chinese market for electric cars, and bought NEVS to go with its existing electric car company, Hengchi.


Alas Evergrande has been under severe financial pressure this year, and this fall it was unable to make interest payments on its outstanding debts, which are in excess of \$300 billion. (That number is not a typo). All of Evergrande’s divisions and subsidiaries have been selling assets quickly to raise immediate cash — including NEVS.

In September 2021, Koenigsegg bought out NEVS’ portion of their joint venture; in October, NEVS put up for sale industrial robots and welding machines used for car production at the Trollhättan factory, and also laid off nearly 300 workers, just under half of its Swedish workforce. In addition this fall NEVS sold Protean Electric, a company it originally bought in 2019 to acquire its unique in-wheel electric motor technology. NEVS is courting new investors, announcing that it is in talks with U.S. and European venture capital firms.

These developments mark, in my opinion, the true death of Saab. For the last few years NEVS offered at least the illusion of resuming car production in the old Saab factory. But without funding, tooling and a viable business plan the prospect of new car production in Trollhättan has been extinguished. The financial press speculates (with some justification) that Evergrande can no longer afford to own two electric car companies, and that as the weaker sibling, NEVS will be sacrificed to save Hengchi. (NEVS business plan also included in part the economically dubious idea of producing electric car bodies in Europe for the Chinese market).

Saab’s true, final end thus comes not with a bang, but a whimper. Instead of the whirlwind of the 2012 bankruptcy, what we have now are invisible firesales, layoffs, and pleas for investment which are at best a footnote to the larger Evergrande crisis.

Saab enthusiasts long ago stopped paying attention to NEVS’ empty press announcements; and with good reason. If only for the historical record, we at **9s** felt a need to observe the occasion.

For one brief, shining moment, there was a car marque which was fun, safe, and which flamboyantly set its own course amid a sea of automotive conformity. **Saab will be missed.** 

## THE END OF SAAB

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# MARKET WATCH

BY JAN GRAVLEY

As 2021 comes to a close the pre-owned car market continues to bring some impressive results. Here are some recently completed sales from the online auction site: [bringatrailer.com](https://bringatrailer.com) All photos *Bring a Trailer* 🇺🇸



**2001 9-3 Viggen** Convertible sold for \$33,000 in Aug 2021



**1973 Sonett III** sold for \$14,300 in Dec 2021



**1990 900 SPG** sold for \$55,000 in Nov 2021



**2010 9-5 Aero** sold for \$16,500 in Oct 2021



**2007 9-3 Aero** Convertible sold for \$25,000 in Nov 2021



**2011 9-4X** sold for \$14,500 in Nov 2021

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# TALIMENA SCENIC BYWAY

BY SANFORD BOGAGE



This past October, Saab owners from Texas, Oklahoma and beyond gathered together for the 9th running of Saabs on the Talimena Scenic Byway, located along the border of Arkansas and Oklahoma. Like we have done each year (besides 2020), drivers gathered at the reasonably priced yet perfectly acceptable Best Western in McAlester, Oklahoma for a few nights of Saab socializing. Originally organized by the Saab Club of Oklahoma, the event has been well attended by club members near and far, and over the years it has become an unofficial Saab Club event, with numerous SCNA Board members and friends in attendance.

Most people arrived at the hotel on Friday evening in time for the Saturday drive, with a few more meeting up at our usual lunch spot, Pam's Hateful Hussy Diner in Talihina, Oklahoma. After our fill-up, we began our spirited 40 mile drive towards the other end of the road in Mena, Arkansas. At the scenic lookout for the group picture, 11 cars were counted. As you can see, this year we had only modern 9-3 and 9-5 models besides the lone 9-7x Aero driven by our friend Saunders. Fortunately this year, all vehicles made it to the ice cream stop at the other end, with nary a misfire or trouble code to be seen all the way back to the hotel.

While there were no break-downs during the event, there were a few vehicles at the Best Western that did not end up participating. One friend and club member, Erik Shmandy Andersson, was delayed in arriving due to some unforeseen yet necessary repair work back in Indianapolis. Undeterred, he still drove the eleven hours to arrive late Saturday night in time to enjoy pizza and drinks on the small patch of grass that we use as our official Talimena Saab welcome center. 🍕



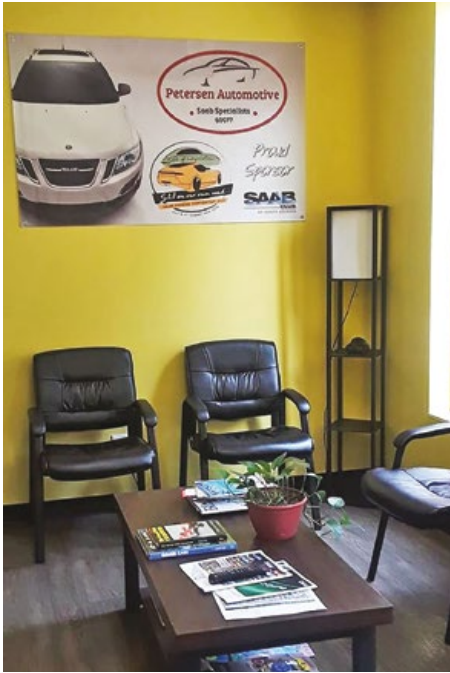
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# SAAB CLUB INFO

## New-Member Referral Bonus



Special thanks to **Petersen Automotive** of Skokie IL who have referred more new members since the start of our **New Member Referral Bonus Campaign** than any other shop.

