

# 9s

**THE SAAB CLUB** OF NORTH AMERICA

OCT - DEC 2023 : ISSUE **375**

**Mauston Massacre**

**SOC 2023 Award winners**

**Do It Yourself and Save?**



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**Cover photo:** Tim Winker's 1959 93F crossing the finish line at Autobahn Country Club, Joliet, Illinois.  
Photo by Greg Abbott

# PRESIDENT'S LETTER

BY MICHELLE BAXTER



## The Saab Club of North America Board of Directors

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### Hello fellow SAABers!

This year has brought a lot of changes at the top levels of your Club, with some Board member terms ending and new Board members joining our ranks. I would like to give a sincere "Thank you" to the outgoing officers that have volunteered their time to our Club: President Sanford Bogage, Vice President Daniel Cahill, and 9s Editor-In-Chief, Jan Gravley. May we carry their enthusiasm and SAAB-loving tendencies through the new year and with the new Board.

Our new Board members bring a lot of diversity, strength, talent, and SAAB quirkiness to our ranks, and I can't wait to see what things we are able to accomplish! Let me be the first to welcome **Jamie Anderson, Ian Cudny, Adam Friedstein, Julie Gardner, Saunders Lee, and Jake Tilton** to the SCNA Board of Directors! I would also like to congratulate Mark Welker as your new Vice President, Michele Gorenflo as your new Secretary, and Greg Abbott as your new 9s Editor-In-Chief. Jim Hickstein, our Treasurer, is here for another year of budgets and keeping us on track with our dollars and cents!

### So what is it, exactly, that our Board does? What are our goals? Our jobs?

Our goals are simple:

- To create more "Bang for the Buck" for YOU (and your fees)
- Have a website that reflects the goals of our Club
- Creating content in 9s magazine to make it a premier publication
- Growing our membership with grassroots marketing

Our "job" is to make sure that we are creating and maintaining the best experience a member (YOU) can have:

- Lending support to local Clubs to host events
- Maintaining a database of Saab-friendly repair shops and parts locators
- Designing and printing a magazine dedicated to the Saab enthusiast
- Hosting our annual Convention to bring us together from all over the country

With all these new changes, we need our members to reach out and give us a helping hand. If you have any interest in donating your time or skills, please email us at [info@saabclub.com](mailto:info@saabclub.com). We need your help to build our Club into something that everyone can have a hand in continuing to grow and sustain. Without the Members (YOU) there is no goal to reach. So grab a SAAB friend, volunteer your time and ideas, and let's start making some changes!

Keep on SAABin'!

**Shelly Baxter**

SCNA President

# EDITOR'S LETTER

BY GREG ABBOTT



After two wonderful, rollicking years, Jan Gravley has stepped down as editor-in-chief of **9s**. Everyone on the SCNA Board thanks Jan for her service - her charm, warmth, and relentlessly curious personality were part of every issue. And thanks also go to Kelly Conaty, who served as Jan's associate editor. **9s** would not be what it is today without their able stewardship.

What goes around comes around, and now I'm back for my second stint as editor, along with a new team of associate editors and contributors for **9s**. The **9s** Committee includes Sandy Bogage, who just stepped down as SCNA president, Mark Welker (our current SCNA Vice-President), and newly elected Board members Saunders Lee, Jake Tilton, Adam Friedstein, and Julie Gardner.

The change is a good time to remind everyone that **9s** is produced for you - the members of SCNA. We welcome any of your feedback or suggestions — just drop us an email at [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com)

**9s** is a bit of anachronism — an analog, physical magazine produced only four times a year, in a world of instantaneous, online, digital communication.

But our old-fashioned style brings some benefits — a thoughtful look at events, curated and higher quality photography, and a sense of community that gets lost in the rough and tumble of the internet.

So get a cup of your favorite beverage, have a seat on your couch or at your kitchen table, and grab the latest issue of **9s** to catch up with your Saab friends across the country.

We're here for you!

**Greg Abbott**

**9s** Editor-In-Chief

**9s**

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# CONCOURS d'SAAB

SOC 2023

Our Concours d'Saab is based on the idea of presenting the "Best of the Best". Our goal is to assemble these Saabs in an arena of competition which highlights their original design and construction specifications. The SCNA Concours d'Saab rules are designed to give equal weight to originality and condition.

