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THE SAAB CLUB OF NORTH AMERICA

JUL-SEP 2023 : ISSUE 374



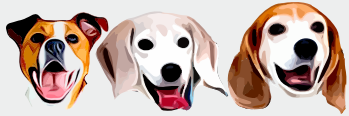
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Cleveland Rocks - Saabs!

The Road Not Taken

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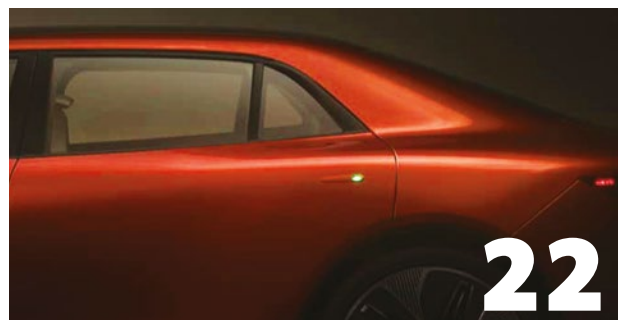
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Cover photo: Ray Kopczynski and his 1972 95 at SOC 2019 in Loveland CO. Photo by Kyle Webb.

PRESIDENT'S LETTER

BY SANFORD BOGAGE



Dear SCNA Members,

Here in New England, we have had a mild winter but a cool, wet spring. Finally, early in May and after a week of rain, we had a beautiful weekend and I was able to take a long ride in my convertible. There's no feeling quite like that of driving on a great road with the top down on a beautiful spring day. The classic Saab 900, in any configuration, is simply one of the best driving cars ever made. I am fortunate to have three amazing c900s right now, each being a special car with its own place in the history of Saab.

My convertible, with over 240k miles, is an aging but still dignified '94 Commemorative Edition. Like many automakers, Saab sold the old body style convertible alongside the new generation of the 900 for model year 1994. Although these weren't numbered like the '93 Commemorative 3-door cars, you can tell from the more powerful "redbox" computer, the Nova Black paint, beige top, and leather seats with dark piping. My car has faded paint and worn seats, but is ready for a drive anywhere no matter the weather.

Going in reverse order of age, I have a largely original '82. With a 5-speed transmission and first year APC system, this car represented a step up in modernization over earlier 900s. Originally purchased in Illinois, my car was serviced for many years at Petersen Automotive, our title sponsor for this year's SOC.

Just recently, I acquired a first year '79 900 that was purchased new and owned for over 40 years by the same woman. I think I have written about this car before, as it immediately captured a special place in my heart. With a B motor and 4-speed, this is truly the bridge between the 99 and the 900, and this alabaster yellow time capsule still has the original window sticker from Memphis, TN along with service records spanning decades. I have already reached out to many of my SCNA friends, sharing photos and asking advice on sorting through some various issues, and I am excited to bring it to a local meet soon.

With Carlisle under our belt, the 2023 car show season is officially underway. With so many local meets popping up, we try to highlight a few of them. As you read this issue, the SCNA board along with some amazing volunteers in the Chicago Area Saab Club are busy getting ready for SOC 2023 in Oak Brook, IL. From an amazing track day at the Autobahn Country Club to service specials at Petersen Automotive in Skokie, this convention truly represents how far we have come since 1983, when that first convention was held in Galena, IL. Check out saabconvention.com for more information about the track day on Wednesday and other special events.

Sincerely,

Sanford Bogage
SCNA President

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WHEN IN CHICAGO...



Susan Martinez
2004 SAAB 9-5 Aero

Chicago is known for our pizza! Locals don't have time to wait two hours to eat overpriced casserole. The real people eat Chicago tavern-style pizza which is identifiable by its cracker-thin crusts with toppings like fennel-forward sausage or spicy giardiniera. Also notable is the way the pizza is often cut into small squares, perfect for picking up and enjoying with a nice ice cold beer. None better than **Villa Nova Pizzeria** in Stickney. It's located just outside of the city off of Historic Route 66.

I enjoy cruising in my 9-5 Aero, through the meandering streets of historic **Riverside** - one of the first planned communities in the United States. Designed by Frederick Law Olmsted and Calvert Vaux, our cute little village features architecturally distinguished buildings and the world famous Aunt Dianna's candy shop. I recommend the Chicago Mix.



Ian R. Cudny

2010 SAAB 9-3 Aero convertible, 8 other Saabs

Do you like chicken? I love chicken and the best place in all of Illinois is **Dell Rhea's Chicken Basket** located on part of an old stretch of Route 66 in Willowbrook.

Chugga, Chugga, Choo, Chooooo! Next stop is the **Illinois Railway Museum**. Here you will find everything from horse pulled street cars to modern trains, as well as history on how trains modernized the Chicagoland area.



Carol Barbour

2010 9-3 convertible with a stage 1 tune

My favorite restaurant to eat at is **Valley Lodge** in Glenview. Here there is something for everyone and it has a pretty laid back vibe.

My favorite tourist attraction is the **Chicago Botanic Garden**. It has gorgeous landscape views with over a million different varieties of plants, as well as a collection of bonsai trees.



Dena Watkins
2006 SAAB 9-3 Arc

My favorite place to eat at is **Steak 48**. It is located in the River North neighborhood of downtown Chicago. Not only does it offer high-end prime cuts and seafood but the atmosphere is very welcoming and comfortable.

My favorite tourist attraction is **The Shedd Aquarium**. There you can see all different kinds of marine life, see dolphin shows, and be able to touch a stingray.



Steak 48



Italian Village



Ann Williams
2005 SAAB 9-5 Arc and 1992 SAAB 900S

My very favorite restaurant in Galena is **Fried Green Tomatoes** on main street in downtown Galena. It's a perfect place for northern Italian cuisine. Great drinks and bar.