To learn more about this program, and to earn a bonus on your SCNA membership, visit [saabclub.com/new-member](http://saabclub.com/new-member)

## 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)

## Show Your SCNA Pride!

The Saab Club of North America now has a store! You can shop for SCNA and other logo items including apparel, mugs and tumblers, and accessories. Check out our shop at [saabclub.com/shop](http://saabclub.com/shop)



Facemasks (2)



Hats (4)



Kids (2)



Mugs and Tumblers (8)



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## 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)

## At What Age Should You Replace Your Tires?

Did you take your Saab out onto the Talladega Superspeedway during the Saab Owners Convention in 2016? Or did you enjoy the thrill of the sweeping curves and elevation changes at the New York Safety Track during the 2021 SOC? Events like these are the highlights of recent SOCs. But was your car safe enough to take on the track? Is it safe enough to drive around the block?

As car enthusiasts, we may remember the tragic death of Paul Walker and his friend in November of 2013. We perhaps thought it ironic that a guy who drove like a maniac in the Fast & Furious films would tragically die as a passenger in a speeding Porsche. Roger Rodas, an avid car collector, had just bought himself a Porsche Carrera GT out of a long-term collection. Although nine years old, the car was practically new, with 3500 miles on it. Roger and Paul meant to take a short spin around the block. Roger lost control of the Carrera GT at an estimated 90 mph, and hit a tree. Anyone familiar with the handling characteristics of a Porsche Carrera GT knows that you can take most curves at 90 mph without incident. At least two of the tires on the crashed Porsche Carrera GT were more than nine years old. According to details from the California Highway Patrol, the “driving and handling characteristics” of the Porsche “may have been compromised” because of 9 year old tires.

There are a lot of variables when considering tire safety. Treadwear, tire stopping distance, air pressure, and even tire repairs affect safety. Another huge factor is the age of the tire. Many people do not even consider the age of their tires. We’ve all seen people use a penny or a quarter to measure tread depth. If the tire has a good amount of tread left, it is assumed that the tire is good to go. Old tires are dangerous, regardless of tread depth. Some states may specify tire age as a condition of passing a safety test, but there is no federal mandate. Most new carmakers recommend replacement at six

years from the date of manufacture. Many tire shops will not service a tire that is older than 10 years old.

On vehicles that are stored outdoors, tires age faster than tires on vehicles stored in a garage. Tires contain anti-aging ingredients known as antiozonants that help the rubber stay soft, flexible, and grippy. But over time, air will still permeate the tire wall and weaken the tire’s structural integrity. This will cause the tire to become brittle and lose strength. Other factors can cause tires to lose their gripping power and overall effectiveness. Research conducted by the National Highway Traffic Safety Administration (NHTSA) maintains that tires age more rapidly in heat. Warm climates and exposure to direct sunlight can accelerate oxidation and speed up the aging process.



Newer tire manufactured the week of September 23 2019



Old tire manufactured the week of June 25, 2012

Since the year 2000, it has been easy to determine your tire’s age. The DOT Identification Number is stamped on the tire’s sidewall. The last four digits of this number indicate the week (39) and year (2019) the tire was built. So always check your tire wear. Check your inflation pressures. And check your date of manufacture. If your tires are 10 years old or older, don’t push your luck, replace your tires. 🇺🇸

**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.

# FUTURE EVENTS



## Virginia Meet and Greet

March 19, 2022

Dominion Raceway, Woodford VA

Saab Klubben & Virginia Saab Driving Club

[saabklubbenva@gmail.com](mailto:saabklubbenva@gmail.com)



## SAAB Takeover 2022

April 16, 2022

The Mint Gaming Hall, Franklin KY

Moose Proof Automotive Gary Lewis

[mooseproofautomotive.com](http://mooseproofautomotive.com)



## SAABs at Carlisle

May 13-14, 2022

Carlisle Fairgrounds, Carlisle PA

Central Penn SAAB Club

[centralpennsaabclub.com](http://centralpennsaabclub.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

July 21-24, 2022

SAAB Heritage Car Museum USA

Sturgis, SD

[saabconvention.com](http://saabconvention.com)

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