## CA - 92/93/95/96



**1<sup>st</sup> Jeff Schille**  
(Minnesota)

**2<sup>nd</sup> Samuel Girgis**  
(Illinois)



## CB - Sonett



**1<sup>st</sup> Tom Low**  
(Illinois)

Dominick Buti pictured

**2<sup>nd</sup> Jonathan Bartlett**  
(Massachusetts)



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## CD - c900



**1<sup>st</sup> Ian Brade**  
(Michigan)

**2<sup>nd</sup> Jamie Anderson**  
(Illinois)

sorry, no photos available

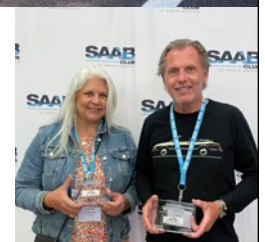


## CE - c900 Convertible



**1<sup>st</sup> Kathleen Vonachen**  
(Kansas)

**2<sup>nd</sup> Michael Doyle**  
(Michigan)



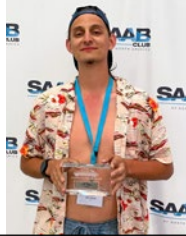
# CONCOURS d'SAAB

SOC 2023

## CF - 9000



**1<sup>st</sup> Aidan Patrick**  
(Wisconsin)  
**2<sup>nd</sup> Marc Weissbluth**  
(Illinois) not pictured



## CG - NG900/OG9-3



**1<sup>st</sup> John Neff**  
(Minnesota)  
**2<sup>nd</sup> Ian Cudny**  
(Illinois)



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## CH - 9-3 SS



**1<sup>st</sup> Zsolt Juhasz**  
(Illinois)  
**2<sup>nd</sup> Roger Radebaugh**  
(Oklahoma)



## CJ - NG9-3 Convertible



**1<sup>st</sup> Richard Moore**  
(Virginia)



# CONCOURS d'SAAB CONT.

SOC 2023

CK - OG 9-5



**1<sup>st</sup> Robert Suennen**  
(Illinois)

sorry, no photo available

CM - NG 9-5/9-4x



**1<sup>st</sup> Richard Scherer**  
(Illinois) - not pictured

**2<sup>nd</sup> Cedric Reed**  
(Wisconsin)



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# SPECIAL AWARDS

SOC 2023

Tim Winker



## Larry "Stroker" Williams Award

Saab enthusiast Larry Williams was fondly known as "Stroker". Larry, his wife Katha, and Sadie (his '63 bullnose Saab 96) were fixtures every year at SOC. Larry's passion for Saab was contagious and he loved sharing it with anyone that would listen.

**Presented by SCNA**

Mark School



## Walter Kern Award

Walter Kern is best known as the man who created the Saab Quantum. An MIT-trained nuclear physicist, Walter loved amateur racing. This is awarded to the person who best exemplifies the innovation and creativity of Walter Kern.

**Presented by Vintage Saab Club of North America**

Sean Pollitt



## Preservation Award

Preservation can mean different things. Some strive to preserve their vehicles, while others work to preserve the brand by providing parts, knowledge, and support to other Saab owners.

**Presented by SCNA**

Kathleen Vonachen



## Bob Sinclair Award

"Uncle Bob" Sinclair was the former CEO of Saab-Scania of America who was instrumental in raising the profile of the Saab brand in the United States in the '80s and early '90s by insisting that Saab offer high-end and performance options in the classic 900 as well as developing the first Saab convertible.

**Presented by SCNA**

David Millin



## Young Enthusiast Award

Recognizing and encouraging the next generation of Saab enthusiasts, this award is given to a dedicated and passionate Saab enthusiast under 30.