My favorite tourist attraction is **Galena, Illinois**. It is the perfect "Hallmark" town where you can find all sorts of things, from dining to great small shops, and lots of great local history. This town has it all, all year around! **It was also where the first SAAB convention was held back in 1983.**



Cristian Hernandez
2008 9-3 Aero Convertible

The Village on Monroe St has always been a favorite. I love Italian food and the ambience of the restaurant. I also love brunch, so I would check out Cozy Corner Restaurant in Oak Park if you get the chance among a bunch of other delicious options.

The Chicago Riverwalk is one of my favorite tourist spots. It spans from Lake Michigan through the middle of downtown Chicago, and you can find a couple of restaurants and cozy cafes within. It also has gorgeous waterfront and architecture views that are stunning both during the day and at night.

ALMOST STRANDED IN SD

BY ROGER SMITH



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One afternoon, messing around on YouTube, I came across a video of SOC2021. Spending a weekend with people with the same affliction I have seemed like something I needed to make happen. I'm a loner, and being around that many people is really uncomfortable and puts me out of my normal life pattern. In March 2022, I pushed through the mental barriers and made my Sturgis reservations. I signed up for everything, telling myself it was healthy to be exposed to this experience.

So, the work plan was put in place to not only prep the 2002 9-3CV for the long trip, but also to make it look good. 5am, Tuesday July 19: I set off for Sturgis. Sabi (family nickname) hasn't been on a long trip like this for a couple years, but was working exceptionally well, achieving 28 to 32mpg at highway speeds.

700 miles later: everything changed in Chamberlain, SD. I had crossed the Missouri River and was past the small town, going up the first big

hill since leaving St. Charles, MO. I was almost at the top when the engine burped and started losing power. I pulled over and found oil had come up through the oil fill spout. Being on a 40° slant, I knew I wouldn't get a good oil level reading, so I had to call a tow truck and began thinking my chances of reaching the Convention were slipping.

Luckily I found A&R Towing of Chamberlain. Thirty minutes (and \$250) later she was loaded on the flatbed. That's when SCNA Member JW from Tennessee was driving by and stopped. He followed us to the yard where we spent some time evaluating my choices. Eventually, we determined driving Sabi to the gas station (open 24 hours and 100 yards away) would provide a better place to work. JW took me and my stuff across the highway to the only hotel, where I got their last room--with a King bed and whirlpool tub at \$175 a night. I thanked JW for his time, thinking I may never see him again. Upon leaving he gave me Taliaferro Imports business card, which he had gotten the same day from Nick & Shelly.

I walked back over the highway overpass to evaluate what I could do and determined that my history with this car was possibly coming to an end. I purchased a six-pack and walked back to the hotel to drown my sorrows.

Back in the hotel, my first call was to the cancel my hotel in Sturgis; then called Shelly Baxter and left a message informing her of what happened and letting her know I wouldn't be able to volunteer, since I would not be attending. The next call was the most difficult. It was to my ex-wife. I told her what had unfolded and that I'd be

I had an emotional call from my son, Erik, who was trying to come to terms with scrapping Sabi.



selling the car for scrap. The hard part was for her to prepare our son Erik that Sabi had died, and he would not be seeing her again.

I was on my third beer, sitting in the whirlpool tub, watching the baseball All-Star game, when I called my brother David. He believes, like most people probably, that spending money on an object like a car is crazy but he was sympathetic enough to not bring that up. He said: "If you like the car that much, rent a U-Haul and tow it home, you have to spend money to get home anyway". A plan was unfolding...

I had an emotional call from my son, Erik, who was trying to come to terms with scrapping Sabi. He was happy that I would try to save her but, ultimately, he would learn to live with whatever outcome occurred. He was more worried about me than the car. What a son! Then Shelly called back, telling me that if I could get the car to the "No Name Campground" in Sturgis she'd have someone look at it and perhaps get it running. Since I'd come this far and an expert opinion was only 233 more miles away, I wanted to try to make it happen. Feeling that Sabi's story had not yet ended, I easily got a few hours' sleep. Of course, that COULD have been the alcohol...

Next morning I called Uhaul, to get the equipment Sabi needed to get to Sturgis and save her from being scrapped. I acquired a 15' box truck in Kimball, SD and a tow dolly in Winner, SD. Kimball was 23 miles from my current location, Winner was 112 miles from Kimball and 100 miles from Chamberlain. Now I needed to get myself to Kimball to put this plan into action. I called Zach, the tow truck operator who earlier offered to take me and Sabi to Sturgis (for \$900). He agreed to take me and my luggage to Kimball for \$60 instead! He's one of

the nicest guys you will ever meet and agreed to meet again to load Sabi onto the dolly.

"Sabi to Sturgis" began at 11:00am. By 4:00pm, the car was on the dolly, and I was finally headed to SOC! After 233 miles, I arrived in Sturgis around 7:00pm and checked in, having made a reservation at "No Name" campground--got the last cabin available at \$110 a night. That night I met Shelly Baxter and Nick Taliaferro from Springfield, Missouri, David from Atlanta, Ed Lorenz (reminds me of the scientist from Back to the Future) and two teenagers who drove down from Washington State. David agreed to look over my car in the morning and see if he could get it running.

After installing a new set of NGK spark plugs, David was able to get it running! He determined that there was damage in the lower part of the engine and other issues that needed addressing. He was very sympathetic to my situation, as I was frustrated and dejected. I didn't care about the Convention anymore; I just wanted to save Sabi. Nick owns a SAAB-exclusive repair shop in Springfield, MO and during our discussion he agreed to help get Sabi back on the road. I did the only thing I could do--I called Uhaul again, changing my drop-off from Sturgis, SD to Springfield, MO (at the cost of .50 cents/mile). I checked out of the cabin, left a message with Shelly that I was going to drop the car off at their shop the next day, and went back the way I came just 18 hours earlier!

