

# 9s

**THE SAAB CLUB** OF NORTH AMERICA

JUL- SEP 2022 : ISSUE **370**



**Sadie**

**Tangled Up In Green**

**Missing Heritage Cars**



AUTO AUTOPSY



SaabTech  
Richmond, VA



9s

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Editor-in-Chief: **Jan Gravley**

Contributing Editors: **Kelly Conaty, MD  
Jim Hickstein  
Sanford Bogage  
Greg Abbott**

Art Direction: **Kyle Webb**

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# CONTENTS

- 2 **President's Letter**  
SANFORD BOGAGE
- 3 **SOC 2022 Info**
- 4 **Virginia Meet & Greet**
- 5 **2nd Annual Saab Takeover**
- 6 **Tangled Up In Green**  
EVAN ACUNA
- 8 **SOC 2022 Photo Contest**  
ROCKY MOUNTAIN SAAB
- 9 **Saabs Online**
- 10 **9 Questions**  
JACOB PRETZMAN & ROGER D. RADEBAUGH
- 12 **SAABS @ Carlisle**
- 12 **Museum Trivia Contest**
- 14 **SAAB SHOTS**  
USER-SUBMITTED
- 16 **SADIE**  
KELLY R. CONATY, MD
- 20 **Saab Shops : Sports Car Service**  
ROGER S. HARRIS
- 22 **Missing Heritage Cars**  
ADAPTED FROM TOM DONNEY
- 23 **SOC 2007 A SAAB ODYSSEY**  
LINNEA KRAJEWSKI
- 25 **Saab Club Info**
- 26 **Tech Tips : The "Dame"**  
JAKE TILTON
- 29 **Future Events**



**Cover photo:** 1960 96 #178 Rally car driven to victory by Erik Carlsson in the prestigious 1960 British RAC Rally. The car is now on display at the *Saab Heritage Car Museum USA* and is part of the Heritage Collection. Photo by Greg Abbott

# PRESIDENT'S LETTER

BY SANFORD BOGAGE



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2

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## The Saab Club of North America Board of Directors

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Dear SCNA Members,

In early May, I was able to visit the **Saab Heritage Car Museum USA** in Sturgis along with a few other SCNA board members and friends. The museum was happy to welcome the arrival of one of the Aspen police cars, on loan from Sports Car Service in Wilmington, DE. We spent a few days with Tom, Patti and the eSaabparts crew as we continue to work out the details for **SOC 2022** in July. This year, I had the honor of giving the first tour of the season to a Dutch father and son (pictured) who were knocking on the door eager to see the cars inside. Most museum visitors are struck not only by the facility, but by the stories, videos and pictures of the vehicles as well as the passion of what the Donneys, along with help from members of the Saab community, have created. Let yourself catch the dream and find out how you might continue to help strengthen and support the museum.

The beauty of the Black Hills is ever present. Although there was still some snow on the ground leftover from a snowstorm in late April, things are starting to warm up and the town is beginning to wake up and get ready for the summer tourist season. I have written some articles with a few suggested drives or places to visit, but there are so many options that I urge you to do some of your own research as you venture out to explore this unique landscape. With the convention happening at the museum and other events taking place in Deadwood, you should take the scenic drive from Sturgis to Deadwood at least once. From the museum, instead of taking a left towards Sturgis proper, take a right and head up Vanocker Canyon Rd towards the tiny town of Nemo. At the end of that road, take a right onto Nemo Rd and that will take you out to 385 and eventually 85 back towards Deadwood. This whole ride is about 45 minutes compared to the 20-25 minutes going the main route, but it is well worth the drive at least once or twice. I do suggest watching out for wildlife, as parts of this road traverse the Black Hills National Forest, and deer and other animal sightings are commonplace.

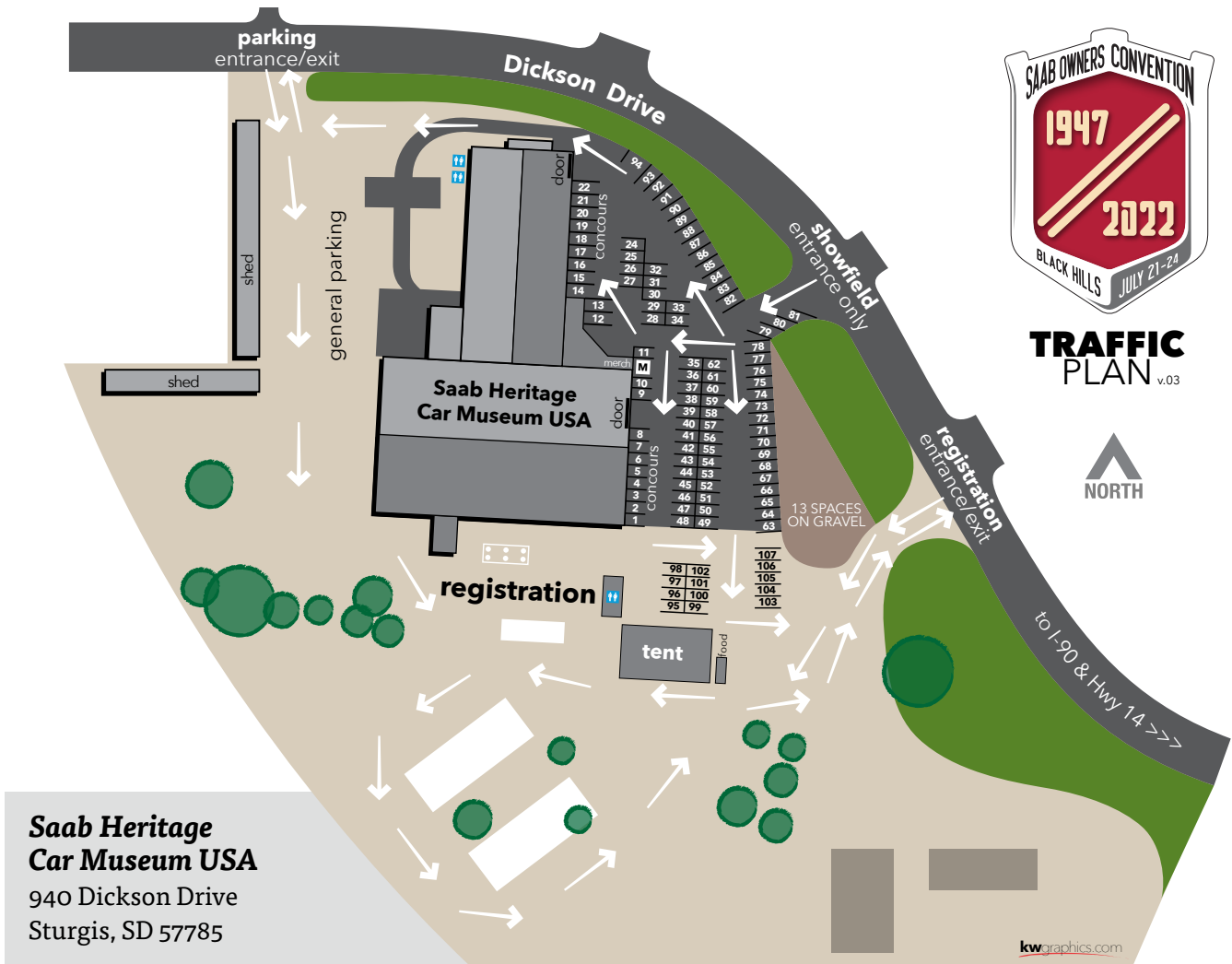
If you are able to arrive early, you should try to join us on Wednesday and Thursday as we will be organizing a few drives to some of the most popular local sites. On Wednesday, we will gather early at the museum and head to Devil's Tower to explore this unique and famous geological formation and National Monument. On Thursday, we will gather early at the museum and head to Mt. Rushmore for a visit and group photo before continuing onto a scenic and informative tour organized by a fellow SCNA member and geologist who has mapped out some interesting and spectacular stops as we circle back to the museum to begin our 75th anniversary celebration.