**Presented by SCNA**

Fredrik Ekendahl  
Gerda Persson



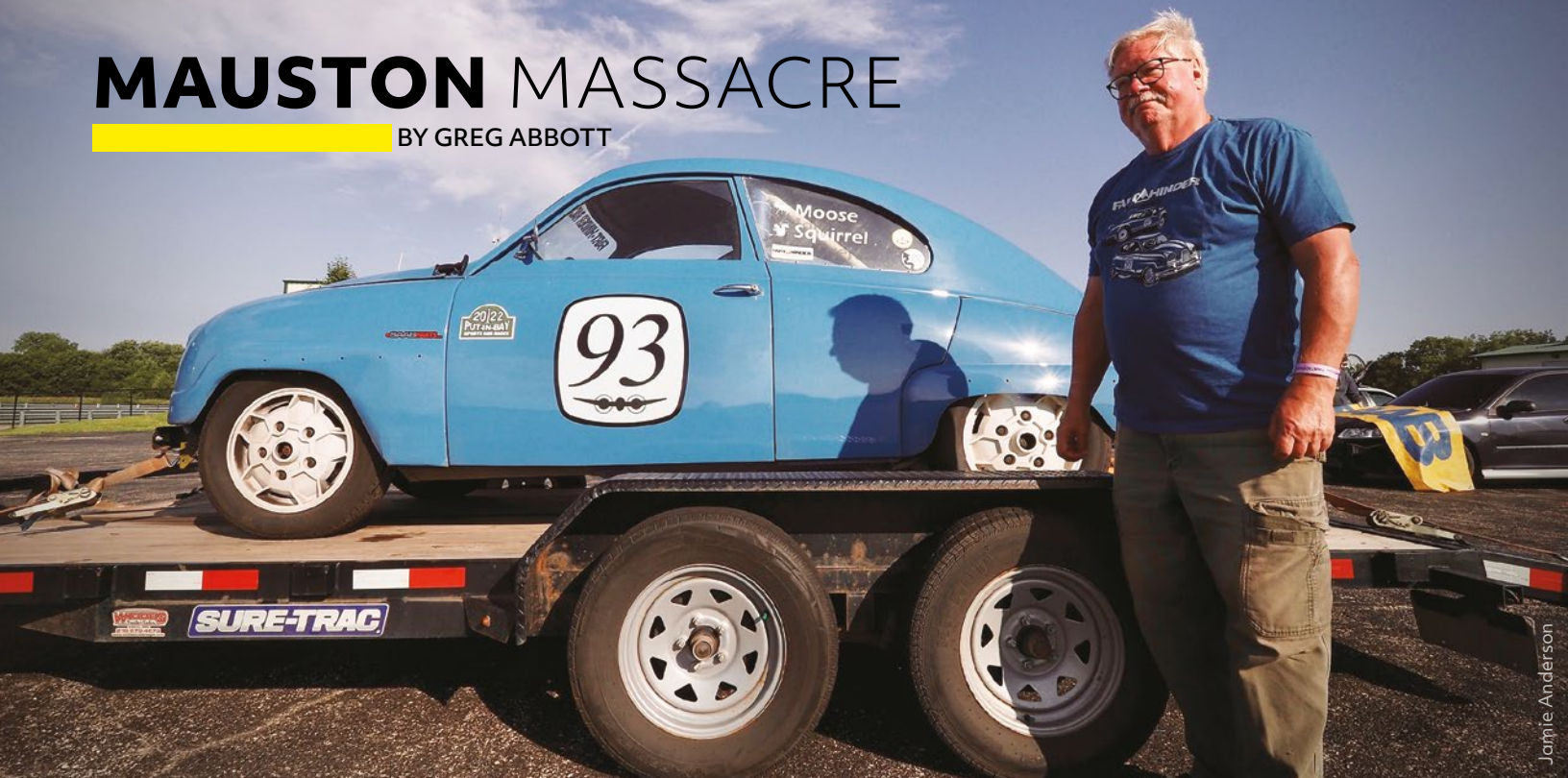
## Philanthropist Award

This award recognizes the individuals who provide generous support, either monetary or non-monetary to the **Saab Heritage Car Museum USA** in an effort to ensure the future of the museum for years to come.

**Presented by the Saab Heritage Car Museum USA**

# MAUSTON MASSACRE

BY GREG ABBOTT



Jamie Anderson

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**It was the best of conventions and the worst of conventions** - for Tim Winker, at least, on his trip to SOC 2023 in Chicago.

**The good:** Tim drove his beautifully restored 1960 93F track car at the SOC track day on Wednesday, and at the Saturday awards banquet the 93F won 2nd place in its People's Choice category. Tim himself received the Larry "Stroker" Williams Award, which goes to someone who best exemplifies love and support for the two-stroke Saabs.

**The bad:** On his drive home, Tim was involved in a multi-car, chain-reaction accident on I-90/94 near Mauston, Wisconsin. Tim was shaken up but uninjured.

**The ugly:** As you can see in the accompanying photo, Tim's beautiful 93F was totaled in the accident, along with the tow vehicle and trailer.

After a few weeks passed I was able to interview Tim (on his way back from another rally event!) about the car and the accident, and this is what he told me:

The 93F had been used as an ice racer in the mid-70s but time had taken its toll and it was ready to be junked. But one last ice race event loomed, in connection with the 1977 St. Paul Winter Carnival. Tim and a friend were hired to revive the car and drive it at the race; the engine was rebuilt and re-installed, and when most of the leading contenders crashed out of the race, the plucky two-stroke was able to finish and managed to win. Tim ended up buying the 93F himself some time later and over a span of years he puttered and drove it.

In 2019 Tim retired, and with the arrival of the pandemic, he decided to spend the time and money to do a ground up restoration of the car. A stock 850cc motor and four speed transmission were obtained (courtesy of Tom



Tim's tow vehicle - a 20-year old Ford Econoline van with over 300,000 miles - was badly damaged all over, but especially in the front and back. The 93F ended up perched on the side of the van and the truck that hit Tim from behind. The body of the 93F was badly crumpled and (as a measure of the force of the impact) the trailer was bowed in

the middle. The pictures speak for themselves.