The 900-mile drive to Springfield was surprisingly comfortable. I didn't expect taking a large U-Haul truck, while towing a car, that far in such a short amount of time would be that easy. I tried to keep the speed around 65mph, but after running over a deer carcass, I figured it would be a good idea to make a short hotel stop on the Missouri / Iowa border.

5 hours of sleep, and back on the road around 5:30am with a hot cup of coffee for me and fresh gas for the U-Haul. Sabi and I arrived in Springfield--much to the surprise of Nick's mother! Five shop guys helped push my car into the yard. I explained to Derek, the Master Tech, what had occurred, gave my contact information to Nick's Mom, and dropped off the U-Haul.

In four days I drove 2,300 miles and got less than 12 hours sleep, sustained by snacks and only 6 cups of coffee! Yet, I am proud of the logistical achievement of getting Sabi to the right place.

I picked up the car in mid-October; Nick determined that I blew holes in the top of pistons 3 & 4, causing lost compression. He believed the vacuum line from chassis to power booster developed a leak, causing it to run lean. Getting new pistons would take too long, so we got a donor engine from a SCNA member. Shelly felt it would be a good idea to install a 9-5 turbo and larger intercooler, and many smaller things were addressed.

Although my SOC experience consisted of 19 hours at "No Name" and 10 minutes at the SAAB Museum, I met many friendly and helpful people along the way. JW, who stopped along the highway and delayed his arrival to make sure I was in a safe location, texted me about

every 6 weeks to check on my progress, always giving encouragement. David, who agreed to miss the Mount Rushmore photo shoot to work on my car. The two teenagers who drove me to O'Reilly's for parts. Nick & Shelly, who encouraged me to tow the car to Sturgis. The couple with the Harley in Rapid City who understood my decision to tow the car 896 miles to be saved, and all the U-haul people, without whom Sabi would have been scrapped in Chamberlain. Accepting help from people is not something I do easily--I'd much rather handle it myself. But I am amazed at how quickly the Saab community was to lend a hand to a total stranger!



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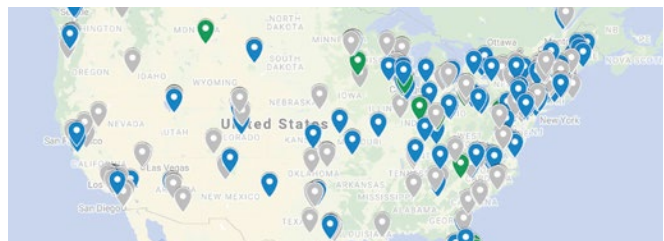
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9 QUESTIONS

BY 9s EDITORIAL TEAM

9 Questions introduces two members of our Saab community by asking them the same "9 questions" about their experience as a Saab enthusiast. Usually we pair one from the "OG" (older generation) with one from the "NG" (new generation), but for this issue we've got two OG's for you. We hope you enjoy getting to know them a little bit.

MARK McCOURT

I'm a Hudson Valley native currently living in Vermont who has the joy of playing with cars for a living; I write stories for Hemmings with the goal of enhancing enthusiasts' knowledge and their enjoyment of our hobby. I hope to always have a three-pedal Saab hatch on the drive because nothing else offers their keen blend of practicality and inherent athleticism.

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

Yes! I bought my first, a '91 9000 Turbo, in 1999, and have since owned another '91 9kT, a '91 900S, and my current '99 9-3 coupe, plus I purchased a '91 900T CV for Klassiker magazine in Sweden. After I started driving Saabs, my father bought an '03 9-5 and my uncle, an '11 9-4x (sadly lost in Hurricane Sandy).

What is the one Saab that you would like to own?

My unobtainable dream Saab would be the charming Catherina; my "approachable" dream model would be a '93 900 Turbo Commemorative Edition or a UK 900T Ruby.

What cars other than Saabs do you own?

A 1929 Ford Model A, 1980 MGB, 2000 Volvo C70 coupe, and 2013 Volvo C30 R-Design (the latter from new- this might have been a SWAN Saab had the company lived)

What NEW car would you choose today and why?

If I gave up my beloved manual transmission, a Polestar 2 feels vaguely Saabish with its Swedish design ethos and hatchback body style. Pickings are otherwise very slim- perhaps a Nissan Z for its classic styling and performance.

Do your friends make Saab jokes?

Of course, I've heard 'em all.



Has anyone ever mistaken your Saab for another brand?

No, even the 9000s looked Saabish enough to maintain proper marque identity.

Have you ever slept in your Saab?

Yes, my first 9000. Not particularly comfortably, being 6'3" and having that metal bar from the rear seat in my back, but the car kept me dry during a rain-spoiled camping trip.

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

The head gasket blew in that same 9kT when I was traveling with friends, so I had to rely on my grandmother to pick us all up while the car was flatbedded to a shop, some distance from home.

Who is your Saab idol?

Too many knowledgeable and generous Saabers in the Vintage (Bruce T, Jim H, Tom D...) and more modern-leaning (Gary S, Ed L, Jon W, Brauzze, Linnea...) contingencies to mention! 🍷

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ERIK HOLMBERG

I live in Interlaken, NY. I do IT Project Management at Cornell Vet for a job. Currently own 1993 900 CE #296. We brought our son, Oskar, home from the hospital in the 900 CE in 2014. Plan to pass it on to him. Wife is also a Saaber. Her first car was 'Ingrid' 1988 900T.

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

Yes.

What is the one Saab that you would like to own?

So many...TurboX 6-speed wagon...if I had to go 'modern'. I'd also love to have my 1986 base model 900 again (sigh).

What cars other than Saabs do you own?

2012 Toyota Corolla S 5-speed with a SCNA license plate frame, 2020 Toyota RAV4 Hybrid with an OEM 'Turbo' license plate frame.

What NEW car would choose today and why?

Rivian R1T

Do your friends make Saab jokes?

Incessantly. Same old acronyms. Saab story, etc.