Thanks for being part of SCNA, and I hope to see you at **SOC 2022** or another one of the future summer and fall events.

Sincerely,

**Sanford Bogage**

# SOC 2022 INFO



## SHOWFIELD RULES

- Showfield opens @ 8am Friday
- Dash Card/Rally Plate required for entry to Showfield
- Dash Card/Rally Plate should be displayed at all times
- Concour's entrants park against museum building
- Cars should be in place for judging Saturday 0900 - 1500 (9am-3pm)
- Showfield entrance is One Way, no exit
- Traffic on Showfield is One Way
- Exit Showfield on marked exits only



## SOC 2022 REGISTRATION FLOW

- Enter via South gravel driveway
- Park anywhere on gravel lot
- Find Registration Tent
- Pick up registration materials and "swag" bag
- If you are showing a car, use dash card provided for admittance to Showfield
- Proceed to Merchandise Tent to purchase special edition SOC items
- First 9 people that come through registration displaying SCNA or SOC logo item purchased from [saabclub.com/shop](http://saabclub.com/shop) will receive free gift certificate for merchandise



# VIRGINIA MEET & GREET



A brisk March breeze greeted the 40 Saabs gathered at Dominion Raceway (site of SOC2018 Track Day) for the 2nd Annual “Meet & Greet”, sponsored by the Virginia Saab Driving Club and hosted by Allan Holmes. The event featured 40 fine Saabs, including matching White 900 Airflows (Philip & Amy Klene), an unrestored, full-patina 99, and several hot 9-5s. Guest speaker Darren Pulvirenti discussed the rising auction prices of c900s and SCNA President Sandy Bogage gave the dish on SOC2022. Dominion owner Steve Britt provided a delicious lunch which was followed by several hot laps around the 2-mile road track. Several in attendance were at their first Saab event, and Elden Ross was mighty pleased to find out he is NOT the “only Saab East of the Mississippi”! Looking forward to March 2023 and another great Meet & Greet!



4

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Virginia Saab Driving Club:  
[saabklubbenva.club](http://saabklubbenva.club)

Dominion Raceway:  
[dominionraceway.com](http://dominionraceway.com)



all photos by Amy Klene

# 2<sup>nd</sup> ANNUAL SAAB TAKEOVER

The Mint Gaming Hall provided a wonderful location for the 2nd Annual Saab Takeover, sponsored by Gary Lewis of Moose Proof Automotive (White House, TN). Attendees were treated to coffee and donuts, cool merchandise, and 34 beautiful Saabs from 6 states! This year, Gary and The Mint gave out awards - Todd Campisano garnered “Best in Show” with his beautiful Red c900, and Mark Welker won “People’s Choice”. John Houlihan, General Manager at The Mint (who owns a 9-5 serviced by Moose Proof!) was a great co-host, and Gary’s connection with, and enthusiasm for, his Saab friends was evidenced by the amazing turnout and positive compliments paid to Gary. The Mint is poised to host again in 2023 and to “do it bigger and better” according to John. A wonderful day of beautiful Saabs, with the Spirit of Saab definitely in evidence!



5

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SAAB  
TAKEOVER  
PARKING

MINT

Zavier Dinwiddie

Zavier Dinwiddie



# TANGLED UP IN GREEN

BY EVAN ACUNA

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6

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As I write this, early spring is in full bloom and the first of the season's irrepressible greens are sprouting from garden beds and budding on shade tree limbs everywhere I look. In the coming weeks and months, this verdant inkling will steadily morph into the lush and leafy canopies of fathoms-deep green that we of deciduous climes associate with our often too-brief warm season. And I'm struck, thinking of the subtly variegated shades of this spring- and summertime palette, by the dearth of words available to me to describe the multitudinous hues that comprise green's long spectral region, spanning the gulf between the Atlantic's dusty aquamarine and the forsythia's buds in partial bloom.

But while beguiling green often leaves me speechless, or at least in dire need of a thesaurus, the color-namers at

Saab (doubtless highly-ranked employees) had no such trouble. They separately titled over two dozen variations of green paint during Saab's long tenure with the color.

Eirik O. Skjæveland's archive of Saab factory paint options ([saabarchive.net](http://saabarchive.net)) lists nearly 30 distinct flavors of green, all with evocative descriptors like olive, malachite, or jade. There were greens as ephemeral as the forest's, like the 2006-only Arbor Green. And then there were greens rarer still: the British racing green fiberglass of a prototype Sonett II (see Tom Donney's collection), and the otherworldly martian-lime of one of the six Sonett I racers (each of which sported a different color).