Donney); rust repair to the fenders and floor (along with fuel cell installation and brake repair) was done by Hennepin Restomods in Minneapolis; the car was also professionally repainted back in Duluth by Twin Ports Collision Repair. Tim redid the suspension himself with Powerflex bushings and AVO shock absorbers. The drivetrain was installed with the able assistance of Claude Hutchings. Voila! The car was reborn into the bright sky-blue racer we saw in Chicago.

The word went out about the accident, and Tim was picked up by Jim Hickstein - who was also traveling back to Minnesota albeit southeast of the accident on I-90/94. Jim (driving back to St Paul) generously gave Tim a ride to Tim's home, northwest of Duluth, Minnesota.

After the restoration the 93F carried the Saab flag at the Put-in-Bay vintage sports car race, located in Ohio and held on an island in Lake Erie. This is a prestigious event, limited to cars with less than 2 liters displacement for sports cars and less than 1.5 liters for sport racers. See the website for more info: [pibroaddrace.com](http://pibroaddrace.com) The 93F ran at Put-in-Bay in both 2021 and 2022, and would've run again in 2023 but for the accident (indeed at the time of this writing Tim and his car are \*still\* listed on the roster for the event on Sept. 19-21).

The totaled vehicles were towed off the freeway, and Tim went back a couple of days later to recover his personal property from the van and the 93F. The trunk latch on the 93F came off during the accident, so it took some prying and elbow grease for Tim to open it up. As of August 15th, 23 days after the accident, the remains of the van, trailer, and the 93F are still in Wisconsin.

The accident itself was a 5-to-8 car pileup on a two-lane stretch of interstate undergoing construction. The project involved several miles of lane widening and shoulder work: the left shoulder was blocked off with concrete barriers, and the right with orange cones and markers. Ironically the travel lanes were tighter and narrower while under construction to widen them.

The van is a total loss, not a single body panel remains undamaged, and both front and back were deeply pushed in. The trailer is most likely a total loss, given how the deck was bowed upward.

Naturally traffic slowed down as it was funneled into a tight construction zone. Tim was driving in the flow of traffic when a slow down turned into a sudden stop; he stood on the brakes, and heard his tires squeal but didn't seem to slow down. It may be that Tim was being pushed forward when he was hit by the driver behind him.





Jim Hickstein

The shell of the 93F is far too mangled to fix. All the straightening, repair work, and painting have gone for naught. Fortunately, important parts of the 93F can be salvaged for the next project. For example, the fuel cell, engine and transmission all appear recoverable.

The economic impact of the accident is considerable. The 93F was insured by Hagerty on an agreed-value policy for \$15,000 — which Tim will receive regardless of how the insurance claims are resolved. The agreed-value amount, though, is about \$10,000 short of the total cost of the 93F restoration.

The van and the trailer did not have comprehensive coverage - any recovery for those will depend on how the insurance companies sort out liability (the police report is not yet complete, so the question of liability remains unresolved). Tim estimates that replacement of the tow vehicle will be between \$10,000 and \$15,000; and about \$4,500 for the trailer (he has his eye on a two-car trailer in Oklahoma).

So even with agreed-value coverage on the 93F, the net cost to Tim for the accident might be as much as \$15,000 or \$25,000.

One positive development is the tremendous support from Tim's friends and the community. A Go Fund Me

was started to help Tim with the cost of the accident. As of our August deadline, over \$16,000 has been raised to help Tim.

You can find Tim's Go Fund Me at  
**[gofundme.com/f/tim-winker](https://gofundme.com/f/tim-winker)**

Tim described himself as “flabbergasted, and over, over-whelmed” by the community's response to the accident and the Go Fund Me appeal. First it was the Saab community that responded, then after an online post, the endurance racing community, and then rally groups. “I didn't know I had so many friends,” he said.

The support from the Saab community has been more than monetary — several people have offered Tim a replacement 93F chassis. Tim intends to use the Go Fund Me proceeds to rebuild a new 93F.

Not every convention trip has a happy ending. There have been a number of noteworthy breakdown and repair stories on the way to and from SOC, but as far as we know Tim's accident is unique (and uniquely awful).

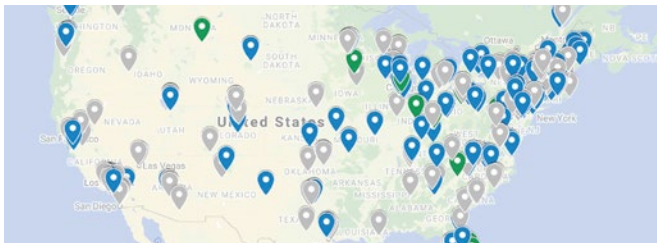
The silver lining in this dark cloud is the tremendous spirit of community in the Saab world. It's not just the cars, it's the people. With everyone's help we will soon see the Son of 93F at a future SOC. 🍷

# 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)



## Saab Services and Club Discounts

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Our Group 5 National Championship winning 300hp 1995 SAAB 900 was donated to the Saab Heritage Car Museum USA during SOC 2022.