Has anyone ever mistaken your Saab for another brand?

People around these parts sometimes call it a Volvo.

Have you ever slept in your Saab?

Many. Park in the shade. The big 900 rear window can cook you alive!

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

Bleeding the clutch in the median on I-40 in North Carolina summer.

Who is your Saab idol?

Nicholas (RIP) and Rose Pellegrino. Per Eklund. Jerry Seinfeld. (Black Saab Rules!) 🇸🇪



Think YOU have a good Saab Story?

Submit your information to be considered for inclusion in a future edition of **9s!**

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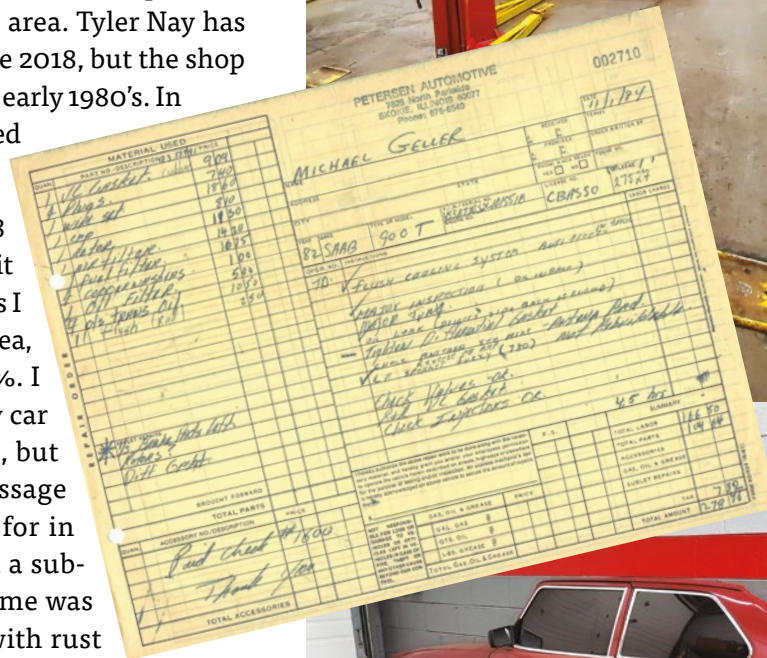
PETERSEN AUTOMOTIVE

BY SANFORD BOGAGE

Choosing our location for SOC 2023 in Oak Brook was strategic for many reasons. It is close to the racetrack, an easy ride into the city, but located just a bit west in case you choose to drive out to explore other parts of Illinois. The hotel is also close to one of the busiest independent Saab repair shops in the Chicago area. Tyler Nay has owned Petersen Automotive since 2018, but the shop itself has been in Skokie since the early 1980's. In fact, my '82 Turbo 900 was serviced there back in 1983.

This past February, I took my '08 sport sedan out to Chicago to visit the racetrack and Petersen, and as I pulled into the Petersen parking area, my oil change indicator was at 1%. I was thrilled when I picked up my car with not only a fresh oil change, but with a full and detailed text message (with photos) of areas to watch for in the future. They also performed a sub-frame service, where my sub frame was inspected, scraped and coated with rust inhibiting paint. A small investment, especially on a low mileage car.

If you are planning on driving to SOC, plan a stop at Petersen for a convention special \$99 oil change and road trip inspection. You can call Ian at 847-675-6540 or visit their website to request an appointment. They will be closed for our track day event at Autobahn Country Club on July 19, but will be open until 3:00 on Thursday and Friday. Stop by Thursday afternoon for an open house and a chance to look through 40 years of parts and inventory! 🇸🇪



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7626 Parkside Avenue, Skokie, IL 60077
They can be reached at 847-675-6540 or
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Petersen Automotive staff (L-R)
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SAABS @ CARLISLE 2023

BY EVAN ACUNA



Evan Acuna

Human beings engage in the practice of optimism with varying levels of commitment. A casual optimist will glance down at a fuel gauge needle evenly bisecting its dial and proclaim the tank half full.

A more cautious type might value the added margin of safety of an overcooked steak. But only the most determined, dyed-in-the-wool optimist believes the weather for an upcoming SAABs @ Carlisle weekend should be “pretty good.”

Those were my brother’s words, not mine. His appraisal of the central Pennsylvania forecast encouraged him not only to tag along with me to the event, but also to select his BMW R1150GS motorcycle for the trip. Being older and wiser I elected to bring a car. With four tires. And a roof.

Unlike my brother I have disavowed optimism altogether, perhaps due to one too many experiences with Italian vehicles. I harbored no expectations of calm winds and fair skies to Carlisle, PA, this past Mother’s Day Weekend. And after observing the show’s unfolding with the clear eyes of a steadfast realist, I am here to inform you that, sure enough, the weather was tempestuous, varied, and generally disagreeable. Far from “pretty good,” in other words.

This should be news to no one. We’ve all come to expect discomfort from Carlisle’s puzzling meteorology.

Still after all these years, the National Weather Service appears to forecast the weather at Carlisle by picking lottery balls out of an old top hat. If I remember correctly the Central Penn SAAB Club once

described Carlisle in spring as that rare place where one can develop hypothermia and pass out from heat stroke over the same weekend. And this is a true story: my first visit to a dermatologist was inspired by melanoma concerns connected to a severe sunburn I received one Carlisle weekend. I was fine, but I still have the biopsy scar to prove it.

But we don’t go to Carlisle for pleasant spring weather. We go for Saabs. And the Saabs don’t seem to care whether they bake, soak, sizzle, freeze, or fry. This year they broiled (Friday) and marinated (Saturday), but with time to air out Saturday night into Sunday for those who stuck around.

In case you’re unfamiliar, SAABs @ Carlisle is a sub-event within the Carlisle Import & Performance Nationals. It is a season opener and one of the largest East Coast get-togethers for Saab adherents. Carlisle Events organizers report that over 1,700 rare and specialty vehicles from around the world attend the Import & Performance show, many of them genuinely strange and wonderful. And hundreds of them are Saabs.