Saab served at least one of its approximately 30 varieties of green throughout the duration of its history as a car manufacturer, excepting the final two years of production (and possibly 1954, where Skjæveland's color archive seems to indicate that blue-gray would have been the nearest option). Customers could order every model, save the 9-2x, 9-4x, and 9-7x, in green. From blue-tinged hues reminiscent of the boreal forests and plentiful conifers of the Swedish countryside, clear across to the piquantly citric Lime Yellow, Saab offered a green to suit most any sensibility, from prim to primal.

And the link between the color green and Saab is every bit as inextricable as that between chlorophyll and the woods' leaves.



Jon Gravley





photo Sydney Cummings, owner Andrew J. Hong

Saab cars were born into green. When all-caps SAAB (Svenska Aeroplan AB) diversified into automobile production to maintain peacetime activity after WWII, they had access to a great deal of military surplus paint. Present-day Saab Group (the extant aerospace/defense company that has outlasted the spun-off automotive division) explains that all early SAAB automobiles “were painted bottle green, a color that became something of a trademark for Saab cars.” Why? “The underlying reason was that the armed forces had bought large quantities of a green cellulose paint for camouflage painting, [but the color] did not suit the terrain and the entire consignment of paint was sold off. Saab bought it and that was why both the aircraft and cars ended up green.”

Rather by fate than by choice, SAAB's carmaking division co-opted the dour, froglike finish of wartime machinery for its innovatively countercultural freshman effort, the 92. The effect was that of a hippie in fatigues: provocative, articulate, and something of a bridge to transcend profound social divisions. And transcendent the

little car was. It helped to mobilize Swedes after the War, ushering in a newly prosperous middle class and quickly becoming a profitable export as SAAB earned an international reputation for engineering sophistication and successful stage rally performances.

There was perhaps never anything intentionally subversive about those first SAABs, but a defense company building an affable runabout for peacetime families certainly made a kind of statement. And the green paint didn't hurt. Saab would become the right-brained choice in an industry beset by planned obsolescence and doleful conformity. Meanwhile, a color that started out as an only option became a means of self-expression as Saab maintained various greens on their order sheets long after the color faded from popularity. Across several decades, green dressed top-spec models for customers eschewing more popular choices: from Acacia Green 99 Turbos through Beryl Green 900 SPGs, Eucalyptus Green 9000 Aeros, and Lime Yellow ng9-3 Convertibles.

We know that, as close as NEVS got, Saab never quite made the transition to modern electric vehicle producer. But the archetype of an aerodynamic, safe, efficient, and two-liter-turbo-four-powered hatchback, which Saab pioneered over 40 years ago, presaged the final iteration of the fossil fuel-powered family hauler. Saab practically wrote the rulebook that all carmakers would learn to follow before EV designers, decades later, got a chance to write a book of their own.

We don't see many green cars on the road these days. But close your eyes and humor me a moment. Imagine the Tesla Model S painted a deep, lustrous Scarab Green. And tell me: is it coincidence or fate that makes it look so right? 🍷

**See more green Saabs on page 14!**



Jacob Pretzman

# SOC 2022 PHOTO CONTEST

BY ROCKY MOUNTAIN SAAB



**Who has bragging rights to the "Best Saab Fleet in North America?"**

**Who took the Best Photo this year featuring a Saab?**

We intend to find out at this year's Saab Owners Convention! Impartial judges on-site at the convention will select the three best fleets and the three best photos.

Awards will be presented to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each category:

- **Best Saab Fleet Photo** - select your best Saabs, two cars minimum. All vehicles must be currently owned by one individual or one family. Saabs registered to businesses, collections, or museums are not allowed.

**Enter a photograph in any or all of the following categories:**

- **Saab Portrait** - a staged, formal picture (landscape, post car detailing)
- **Saab Impressionistic** - Something that really says Saab! (creativity is key)
- **Saab Selfie** - Candid fun! (include yourself, your pet or other quirky item in the picture)

Winners will be announced at the Saturday Awards Dinner, and **you must be present to win!** Scan QR or visit [saabclub.com/rmsc-contest](http://saabclub.com/rmsc-contest) for details and rules. 🍷

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8

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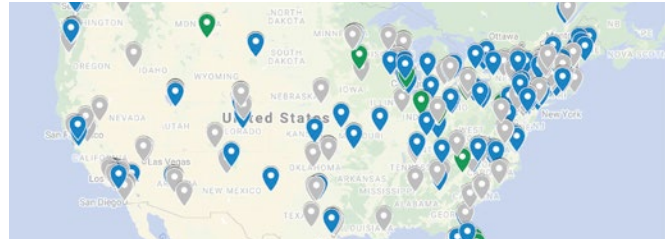
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# SAABS ONLINE



## SAAB WIS Online Workshop Information System

This is an online version of an application used by dealers and independent shops to diagnose issues and make repairs. SCNA makes this free resource available to the entire SAAB community. We hope this information will help keep your SAAB running for many more years. To use this online workshop information system, visit [saabWISonline.com](http://saabWISonline.com)



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# 9 QUESTIONS

BY 9s EDITORIAL TEAM

**9 Questions** introduces two members of our Saab community; one from the "OG" (older crowd) and one from the "NG" (younger crowd) by asking them the same 9 questions about their experience as a Saab enthusiast. We hope you enjoy getting to know them a little bit.



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

Probably an Audi RS3 or RS5; I love the styling, performance, interior quality, sound, etc - all around fantastic cars. I'd also consider a Giulia Quadrifoglio, if they were more reliable.

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

Surprisingly...very sparingly.

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

Not that I can recall (thankfully).

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

Yep! A few of us Arizona Saab guys went up north for a weekend camping trip and slept in our Saabs. It was a fantastic trip. My 9-5 wagon was the perfect car for the job!

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

Blowing a tire on the freeway on the way to work and having to get towed home because the jack wouldn't fit under the car to lift it up and put the spare on.

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

eSaabparts!



9s

10

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## **JACOB PRETZMAN**

Jacob Pretzman is 24 and lives in Phoenix, AZ. He runs the YouTube channel **Auto Autopsy**, which has over 80,000 subscribers and is heavily based around the Saab brand. Jacob earned his Masters Degree from Arizona State last spring and has worked as a city planner since. His first Saab was a 2003 9-3 Arc, which he purchased when he graduated high school in 2016. He purchased a Turbo X in 2018 that he recently sold after having done quite a few modifications to it.

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

No; my parents purchased a 1996 Saab 900 when they moved to Phoenix in the 90's. They later purchased a 9-5 wagon, 9-3 convertible, and have had many others since.