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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.



Andrew driving the reverse-steering c900 at the 2019 SOC in Loveland CO

Daniel Cahill

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## ANDREW GANZ

I am an automotive journalist, with a passion for quirky cars and trucks. I live in Denver, Colorado, with my toddler son, my beautiful (and patient) wife, and our high-personality terrier-mix.

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

No. My father's cousin—sort of like an uncle to me—owned many Saabs in the 1980s and 1990s. He would buy convertibles at auction, fix them up, and drive them for a season or two before selling. He still has a Viggen convertible. And I had family in Boston with a 1995 9000 CDE and a 900 Turbo convertible. The 9000 was the first car I drove on a public road, though my license was still yet to come!

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

I'd like to have a late 9000 Aero or a 99 Turbo.

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

I have a bunch. A 1995 Porsche 911, a 1994 Mercedes-Benz G-Wagen, and a 2001 Jeep Cherokee are my favorites. I daily drive a new Nissan Frontier—hey, it was cheap.

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

This is like picking a favorite child, right? I only have one child, so I pick him!

A new Range Rover Sport would do everything I'd ever need, though I've owned enough British cars to know that you'll also spend plenty of time in a loaner car.

### Do your friends make Saab jokes?

The beige 9-5 I drove in my mid-20s was not exactly the sexiest car on the planet. Some friends still joke about it!

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

People always thought my 1980 900 GLi was a BMW.

### Have you ever slept in your Saab?

I could have, but I haven't.

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

My 1980 900 GLi's fuel accumulator started leaking. I drove it for what must have been a mile or two while a steady stream of fuel came out from underneath. I guess it was marking its territory. I quickly turned the car off and had it towed once I realized what was going on!

### Who is your Saab idol?

50% Sandy Bogage and 50% Daniel Cahill 🍷



# DOUG DUNN

I live in the far western (VA) exurbs of Metro DC and am the pricing manager for a mid-sized IT Government contractor (I dream in Excel). I am an accomplished DIYer, a collector of antique and vintage Olympus cameras (among other things) and run a large N-scale model railroad empire.

I've owned 15 Saabs. I bought my first Saab ('84 900 T) in 1989, my second ('91 900 SE CV) in 1998 and then just kept going. I've owned three convertibles, three 9-5 combis, three Sonetts, and three New Gen 9-5 Aeros. Each car has a story behind it including the '78 99 Turbo that I bought in pieces (with 12 crates of extra parts), the '86 Monte Carlo Yellow 900 SPG that I stumbled into buying, not to mention the all the stories about the Sonetts. Then there is finally the '05 Mustang GT Boss 302 Clone that fed my Detroit soul (see the answer to the first question). I currently own a 2002 9-3 SE convertible ("SAAB4VR") and a white 2010 New Gen 9-5 Aero Hirsch Edition ("HIRSCHY").

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

First and only ever in my extended family, but my family is from Detroit, so foreign cars were frowned upon!

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

Saab 95 V4 with the 3rd seat (I am a "wagon guy" from way back and I love that little V4!)



Or a 1997 Saab 9000 CSE Aero 50th Anniversary Edition (in my 15 Saabs there is not one 9000 – I don't know how that happened).

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

I only own Saabs! (My wife is between cars!)

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

Lucid Grand Touring – elegant styling and electric

**Do your friends make Saab jokes?**

Regularly, and my kids too!

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

Someone once asked if my Baja Red Sonett III was a Ferrari! And it had rocker stripes with 3" tall "SAAB" lettering!

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

I've tried, but my back has never let me actually sleep.

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

Blowing the clutch in rural Maryland after trying to avoid traffic on I-95 N.