This is the “Island of Misfit Toys” of car shows. It is home to many special vehicles that would feel out of place at the typical neighborhood cruise night: Citroëns, early-quattro-era Audis, kit cars, rotary Mazdas, and all manner of other automotive outcasts. Both major Swedish brands reliably bring huge turnouts, with Saab the reigning attendance champ. Imagine an enormous, multi-brand car show where Saab reliably has the highest attendance every year. Such is the magic of the Carlisle Import universe.

The Central Penn SAAB Club (CPSC) organizes SAABs @ Carlisle, which celebrated its 23rd running for 2023. The “official” (and notoriously understated) count from Carlisle Events placed the number of Saabs in attendance at 224 this year, but the CPSC reckons there were 10-20% more. Figure a ballpark total of 250 Saabs made it to the show field, with uncounted cars dotting the campgrounds and parking lots and pushing the real number of Saabs present even higher.

Out on the field, the 9000 had an impressive showing this year, especially given how few made it to Carlisle ‘22. From Garry Stotler’s immaculate Aero to Jonnie Stearns’s flat-nose ‘91 Turbo, there were so many 9000s on display that cars were double-parked on the lawn after completely filling out the model’s designated parking boundaries. And speaking of Jonnie’s flat-nose, Jonnie and his brother Chris (owner of a gorgeous and newly-acquired Lightning Blue Viggen) showed up with a slab-sided, flat-fronted McMansion of a recreational vehicle. I’m pretty sure Jonnie bought his RV just for Saab owners at Carlisle to have a comfortable place to drink. So thank you, Stearns Bros, for your handsome contributions to this community.

Beyond the 9000 display and Hotel Stearns, the Classic 900 section was another choice hangout, with Jeff Hoffman’s restored Canadian-spec SPG garnering a tremendous amount of attention, showgoers commenting on its perfect interior, rear wiper, and an engine bay refinished to a jeweler’s standard of precision. I appreciated the chance to see Jake Tilton’s walnut brown 8-valve Turbo, which I recognized from 9s. The car is something of a restomod, with a T5 conversion (and trick remote-mounted DI cassette to retain the stock valve cover) and SPG body cladding.



SAABS @ CARLISLE 2023 CONTINUED

Other standouts included Philip Klene's 96 Sport (busy giving attendees rides around the field), and twin 99s: Ehren Webber's famous 99T restomod, and Jonathan Parks' delightfully stock Turbo awaiting the final touches of what will be a concours restoration. Ryan Engler's Glacier Blue 9-5 wagon on Alfa Romeo wheels also caught my eye. And in addition to local celebrities like Bill Jacobson and Don Fatzinger, the now-retired Jerry Danner was a special guest this year.

Carlisle feels like a local event with familiar faces and cars, but the show has a national—even international—scale. Those within a day's drive will keep coming back every May, but folks from farther afield contemplating a visit should be confident that a trip out will be worth it. Just remember the three P's: Poncho, Parka, and Pair-of-Trunks. Add in some sunscreen and maybe a six pack, and you've got all you need to complete your weekend survival kit.

As SAABS @ Carlisle has taken on the stature of a pilgrimage, the adjacent journeys and meetups funneling into the show have developed into their own springtime rites. My trip out this year involved joining up with my brother and his BMW for a quick morning hike through an abandoned-airport-turned-public-greenspace in central New Jersey, and then heading to nearby Mom's Restaurant in Ringoes, a country diner at the foot of some of our home state's finest byways. There we met Sandy Hague and his flat-nose-converted '93 900 Turbo 3-door; Adam Friedstein with his largely restored and thoughtfully modified '85 900 Turbo sedan; and Adam's son Ben, who in 24 short hours would be rising to prominence as a budding young artist, selling

hand-drawn Saabs to showgoers for the not-inexpensive (and apparently not negotiable) price of \$10. Blame inflation. And someone whose identity I will protect (but whose name is Nate Steiner) was unable to join us as intended, owing to his characteristically forgetting that Fridays are, in fact, work days; and that he was, in fact, employed.

After breakfast at Mom's, Sandy departed our group while Adam and I piloted our blue and red 900s (with my brother riding sweep on his yellow GS) through a curated route that included a covered bridge, switchbacks, some gravel, a tunnel, one traffic signal, and absolutely zero traffic. Then we took the Interstate the remainder of the way to Carlisle and reconvened on the grounds for dinner, camping, and an early look at the gathered machinery.

And truthfully, the weather wasn't all that bad by Carlisle standards. I'm just bitter at only getting two hours of campground sleep Friday night and waking up in a rain-soaked sleeping bag. It's hard to stay dry when you're already waterlogged by 6am on the day of the big event. Those who waited until Sunday to head home had clear skies and maybe even enough time to dry out their tents, but other obligations saw me venture out Saturday afternoon, cargo bay brimming with actively mildewing nylon.

So it goes.

Look for me next year in my new uniform, which will be a garbage bag and Crocs. And don't forget: a forecast is just a best guess. And in the case of Carlisle, no more dependable than a fortune cookie. 🍪

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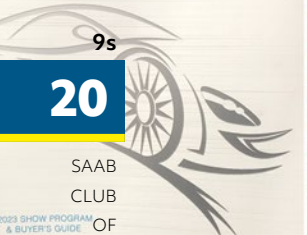
CLEVELAND ROCKS - SAABs!

BY SANJAY PATEL

The Return of Saab At The Cleveland Auto Show!