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

The one Saab I haven't already owned that I would like to own is a Lightning Blue Viggen.

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

Currently: 2017 Audi S3.



## ROGER D. RADEBAUGH

Roger D. Radebaugh has lived in Tulsa, OK for many years and worked as an accountant in the oil and gas industry. Coming into the workforce in 1981, he was in the golden age of Saab 900s and owned two during the 1980's. He enjoys running, tennis, bicycling, and just leisurely walks in his neighborhood which was built in the 1920's.

Roger will be retiring in a few years and has purchased into a condo garage that has a community of owners that have events and socialize with their cars. It is a fairly recent concept, but one that is being successfully developed in Tulsa. They have about 86 units in their condo garage community with a wide variety of collectors. Roger is the only Saab enthusiast there, but everyone is interested and always refers to him as the Saab Guy.

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

Yes.

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

*I have always wanted a 1978 99 Turbo in black of course, because all Turbos should be black.*

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

*I currently have a 1987 Porsche 944, a 1988 Honda Prelude, and my daily driver 4th Gen Toyota 4-Runner.*

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

*I am in love with the Lexus LC500. The build quality of those cars, fit and finish, and sound of that 5.0 ltr V8 all draw me to it.*

**Do your friends make Saab jokes?**

*Sometimes the other European owners at the local Cars and Coffee get a little superior acting, but the quality of my cars usually shuts them up pretty quick.*

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

*Not really. I think someone commented one time that my 93 Aero looked like a VW Jetta.*

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

No.

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

*I had a 1985 900 that the driver's seat would frequently pop out of its position and recline back while driving and trying to shift, that is quite a problem.*

**Who is your Saab idol?**

*Robert J. Sinclair was one person I think did a great deal for bringing Saab to the attention of the U.S. mainstream consumer. Many of the 900 models we know and love here wouldn't have been available to the U.S. but for his leadership. I bought my first Saab in 1983 and haven't looked back, owning many during the subsequent years.* 🇸🇪



**Do you think that you have a good Saab Story for 9 Questions?** Scan the QR code and submit your info to be considered for a future edition of **9s**.



# SAABS @ CARLISLE

**A great time was had by all in the Saab community!**

On May 14, 2022, **Central Penn Saab Club** and **Saabs@Carlisle** did it AGAIN! For 17 years in a row, Central Penn won the “**Club Challenge**”, this time with 213 Saabs on the Showfield, 40 more than Volvo’s total!



## MUSEUM TRIVIA CONTEST

9s

12

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All day Friday at **SOC 2022** SCNA will be conducting a “Trivia Contest” at the museum. Participants will browse among the cars on display, learning about their histories by reading the window placards and display materials. Use the worksheet in the program to answer some questions about the cars on display, and then enter your answers on your smartphone by scanning the QR code on the worksheet. The first 9 people who score 100% on the trivia quiz will receive a prize at the Friday night Sponsor Appreciation Dinner!

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14

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Daryle Powells

# SAABSHOTS



Mark McCourt

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15

SAAB CLUB OF NORTH AMERICA



Kyle Webb



Cory Riley

"It's not easy being green"

--Kermit



Steve Boshart - owner Ed Lorenz

# SADIE PROFILE OF A MUSEUM CAR

BY KELLY R. CONATY, MD



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16

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If you are looking for a collection of perfect automobiles that look like they are fresh off the showroom floor, you won't find it at the **Saab Heritage Car Museum USA**. What you will find is a collection of stories attached to interesting cars. The cars have lived a life of happy stories and sad stories just waiting to be told. One of those cars in the collection that has many stories to tell is a distinctive red on the bottom, white on the top 42 hp 2-stroke Bullnose 1962 96. The car was owned for many years by none other than Larry "Stroker" Williams. The spotlight here is on the Saab named "Sadie" but it would be impossible to separate the tale of the car from the charisma and legacy of Larry Williams. Simply put, Larry was there for all the stories, made the stories, but Sadie the Saab was the inseparable backdrop. The two are woven together in the fabric of the history of the car; stories that deserve to live on. Many Saab enthusiasts who are relatively new to the brand who do not know of Larry will get a glimpse of his life and his dedication to two-stroke Saabs and to the spirit of Saab.

After his untimely death in 1998, the **Larry "Stroker" Williams Spirit of Saab** award is given each year at the **Saab Owners Convention** to that special person who exemplifies the spirit of Saab just as Larry did. The Stroker Award.

I had the opportunity to have a long conversation with Larry's widow, Katha, to be able to capture the humor of the stories behind Larry's car named Sadie and am grateful to her for that. I told her that I wanted to be accurate in what I wrote and wanted to verify some of the stories about Sadie. She laughed and said "Larry wasn't always totally truthful and accurate in all the stories he told, so don't worry about it". Larry almost always attended Saab Owners Conventions as well as many other Saab gatherings with his wife, but according to Katha, "Sadie was all Larry's but an important part of our family."

No one knows when Larry flipped the switch and decided that Saabs, and especially two-stroke Saabs

were to become the objects of his fascination. He loved big-block V8s and even went off on his honeymoon with Katha in 1960 in a Corvette. Larry was fascinated with how things worked and how to tinker with and repair simple machines. Perhaps it was his interest in racing two-stroke go-karts that he referred to as “junior strokers” that led him to the decision to purchase his first two-stroke Saab. And therein lies the first Sadie story.

When Larry decided to purchase a Saab, it had to be a two-stroke model. In June of 1977 he found his Saab advertised and went to look at the car. When he arrived on site and after the preliminary questions, he decided that he was very interested and started to look the car over more closely. When he opened the front door to peer inside, he was brushed aside by a rather large dog who leapt up on the front seat, squeezed between the seats, and with tongue wagging, planted herself in the middle of the rear seat like she belonged there. She did. Her name was Sadie.

Larry loved the car, paid \$800 for it, and drove it home. Over the course of Larry’s life, he owned several Saabs, mostly two-stroke models, but Sadie was his favorite. He did own other models, purchased for Katha, but his passion was for the two-strokes. He had a business card that he passed out that said “Two-Stroke Only”. Larry was a throwback. He was known to say of the cars that he bought for his wife: “It has one too many cylinders, but I made a lot of points with Katha.”