**Who is your Saab idol?**

Everyone that is still young enough to do their own wrenching! 🍷

**Do you think that you have a good Saab Story for the 9 Questions Column?**

Submit your information to be considered to [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com) for inclusion in a future edition of 9s



Martha Boshart



Greg Abbott



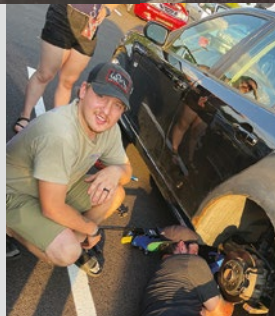
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Jamie Anderson



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Martha Boshart



Martha Boshart



Jamie Anderson



Martha Boshart



Martha Boshart



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Martha Boshart



Martha Boshart



Martha Boshart



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SAAB CLUB OF NORTH AMERICA



Martha Boshart



Martha Boshart



Martha Boshart



Martha Boshart



Martha Boshart



Martha Boshart

**SAAB CLUB OF CHICAGO & GREATER ILLINOIS**



Greg Abbott



Greg Abbott

# BEST IN SHOW

SOC 2023

Cars entered in the People's Choice competition are judged by the votes of the SOC attendees rather than appointed judges. Cars are parked on the Showfield, and SOC attendees vote for their favorite Saab in each of several categories.

## PEOPLE'S CHOICE - BEST IN SHOW



Adam Perkins (Illinois)

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*Gerald L Danner*

Charitable Remainder Trust

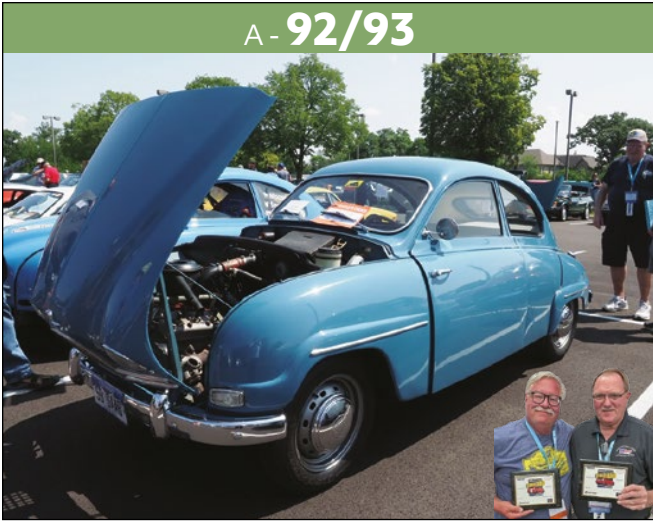
Keeping the Spirit  
of **Saab** Alive...

Ensuring Its **Future**

Benefitting the Saab Heritage Museum

# PEOPLE'S CHOICE

SOC 2023



A - 92/93

1<sup>st</sup> Jerry Danner (Colorado) R 2<sup>nd</sup> Tim Winker (Minnesota) L



B - 95-96

1<sup>st</sup> Philip Klene (Virginia) 2<sup>nd</sup> Alex Mattei (Michigan)



C - Sonett I-II-III

1<sup>st</sup> Lawrence Jewett (Maine) 2<sup>nd</sup> Jim Beetham (Colorado)



D - 99

1<sup>st</sup> Adam Perkins (Illinois)



E - C900

1<sup>st</sup> Robert Incorvati (Ohio) 2<sup>nd</sup> Mark Welker (Georgia)



F - C900 Convertible

1<sup>st</sup> Tony Burhans (Wisconsin) 2<sup>nd</sup> Carl Levine (Massachusetts)

9s

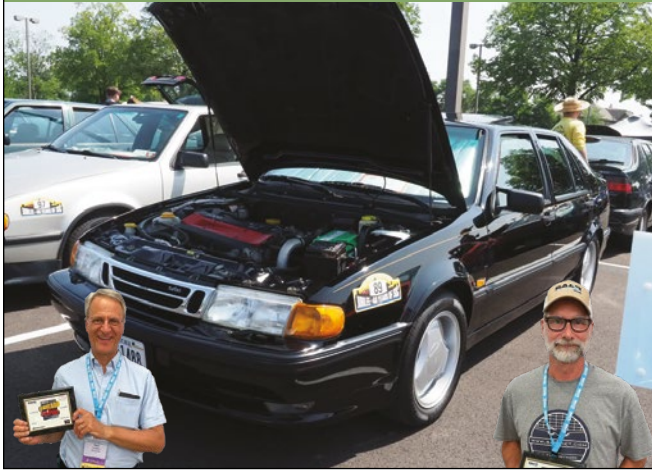
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# PEOPLE'S CHOICE