IX CENTER
2023 CLEVELAND
AUTO SHOW
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The definition of the Indian term “Bhai-Saab” means: Brother/Close/Respect, and...

there isn't a more perfect term to sum up the passion and respect for the Saab brand that my brother Atul and I have. We are from Cleveland/North Olmstead Ohio. For the last 33 years I have worked at Classic Auto Group, a large 18-brand (which used to include Saab) dealership in Cleveland (Mentor), Ohio. I am in their marketing/advertising/graphics department. After 33 years, I still look forward to my 80-mile round-trip commute to work each day, thanks to my fleet of Saab daily drivers, which get me to work in rotation. As we Saab owners know, there's nothing worse for a car than to sit in a garage for long periods of time, and Saab are meant to be driven!

My brother Atul, who is a Mechanical Engineer and MBA, became a fan of the Saab brand while working at GM in the 1990s. His first Saab was a Black 1997 Saab 900 S Hatchback, followed by a 2004 9-3 sedan and

then a Parchment Silver 2008 9-3 Aero SportCombi. It was Atul's fault that I followed suit and fell in love with Saab! Now I'm an even bigger fan of our beloved brand, and even Atul thinks I am crazy!

After the demise of Saab in 2011—through GM's restructuring—and with the “green light, go ahead, generous support” of my wife Maj and our kids, Saajan & Maansi, I decided to go on a buying spree of clean, rust-free, unwanted Saabs. From 2012-2015, used Saabs were relatively cheap, just sitting around at various used car lots and private owner's garages around the country. Taking a chance on future values, rarity and desirability, I took advantage of the situation and started buying a few good Saabs here and there. We're talking spending a mere \$2,000 for rust-free, all original Saabs! One thing led to another, and our mutual enthusiasm has led Atul and I on an unforgettable journey to acquire and preserve an impressive fleet of 13 Saabs: I have 9, Atul “only” 4.

Atul and I really feel that this enthusiasm positioned Saab for a memorable return to a Top-10 auto show—the 2023 Cleveland Auto Show. After an absence of 12 long years, Saab finally made a triumphant return to the Cleveland Auto Show through an invitation from the President of the Cleveland-area Auto Dealers Association, Lou Vitantonio. He personally invited me to showcase a few of my classic Saabs in the “Classic Car Display” section. Needless to say, I was honored and enthusiastic! I brought my 1992 900 Turbo Hatchback and 1997 900 SE Convertible to the massive (2.2 million square foot) IX Center, where they stood proudly alongside other awe-inspiring classic and rare automobiles. This exhibit became a hub of Saab-loving enthusiasts from all walks of life! I found out quickly that passion unites, and connecting with car enthusiasts from all over was the highlight of the week! Throughout the week-long event, I immersed myself in the vibrant atmosphere of the Cleveland Auto Show, engaging with CEOs, business owners, other brand car collectors, co-workers, family, auto technicians, do-it-yourself mechanics, seniors, teachers, gearheads, students and past Saab owners. The younger generation,

in particular, demonstrated an impressive interest in the Saab-loving craze, reflecting the enduring appeal of these iconic cars. As most of you know, (especially my wife and kids!), when it comes to Saabs, you just can't shut me up, and I feel I owe a huge thank you to my wife and kids for putting up with this Saab obsession around the house. The family automobile is one of those common bonds we all share in one way or another. Nothing brings everyone together like a car does. Remember, in America, you can do without food and water, but you can't do without a car!

I would like to express my deepest gratitude to Lou Vitantonio, the President of the Greater Cleveland Area Automobile Dealers Association, as well as Massimo and Shannon, for extending the invitation to display my classic Saabs at the 2023 Cleveland Auto Show. Looking forward to the 2024 edition, I eagerly anticipate having a dedicated Saab section, showcasing up to eight exceptional Saabs. This announcement promises an even greater celebration of Saab's rich heritage and its enduring impact on automotive culture!

At the age of 56, I know I can't go on collecting Saabs forever. But while I can, I'm just enjoying preserving a piece of automotive history and getting the word out that ALL SAABs ROCK! Be safe. Be nice. **Get a Saab.** 🇸🇪

Patel Brothers Saab Collection:

- 1990 900 Turbo Convertible (White/Maroon)
- 1991 900 Turbo Convertible (Black/Tan)
- 1992 900 Turbo 3-dr (Red/Tan)
- 1997 900 SE Convertible (White/Black)
- 2001 Viggen 5-dr (Laser Red/Black)
- 2001 Viggen 5-dr (Black/Black)
- 2002 Viggen 3-dr (Black/Tan)
- 2007 9-5 2.3 Sedan (Silver/Beige)
- 2008 9-3 TurboX Sedan (Manual)
- 2008 9-3 TurboX SportCombi (Automatic)
- 2008 9-3 Aero SportCombi (Ice Blue/Black)
- 2008 9-3 Aero SportCombi (Parchment Silver/Beige)
- 2010 9-5 Aero XWD Sedan (Silver/Black)

Cleveland Auto Show: clevelandautoshow.com

Classic Auto Group: driveclassic.com

The Patel Brothers On Instagram:

@SAABS4LIFE

@literal_images_photo

@hahasala

All photos: Sanjay Patel



THE ROAD NOT TAKEN

BY GREG ABBOTT



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“Emily GT” prototype

The Saab community has long wondered what Saab’s future might have been had things gone differently after the bankruptcy in 2012. We watched NEVS provide optimistic press releases for years in its efforts to rebuild a car company on top of Saab’s remaining assets, but the only tangible result was the production of 420 Saab 9-3 sedans in 2013 and 2014, the last of which was auctioned off in 2019. And NEVS finally gave up in 2021, selling off factory tooling as it faced financial pressure from its parent company, Evergrande – a sad milestone I wrote about last January (issue 368, p. 24).

Thanks to the Swedish Creative Agency Plint, we now know about the “Emily GT” project at NEVS. “Emily GT” was prototype electric vehicle, a “super sports car” designed to compete with the best EVs on the market. Plint was hired by NEVS to document the Emily project from start to finish, and three years after the project ended, has made the photos and video of the project available on their website: www.plint.se/nevs The project began in December 2019, and in just ten months prototypes were produced and driven on a track. It’s well worth your time to visit Plint’s website and watch the videos.