Over the next 20 years Larry, Katha, and Sadie became regulars at many Saab gatherings. “Stroker” would always arrive late Friday afternoon. When everyone spotted Larry and Sadie the red and white 96, all eyes would follow to their parking spot. People would gather. And after all that driving, another hour or so would be spent in the parking lot, talking to everyone before heading off to their room. Larry always drove Sadie to these gatherings. Stroker’s philosophy was: “These cars aren’t made for trailers, drive ‘em boy!” According to Katha, “he often told me these cars were meant to be driven, not to be stuck in museums or garages to rot. He was very passionate about this;



probably why he drove his own cars instead of towing them to Saab get-togethers.”

Larry would regale his friends and new acquaintances with stories about the latest fix for the latest problem. He didn’t restore cars, he saved them, he said. His enthusiasm was infectious. If you didn’t know much about two-stroke Saabs he would demonstrate that when you added oil to the gasoline, you had to shake the car to mix it up properly, and would grab ahold of Sadie’s bumper and shake the car back and forth.



The gathered crowd would give him their rapt attention as he came out with some of his Saab rules for life: “If you can’t fix it, try making it worse to make sure that you are right on track”; or “red paint on a cylinder block does not make it a sport engine”. He would describe his trip to the event to the crowd by explaining that Sadie was “On the pipe”. If you didn’t speak two-stroke language, Larry would translate: “we were at the magic 4200 to 4400 RPM ‘Touring Speed!’” If the listener pointed out that Sadie didn’t have a tachometer, he would launch into a semi-scientific and perfectly reasonable explanation on how to determine

what the actual RPMs were likely to be, even without the benefit of a tach. Sadie was the magnet. Stroker was the MacGyver of the Saab two-stroke world. Saab legend John Moss would recall that he would notice Sadie at the national conventions sporting some quite unconventional repairs, ones that might keep other folks at home waiting for the proper part.



## SADIE CONTINUED

100 miles down the road with the throttle wide open, Sadie ran out of gas. Larry theorized that with the 92's windshield higher than Sadie, and with the fenders of the dolly wider than Sadie, he was pushing a lot of air! Larry relented and

Larry's main concern was not necessarily having a perfect car, but rather having a perfectly running car, which leads me to the next story about Sadie. A scratch here or there, a bump here or there just meant that you drove the car, and that was most important to him. In the spring of 1994, while preparing for the Vintage Saab Club meet at Stratton Valley, Vermont, a troubling incident occurred. Sadie, responding to the pull of gravity, rolled downhill and crashed into the garage door. Her brightly polished hood had been seriously damaged. Rather than rush off to a body shop to get the hood repaired, Larry adapted what was at hand. "Run what you've got and have a good time" was his likely response to the unfortunate mishap. The hood from his black car was switched, and for that trip Sadie was red, white, and black. Characteristically, Larry came up with a story other than the crash to explain the black hood. He explained that the black hood was carbon fiber so as to be invisible to radar. Larry was a practical joker. Pigeons in lunch boxes when he worked for John Deere provided some levity then; stories about carbon fiber hoods for the avoidance of radar provided some levity for the gathered Saab crowd that wanted to believe.

Larry was a showman, and when it came to showing off with Sadie, he did it with aplomb. One time, against the advice of some of his friends, Larry decided to use Sadie to tow his 1950 92 to the convention in Kenosha, WI. He loaded up the car on a dolly and headed out. His friend Bud Clark offered to tow the 92 with his 9000, but Larry wanted to have a story to tell. Bud followed along behind but backed off about a mile from Sadie because come to find out, Sadie was oiling up his windshield. After about

hooked up the tow dolly to Bud's car, only with the reassurance that he would hand over the tow about a mile from the convention, and that Bud would be sworn to secrecy. They siphoned off some gas from the 92 and they were on their way again. Larry wanted to show off and make a grand entrance into the convention with a stroker towing a stroker!

Sadie is quite possibly the only 3 engine Saab in existence today or ever. Not powered by three engines, but carrying three engines. A tale often told but true, Larry always traveled with insurance in the form of a spare engine in the trunk, sometimes two engines in the trunk, sometimes an engine in place of the passenger seat. This leads me to the next Sadie story. Larry and Katha made many friends at Saab events and conventions. Their easy nature seemed to immediately make people feel welcome and would usually make first conventions ones that were memorable for people. At the Saab convention in Las Vegas, two such new friends were asked to join them one evening on a trip downtown. All four of them piled into Sadie, which wouldn't have been a problem under normal circumstances. However, as those who knew Larry understood, normal circumstances were rare with Larry. He had removed the front passenger seat and replaced it with a complete spare engine. That meant Katha and the two invitees got to squeeze into Sadie's back seat. On the way downtown they were stopped at a traffic light when they saw a man walking closer to gaze at Sadie. Larry revved the engine up and down ring-a-ding, brap-ap-ap, ring-a-ding, while the guy in the back seat worked the throttle linkage on the spare engine. When



the man stuck his head in the window and asked what kind of car it was, Larry told him that it was a mid-engine car. With that, the guy in the back pulled back on the linkage and Larry sped away from the light with that two stroke engine sounding like an angry hive of bees, spewing a trail of blue smoke. They left that poor fellow standing there with his mouth open.

An interesting twist relevant to the upcoming Saab Owners Convention of 2022 on the story of Sadie, is that she made it to most Saab Owners Conventions during Larry's ownership. The evidence of this exists in the many stories about Larry and Sadie that are slowly fading away over time but is confirmed in the display of convention stickers plastered all over the rear windows of Sadie. On the left rear window, you will find a sticker from the first ever SOC at Galena,



Illinois in 1984. Not far from that sticker is the one from Saab Automobile's 50th Anniversary Convention held at Waterville Valley, in Vermont in 1997. Sadly, that is the last SOC that Larry and Katha attended in Sadie. Now, twenty five years later, Sadie will again be a part of a historical SOC, that being the 75th Anniversary of Saab. I am not admitting to anything beforehand, but I am sure that there will be room for one more SOC sticker on that window.



After Larry's passing, Sadie carried Katha and son Frank for the funeral procession, blessing all that followed with her holy two-stroke oil smoke. Soon thereafter, with a heavy heart, Katha decided to sell off all of Larry's Saabs including his favorite, Sadie. Two other of Larry's Saabs ended up in the museum collection including the "Getaway Car" and the oldest Saab in the collection, the 1950 92, 2 Cyl 2-stroke "Ole 92". Sadie went to Larry's good friend Greg LeBaron, who later sold it to Jack & Rita Johnston who subsequently donated it to the museum, where she sits today. She will be sitting

there for all to see, replete with the nicks and bruises that Larry loved, and plastered with stickers on her window, each in itself telling a story. I guess that's what Larry wanted to do. Larry wanted Sadie to continue to tell all the stories that he and Katha celebrated in life. There are many more stories that just can't be included here, but go visit Sadie during SOC 2022. Smell the smell of her interior, look at the stickers, and imagine!