SOC 2023

## G - 9000



**1<sup>st</sup> Gary Stottler** (New York) **2<sup>nd</sup> Gregg Lanternier** (Michigan)

## H - NG900/OG 9-3



**1<sup>st</sup> Bradford Hatjopoulos** (Conn.) **2<sup>nd</sup> Joseph Foglia** (Illinois)

## J - NG 900/OG9 -3 Convertible



**1<sup>st</sup> Justin Brown** (Indiana) **2<sup>nd</sup> David Anderson** (Indiana)  
not pictured

## K - NG 9-3 Sports Sedan



**1<sup>st</sup> Jatavus Smith** (Pennsylvania) **2<sup>nd</sup> Joseph Rizzolo** (New Jersey)

## L - NG 9-3 SportCombi



**1<sup>st</sup> Robert Grexer** (Pennsylvania) **2<sup>nd</sup> Ian Cudny** (Illinois)

## M - NG 9-3 Convertible



**1<sup>st</sup> Guy Maddox** (Tennessee) **2<sup>nd</sup> Kristie Reichard** (Wisconsin)

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# PEOPLE'S CHOICE

SOC 2023



**1<sup>st</sup> Brian Stauss** (Louisiana) **2<sup>nd</sup> Tony Northcut** (Kentucky)



**1<sup>st</sup> Curt Holmes** (Maine) **2<sup>nd</sup> Jameson Neumann** (Michigan)



**1<sup>st</sup> Matthew Drews** (New Jersey) **2<sup>nd</sup> Cameron Potash** (Montana)  
not pictured



**1<sup>st</sup> Daniel Riga** (Pennsylvania) **2<sup>nd</sup> Douglas Dunn** (Virginia)



**1<sup>st</sup> Evan Cutler** (Iowa) **2<sup>nd</sup> Rob Montgomery** (Indiana)  
not pictured



**1<sup>st</sup> Wojciech Cieszkowski** (NY) **2<sup>nd</sup> Mark Marcon** (Canada)

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# PEOPLE'S CHOICE

SOC 2023



**1<sup>st</sup> Nick Taliaferro** (Missouri)    **2<sup>nd</sup> Chris Grider** (Tennessee)

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# DO IT YOURSELF & SAVE...SOMETIMES

BY JIM HICKSTEIN



**I had been driving Saabs since 1987**, but until the bankruptcy in 2011 I never even changed my own oil. I paid shop rates, and I have the records to prove it (never add up these figures: trust me). But then I had to wonder if I could keep getting my Saab – then my only car – serviced.

I got connected with the local Saab club, and watched the news carefully. I bought one of the last 2011 Saabs, just in case – and didn't get rid of the older one: that would become a habit. But I needn't have worried that much. As we now know, Saab Parts AB was always a separate company, always profitable, not part of the bankruptcy estate of Saab Automobile AB, and was ultimately turned over to the Swedish government to pay debt. They decided to run it rather than liquidate it, renamed it Orio AB, and we have numerous Official Service Centers around the US and the world. I'm lucky to have several near me.

When my own garage finally fell down in 2013 I decided to build a workshop space there to tackle some minor repairs myself. It actually started when a local tire shop wanted me to wait six hours (!) for them to swap my winter tires on for me, already mounted on a spare set of wheels. My brother gave me a floor jack and I discovered that jack stands are surprisingly cheap, I had been collecting hand tools for many years, I'm mechanically not a complete idiot, and so I was pretty well set up to begin.

Unlike a lot of people who work on their own cars, I did not start doing this in high school. I'm a computer geek by day. Getting greasy is for other people – I just write checks. (Living in apartments also determines this.) But I do enjoy solving puzzles and working with my hands, and even with cars as far back as 1995, being a computer geek can be a plus.

With a high-enough ceiling, a mid-rise lift and a few other special tools, such as a hand-me-down engine hoist, I was even able to tackle heavy-shop work. I entirely rehabilitated a 2001 Viggen.

It wasn't about saving money, primarily, though I could never afford that car when it was new, and of course my labor cost me nothing.

**Unlike a lot of people who work on their own cars, I did not start doing this in high school.**

continued

9s

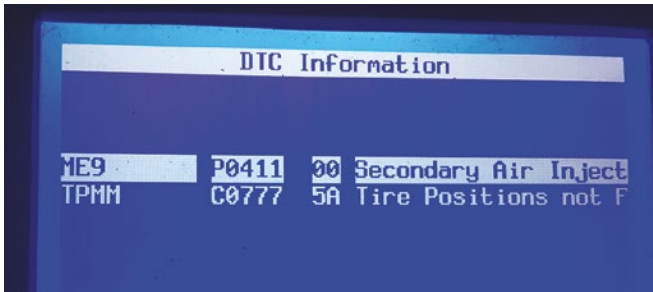
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# DO IT YOURSELF & SAVE...SOMETIMES CONTINUED

Recently, I bought yet another Saab (that makes six presently; lifetime, I lost count), also Laser Red, a cute, little 9-3 Aero Combi.

There was just one little problem, duly disclosed by the previous owner, P0411.



Having built a B235R in the Viggen I was pretty up on Trionic 7 cars by now, but this B284L was all new to me. I could just about change the oil, but anything else, maybe I'd have to send it to a shop. So I studied the problem and convinced myself I should be able to fix it, especially with no time pressure.