The Swedish automotive website Carup was able to interview NEVS CEO Nina Selander and project manager Peter Dahl about the project, which

The project is a tremendous credit to the NEVS engineering team, and to the Saab spirit in those engineers who made the transition from Saab to NEVS.

uniquely placed the electric motor inside the wheel itself, using technology which NEVS had acquired when it bought a company called Protean Electric. (Carup's article is at carup.se/saab-engineers-developed-secret-ev-with-1000-km-range and is also an informative read). The motor in each wheel produced 120 hp, for a total of 480; and in future iterations the power was to be increased to 653 hp and 1600 ft-lbs (!!) of torque. According to Dahl (as quoted by Carup), the development benchmarks for the car were the Porsche Panamera and Taycan. Putting the motors into the wheel created additional room for batteries in the chassis, and a 175 kWh battery was planned which would extend the car's range to about 620 miles. Improved handling and torque control was also a feature of putting the motors into the wheels.

Six prototypes were produced, although without the 175 kWh battery – they used a 52kWh battery left over from the effort to produce an EV on the 9-3 platform.

Visually the Emily GT prototype is very much in the Saab style; and in fact looks like a stylistic successor to the NG9-5. The treatment of the C-pillar and the rear trunk area in particular are welcoming and familiar to those of us who own a NG9-5.

Alas we will never see the Emily GT come to life – as the prototypes were being driven on the track in 2020, they were dead cars driving. The COVID19 pandemic was already ravaging the world economy, and in particular in the automotive sector. Evergrande was forced to retrench, and development money for exotic EVs dried up.

The bottom line is that the Emily GT is just another “What If?”, another Road

Not Taken, another sad outcome like all the others that have piled up since the events of 2012.

There are positive elements to this story, though. Even three years later the specifications of the Emily GT project are eye-popping. The project is a tremendous credit to the NEVS engineering team, and to the Saab spirit in those engineers who made the transition from Saab to NEVS. And it's heart-warming that the Saab spirit can still inspire innovation even after the events of the last ten years.

We can only hope there is more Saab-inspired innovation to come, regardless of size or scope, and in whatever form it may take. 🇸🇪

All photos: Plint Advertising Agency, Sweden



VA MEET & GREET

BY MARK WELKER



The weather cooperated and began to clear as the Saabs gathered at Dominion Raceway for the 3rd Annual “Meet & Greet”, sponsored by the Virginia Saab Driving Club and hosted by Allan Holmes. Attendees were treated to a dynamic presentation and discussion of the proper oil for our turbos, courtesy of Holly Hathaway from Certified Labs in Virginia. After lunch, several Saabs hit the 2-mile road course, where we were able to drive fast (nearly 100mph on the straightaway!) and throw our Saabs into the turns with relish. Several cars were treated to excellent PDR work, and the afternoon was filled with Saab talk and mingling in the parking lot. Another great Meet & Greet in the books! 🇺🇸

Virginia Saab Driving Club: saabklubbenva.club

Dominion Raceway: dominionraceway.com

Photos by Mark Welker

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SAAB TAKEOVER

BY MARK WELKER

The Mint Gaming Hall in Franklin, KY, was once again the site for Gary Lewis (Moose Proof Automotive) and his 3rd Annual Saab Takeover. John Houlihan, General Manager at The Mint (Moose Proof services his 9-5), was a great co-host. 35 Saabs from 6 states (even from Alabama’s Gulf Coast!) were in attendance, including 2 MCY Viggens, a holographic Purple 9-3 whose paint changed color, and a beautiful Beryl Green 900 Convertible that won “Best in Show”. More than 60 Saab lovers were present, including several young kids who will someday pilot their own Saab. The wonderful connection and enthusiasm Gary has for his many Saab friends was evidenced by the turnout and many positive compliments paid to Gary—the Spirit of Saab was definitely in evidence! A particularly fun day of good friends and poring over all the beautiful Saabs, discussing modifications and set-ups and hearing the “life-story” of many of the cars. 🇺🇸

Moose Proof Automotive:
mooseproofautomotive.com

The Mint Gaming Hall:
themintgaming.com

Photos by Garrett Ledbetter, Graphic Coordinator
for The Miont Gaming Hall.



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



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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!

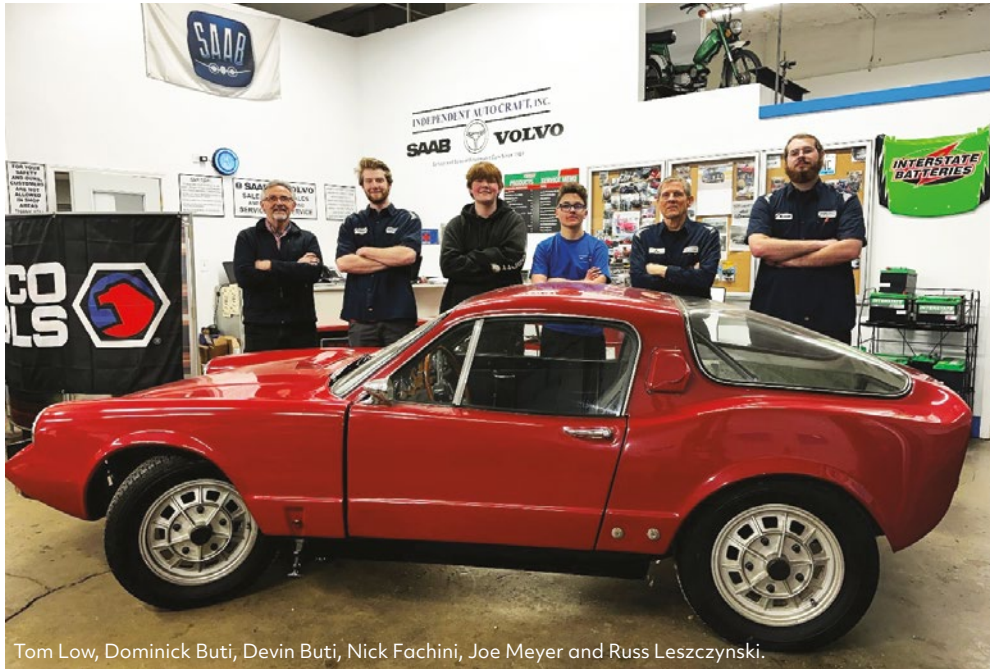
Just send them to saabclub.com/join and have them fill in your details, including your SCNA member number.