Katha told me that Larry was "huge about giving people rides. Larry would haunt us if Sadie didn't give rides" during her residence at the museum. I have been assured that Sadie will be giving rides at the Saab Owners Convention in Sturgis, SD July 21 - 24. I'm sure

the lines will be as long as the stories. And the rides will make many new stories that will live on for those who catch a ride. There are many people that I would like to thank for helping me research and prepare for this article, but especially Katha, Larry's widow, companion, and faithful Saab enthusiast. 🍷



# SAAB SHOPS

BY ROGER S. HARRIS



## Sports Car Service

*A long family tradition of Saab Service*

Bill Jacobson in his 1956 Sonett 1 with technicians from the left, Jack O'Neill, Bob Gant, and Jack Carter. Missing from the picture is CarolAnn Jacobson Arthurs.

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20

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**The customer with the highest odometer mileage has a 2001 9-5 Sportcombi with 527,500 miles**

John Jacobson raced H-modified Saab Specials with the Sports Car Club of America. During the late 1950s and early 1960s, Jacobson built a relationship with Oakley Robinson, founder of Sports Car Service, SCS. The Wilmington, Delaware dealership was founded in November 1956 with the Saab, Citroen and Alfa Romeo brands. Robinson passed away in 1961. Robinson's girlfriend, Erma Clark, hired Jacobson to manage SCS. Citroen and Alfa Romeo pulled out of the dealership at the same time. SCS remained a Saab dealership until 1972.

John's son Bill, (the only boy in the family with four sisters), was interested in cars at a young age. He started coming to the SCS shop to sort nuts and bolts when he was six years old. By the time he was ten, he was removing parts from cars. At age twelve, he worked with a mechanic to put a clutch in a Saab 93. That was good practice for him since John gave Bill a gray 1957 93 project car when he was fifteen years old. Bill still has that car today. Once he obtained his license, his first driver car was a dark blue 1965 2-stroke long nose wagon.

Bill got his first part-time paycheck from SCS at age fourteen and he still has that pay stub today. When he graduated from high school in 1975, Bill started working at SCS on a full time basis. During those years, the shop was specializing in the restoration of various makes of cars as well as Saab Sonetts. John Jacobson retired in the summer of 1984, and Bill took over at a time when Saab sales of the 900 were increasing annually. SCS became an independent Saab specialist and the customer base grew quickly. In 1993, SCS had to establish a waiting list for service work with some people having to wait several months.



John Jacobson (with young Bill by his side) wins the 10 year dealer award for Sports Car Service. The award was presented by Tryggve Holm, CEO of Saab (left) and Ralph Millet, President of Saab Motors, Inc. (USA) at right in 1967.

SCS continues to provide parts, sales and service for all Saab models and Subaru cars in the Wilmington, DE location. Staff includes Bob Gant, Saab trained back in the 1960's, and who still works part time; one GM factory trained technician, Jack Carter, whose knowledge of GM cars has really helped with the newer models; and one very experienced Saab tech, Jack O'Neill, who has worked at SCS since 1990. Also, there is a woman behind every successful business. For SCS, that would be CarolAnn Jacobsen Arthurs; she does everything but fix cars.

Ninety percent of the overall business remains Saab car based given very loyal customers. For example, one customer purchased a brand new 1958 Model 93 750GT from SCS about sixty-three years ago. The shop still services five cars from three generations of the same family. The customer with the highest odometer mileage has a 2001 9-5 sportcombi with 527,500 miles. It still has the original drivetrain and turbo. It has a manual transmission and has had the clutch replaced twice. They have many customers with over 250,000 miles on their Saabs. On the other hand, Bill sold a 2000 Viggen convertible with only 27,591 miles in April 2022.

Bill's favorite Saab model is the Sonett 1. He had wanted one since he was fourteen years old. Luckily, he was at the right place and the right time to get number 6 when he was 32 years old. His favorite driver of any classic model is the 900 3 door 16 valve Turbo. Bill has a collection of cars in his showroom and dozens of donor parts cars at other locations. 🇸🇪

## He started coming to the SCS shop to sort nuts and bolts when he was six



Bill patching the floor pans in a 1957 model 93 that his Dad gave to him when he was 14.



Sports Car Service facility in May 2022

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Hours are 7:30 am - 6 pm Mon - Wed  
7:30 am - 3 pm Thu  
closed Fri - Sun

All photos supplied by *Sports Car Service*.

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

# MISSING HERITAGE CARS

ADAPTED FROM ARTICLES BY TOM DONNEY



When Saab Cars North America (SCNA) went bankrupt in February 2012 there were thirteen of the former

General Motors Heritage Collection cars in their own collection. Ten of these cars were put up for bid as a group which Bill Jacobson and I were able to acquire and split, five cars each. Our goal has been to keep these cars together and try to avoid a split up of the collection into individual cars, since together they still represent a piece of Saab history.

## WHICH BRINGS US TO THE MISSING THREE CARS FROM THE HERITAGE COLLECTION:

A Red 1964 Quantum IV, which had an ownership concern at the time of the sale, required it to be pulled from the sale at the eleventh hour. With the help of Chip Lamb, Tom Letourneau, Bill & CarolAnn Jacobson, Randy Cook, and several others, the issue was resolved. I was then able to acquire the car and was able to show it at the **Saab Owners Convention (SOC12)** in Iowa City. I think it is a great original example of Walter Kern's Quantum design with a Saab two-stroke engine fitted.

Also missing from the February 2012 sale were a blue 1970 Sonett III and a black 1985 SPG, both restored when GM owned the Heritage Collection. Both of these cars had been used for a Saab Promotional event in the summer of 2011 and were still in possession of the promotional management company, ESI, in Los Angeles. Saab Cars North America had tried to get the cars returned to them in Detroit but ESI had refused to release the cars given their looming bankruptcy. Saab Cars North America still owed ESI a very large sum of money and ESI was holding the cars for payment.

After buying the first lot of ten SCNA Heritage cars I received a lot of emails and phone calls from people

trying to locate these missing two cars. Several people wanted to buy them for a birthday present for a teenager or to use as a daily

driver. I know cars are "made to be driven", but these two cars had been restored to such a high level, I thought that they qualified as true pieces of Saab's history. The money that GM spent on these two cars' restorations would be unheard of by any normal person or collector. Truly, they represented the finest restoration work ever done on Saabs. I have no issues with people restoring a car to perfection and driving it, just not these two! Some cars need to be preserved to showcase their heritage for future generations to see. Most of the GM heritage cars met that criteria in my view.

Once I figured out the situation and all the players involved, I began to contact them on a regular basis through emails, phone calls, and text messages. I was fortunate that the president of ESI was truly a "car guy" and wanted the cars to get into a collector's hands. To go along with that, Jim Sweeting and Tim Colbeck of Saab Cars North America both wanted to keep the collection together, if possible. The help of these men finally paid off and although it took a lot of time, I was finally able to get an offer through to the bankruptcy court and get the cars purchased. Once I had official ownership of the cars, I had them shipped to Iowa. ESI and their staff were true professionals in all my dealings, many thanks to them. But really, it was the work of Jim Sweeting and Tim Colbeck that allowed me to purchase these cars. Special thanks to both of these fine men for all their efforts.

These three cars, along with five others from the Heritage Collection are on display at the **Saab Heritage Car Museum USA** along with about ninety other cars, to preserve the spirit of Saab! 🇸🇪

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22

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# SOC 2007 A SAAB ODYSSEY

BY LINNEA KRAJEWSKI

It's been 15 years since the SOC in Troy, Michigan. The visit to the GM Heritage Collection was worth the ride to Michigan. Throw in a few near misses with some wicked weather, and it was truly an event to remember.

I made the trip west, with a hatch full of luggage and a wish list of parts from various Saab friends. Traveling through Niagara Falls, crossing into Canada, and then driving through miles of farmland, I crossed the Blue



Water Bridge over the St. Clair River back into the United States. It was like crossing part of the ocean, with acres of water that was Lake Huron, following the curve of the earth as far as the eye could see.

On the second night there a few of us went to dinner and ended up driving through a monsoon. I was let out of the car, and was soaked before I could make the two steps into the door. When the driver finally appeared, he looked as though he had just stepped out of the shower. Later that night, some were roused from sleep with an urgent summons to head to the ground floor....tornadoes were menacing the area.

The next afternoon, we were treated to a tour of the GM Heritage collection. I got to see Harley Earl's Y Job, a car that influenced GM styling for years after its creation in 1938. I saw the Buick LeSabre, the car that replaced the Y Job in Earl's garage after 1951, plus countless other one-offs and oddities, including the Electro-Van, a 1966 Chevy Van that had been converted to battery power. A prehistoric Prius, if you will.

The weather wasn't done with us yet. We had the show on a sunny, warm, humid Friday afternoon. The skies began to cloud up towards the end of the afternoon as we gathered for the Friday night banquet. The lights began to flicker so I left our table to see what was going

on. The view from the window was arresting, to say the least. The sky was green, it was pouring down rain, and the trees in the parking lot were bent double due to the howling wind. Later that night, I heard the news that we had again just missed being visited by a herd of twisters that had landed about 40 miles north in Flint.

We finished up the week with a huge outdoor parts flea market on Saturday. That evening, we were once again guests of the **GM Heritage Center**, as we had our awards banquet among the rare and unusual members of the Heritage Collection.

This year's show will be held at the **Saab Heritage Car Museum USA** in Sturgis, South Dakota. Some of the cars in the museum's collection were once housed at the Heritage Center in Sterling Heights. If you have the time and the means, it will be a fun and educational trip, so attend if you can! 🍷

**EDITOR'S NOTE:** *This article reminds us that weather can play a part in our enjoyment of any event. South Dakota storms can be severe, producing tornadoes and hail. Please be weather aware as you travel to this year's convention.*



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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23

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# SAAB HERITAGE MUSEUM



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# 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)



## SOC 2022 SWAG

This is some of the special event **Saab Owners Convention** merchandise that you can purchase at the convention. In addition to the T-shirt that you will receive with your registration, you can purchase the special event “Map” T-shirt, SOC 2022 Badges, glassware, and more.

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25

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Steve Boshart

## New Member Referral Bonus

Do you know someone with a Saab who is not a member of **SCNA**? Please ask them to join. They will get an extra three months of membership (one additional issue of **9s**) for each paid year, and so will you!

Just send them to [saabclub.com/join](http://saabclub.com/join) and have them fill in your details, including your SCNA member number.

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





## Troubleshooting & Cooling the "Dame"

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26

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### ***I am weird: I prefer a "Dame Edna" (2006-2009) 9-5.***

Despite a GM-ifying (read: cheapening) on the inside and outside, having the most refined versions of the B235R and F35 makes it worth it to me. But there were significant flaws introduced in these years that neglected sustained performance - particularly in tuned cars on hot days.

Right now, there are multiple long forum threads without a resolution discussing how their Dames are slow in warm weather and can be beaten by a stock Civic from a dig. When these issues happen, the slow build of boost to just base-boost is frustrating at best, dangerous at worst.

How can you fix this? The first step to consistent performance is making sure your car works at "Stage 0." What is "Stage 0?" Here's a (partial) list:

- Spark plugs, particularly on a tuned car. Switch them out every 10k miles if using NGK BCPR7ES-11 (copper) plugs, and ensure their gap is to spec.
- New/clean MAF. Clean it with MAF cleaner every ~20k miles, especially if you run an oiled air filter like I do.
- Air filter. I like the noises my K&N produces, but know it needs to be cleaned and has to run with a

hydrophobic "sock" over it. If you don't need the noise, keep it stock.

- DIC. Expect to change it out every ~50k miles on a tuned car.
- Leak-free pressurized intake system. Small leaks that can only be detected with a pressurized smoke test can have an outsized impact on performance. The o-ring from the cobra pipe to the turbo goes bad and leans out the mixture, particularly under boost. The nipple just above the throttle body on the intake pipe also likes to leak: a touch of gasket maker around the o-ring there can help close this leak area. And if you have the "bolt mod" installed, zip tie the bolts in place on the vacuum hoses.
- Fuel system. It must deliver all of the fuel pressure you need, and the regulator must be correct and functional.
- J16 O2 sensor junction in the main wiring harness can experience dissimilar metal corrosion, leading to incorrect readings of the downstream O2 sensor.
- Exhaust system/O2 sensors. Exhaust must be unrestrictive, with a well-functioning cat and functioning O2 sensors. Replacing the cat should be the last resort, though.