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



INDEPENDENT AUTO CRAFT

BY ROGER S. HARRIS



Tom Low, Dominick Buti, Devin Buti, Nick Fachini, Joe Meyer and Russ Leszczynski.

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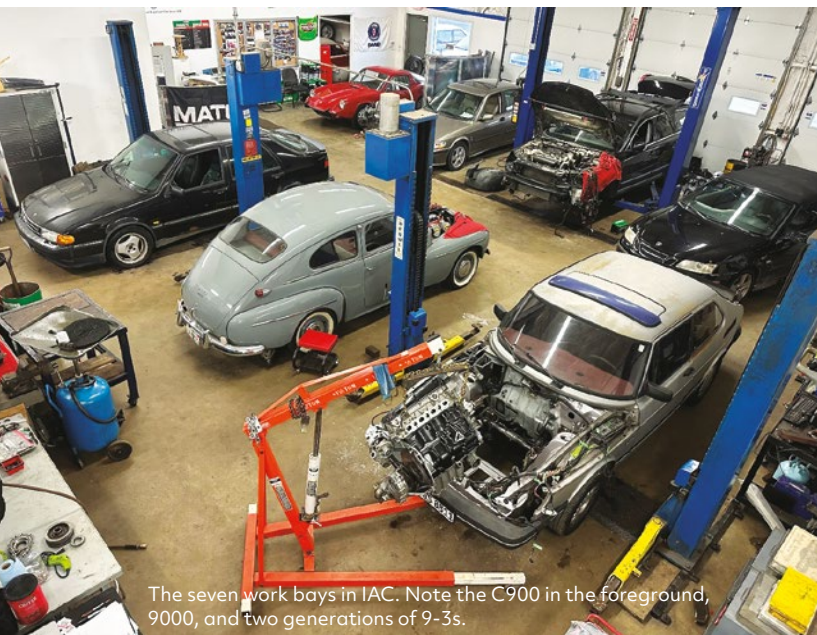
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In January 2023 I had the pleasure of interviewing Thomas Low of Independent Auto Craft, Inc., (IAC). IAC has been servicing and supporting Saabs for over 30 years in Crystal Lake, Illinois, northwest of Chicago and near the Wisconsin state border,

Tom and his wife Sherry founded IAC in 1989. Prior to IAC Tom started as a technician in college, and then starting working on cars during the 1970s with a part time job at the Mancuso dealership in Barrington, Illinois. Tom later worked as a parts and service manager for many years at the Europa Motors SAAB dealership in McHenry, Illinois. He was offered a position as a four state regional representative for SAAB, but he decided that it was too much traveling for his family life.

IAC is now about half SAAB, 40% Volvo and 10% other brands. Tom is a Certified SAAB Technician and was received training from the legendary John Moss and Lloyd "Red" Rambo from Oklahoma. The shop has six service bays and one for restoration projects. IAC has two full time and one to two part-time service technicians and office staff. In addition to supplying new parts, IAC has a collection of about thirty cars in the back lot as sources for used parts. IAC ships parts out regularly. IAC sells about thirty to forty used cars per year with SAABs making up the largest portion. IAC has shipped cars all over the world.



The seven work bays in IAC. Note the C900 in the foreground, 9000, and two generations of 9-3s.

Low's first SAAB was a 1966 gray 96 two-stroke model. He currently owns a 1967 Sonett II which was restored in 1984 and a 1968 Sonett V4. The 1967 is serial #242 and he has owned it for eighteen years. His favorite models are the 1991 900 SPG and the 1995 9000 Aero five speed. His favorite SAAB features include the safety roll cage construction, the 16 valve APC engine management system and the instrumentation. IAC always has some classic SAAB work going on. Current projects include an 1985 900T engine, 1989 900T transmission and clutch, and a full restoration of a 1968 96 Deluxe V4.

Low said that the customers make the business worthwhile. He has good customers that are willing to make the cars right and has very few problems. He said the typical SAAB owner is very intelligent and often works as an engineer or sales executive. Customers come from Illinois, Indiana, Ohio, Oklahoma, and Wisconsin. They have many customers with over 200,000 miles on their SAABs and one with over 300,000 miles. For four years, IAC has sponsored an open house/car show day for the Chicago SAAB and Northern Illinois Volvo clubs at IAC. 🇺🇸



Open house day at IAC in 2019

Independent Auto Craft Inc.

6207 Factory Rd. Crystal Lake, IL

(815)-455-4030

iacinc9@sbcglobal.net

independentautocraftinc.com

Open 8AM until 5:30PM, Mon. through Fri.

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

All pictures provided by IAC



Gerald L Danner

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Andy Hutzel



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FUTURE EVENTS



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find details on Facebook



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intsaab2023.com



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August 27, 2023, 9am - 1pm

Larz Anderson Auto Museum, Brookline, MA

larzanderson.org



Annual Talimena Scenic Byway Cruise

Dates TBD

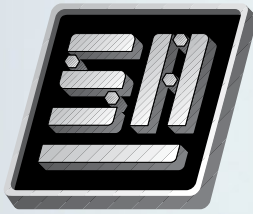
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