- Proper grounding. It seems these cars are under-grounded and use cheaper wire than prior 9-5s. Cleaning your grounds is a bare minimum. Installing a supplemental grounding kit has consistently improved my car's performance.
- If you want to improve your diagnostic capabilities, install a wideband O2 sensor. On boost, you should aim for 10-11.5 on WOT, ideally no leaner. I installed one and hid it on top of the kick plate above the pedals. I never see it unless I'm diagnosing something.

Why is "Stage 0" so involved? T7 is a torque-demand, MAF-based system (unlike the previous, simpler, less sensitive T5 boost-demand system). T7's strong suit is adapting to different elevations and atmospheric conditions that change air density to achieve target torque figures. But this means that if you have air leaks in the pressurized side of the system, the measured airmass will deviate from the actual airmass, causing poor running. T7 is just smart enough to pull power and stop you from destroying your engine - but dumb enough that it won't do you any favors in pinpointing where things go wrong.

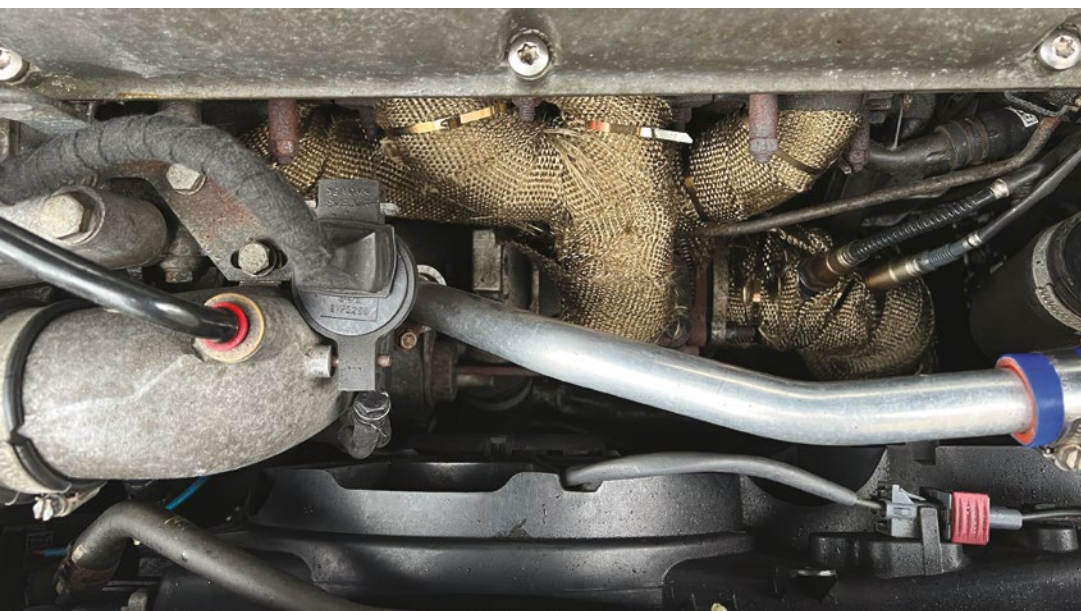
But "Stage 0" might not leave you satisfied if you live in a hot climate, drive in a city, or take multiple short trips frequently: those are situations where hot air has no great way to leave the engine bay. Cool intake temps are critical to good performance.

The 9-5 doesn't start off with a particularly thermally-effective design - the intercooler, radiator, and AC

condenser are all sandwiched together, and the turbo is between the block and those cooling elements. Here are some ways to compensate for this design:

- Upgrade your intercooler. The stock one is flimsy and has plastic end tanks prone to leaking air. Maybe even try a front-mount intercooler.
- Consider a turbo blanket for your car, which will keep heat away from the pertinent cooling components, while keeping the "hot" side of the turbo hot. I use a PTP blanket for a Subaru.
- Also consider wrapping your downpipe and exhaust manifold for similar effects to the turbo blanket.
- Consider removing the rubber cowl strip between the firewall and the hood. There's no good way for hot air to escape from under the hood in the 9-5, but this helps hot air escape the engine bay while the car is sitting - to a surprisingly high degree.
- You might consider opening up the lower grilles. Dames clearly have less frontal airflow than sharknose cars, perhaps in the name of aerodynamics. But there's a cutout in the factory bumper on the passenger side for where you can dremel away some of the blocked honeycombs.

The best way to approach issues of limited performance is to be sure that 1) "Stage 0" is met, and 2) cooling and airflow are optimized for the performance level you're aiming for. Tuned cars in particular will be much more sensitive to these issues. **Hope that helps!** 🍷



**JAKE TILTON** is a dyed-in-the-wool Saab enthusiast from Connecticut. His stable currently includes a manual '07 9-5 SportCombi and an '84 900 Turbo in Walnut Brown, but he looks forward to acquiring many more money pits in the future.

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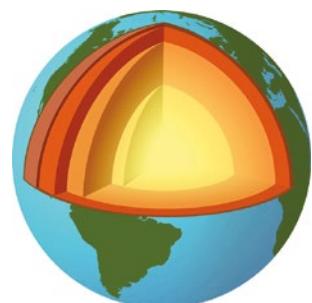
## Saabs n Food

July 10, 2022, 8:30 am  
Hosted by: Edward Lorenz  
Oneonta, NY  
[camedriley@aol.com](mailto:camedriley@aol.com)



## Saabs at Mount Rushmore

July 21, 2022, 8:00 am  
Starts from Saab Heritage Car Museum USA  
Sturgis, SD  
Group photo 6<sup>th</sup> floor parking garage Mount Rushmore  
followed by a drive on Iron Mtn Rd



## Black Hills Geology Tour

July 21, 2022  
*immediately following Mount Rushmore photo op*  
Hosted by SCNA member Noel Simmons  
Guided tour of geological points of interest  
Estimated time of the tour is 3-4 hours  
[noelsimmons@verison.net](mailto:noelsimmons@verison.net)



## Saab Owners Convention

July 21-24, 2022  
SAAB Heritage Car Museum USA  
Sturgis, SD  
[saabconvention.com](http://saabconvention.com)



## Swedish Car Day

August 21, 2022, 9 am - 1 pm  
Larz Anderson Auto Museum  
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29

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