As it turned out, this one wouldn't be about saving money, either. An experienced tech could (and would) go right to the heart of the matter, where I spent a significant amount of money on spare parts that turned out not to be needed. But ultimately, I did prevail, which feels really good! And I learned a lot along the way.

WIS (the Saab Workshop Information System, [saabwisonline.com](http://saabwisonline.com)) has step-by-step guides for diagnosing problems starting with the Diagnostic Trouble Code (DTC), such as P0411. "Check for air leaks," it says. This was where I really fell down, because I couldn't tell an air leak from the normal noises, even with another B284L to compare against. There is only so much procedure one can document: the rest is skill, and experience, and there is no shortcut to these.

I checked the hard, plastic hoses connecting to the SAI pump on the front of



the engine. And hey! One of them, the intake, was disconnected and hanging loose! The intake pipe's connector at the lower end had broken off. Easy fix, right?



Sadly, though Saab parts are much more easily available than most people think ([findingsaabparts.com](http://findingsaabparts.com)), this one isn't available brand-new. So one of my favorite used-parts suppliers came through,

and the new lower end looks better. It should click onto the pump's fitting.

SAI only runs when the engine is cold, so it took another day or two of testing to reveal that ... it still failed. Sometimes pending P0411, sometimes stored P0411, never nothing. A new engine air filter ruled that out as a contributing factor. Back to the drawing board.

WIS mentions the SAI check valve next. Test that, it says. How? It empties into the exhaust, and even getting at it requires taking off the intake manifold. This was a big leap for me, but I went ahead. It helps to have another Saab to drive to the auto-parts store.



I had already learned how to avoid breaking vacuum lines on the back of the intake manifold, in the process of replacing all 6 coils and plugs, another B284 rite of passage. But with the lower intake manifold off, the further screw is still almost impossible to reach, even with exactly the right tool. But I got it out and commanded the SAI pump on with the Tech-2. A hurricane came out, so apparently the check valve was fine. Back in it went, but I had ordered a spare just in case. ~\$80

Could it be the pump? New SAI pump, ~\$160. When it came in, I just barely managed to get both screws out of the bracket and the pump fell away, revealing



that the outlet pipe was not fully connected: it, like the intake, was not clicked into place, though it wasn't obviously broken.

(Marty Adams, of Meyer Garage in McIntire, Iowa, was the pro who nailed this one. In a chat in his shop during my adventure, he said, "Be sure those things go click: stick a screwdriver up there and push on 'em". He was right. I would learn the hard way.)

A new outlet pipe was on offer, 55563242, a snip at ~\$80, and when it came in, I finally managed to get it in place

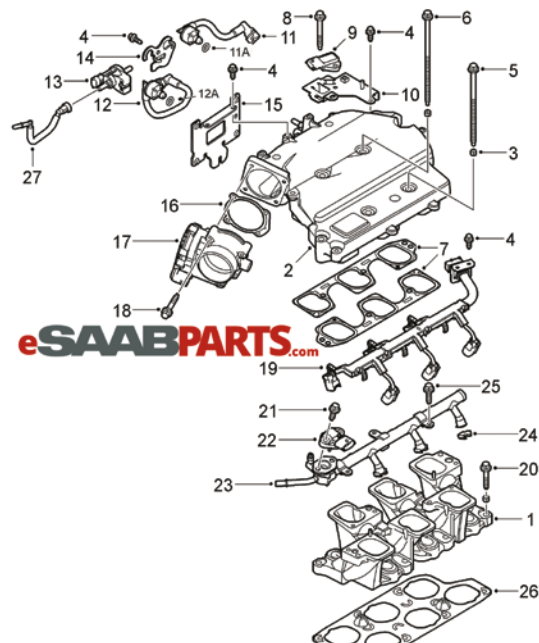


(a tiny dab of lithium grease helped) and it went CLICK and now the code is gone! Hooray!! So now I have a working car, a spare SAI check valve and apparently-working if very dirty SAI pump, and ... let's see ... is the old outlet pipe really bad? Once on the bench, I managed to get the old outlet pipe to connect to the old pump with a CLICK. So, I guess I could have reached up in there and pulled on that thing just a little harder (plus grease) and saved myself the cost of the parts.

But, no, not really. It's a very tight space, not at all like working on the bench. No, I didn't save a lot of money this time, but I have these spare parts and the satisfaction of proving I'm smarter than a machine. Again.

P.S. In the process of removing and re-installing the intake manifold on my B284L, I ended up with 3 screws that were longer than all the others. I was careless about noting where they came from – they all seemed to be the same at first glance – and now these 3 didn't fit in the last 3 holes. Drat!

Most of the relevant screws in this diagram are the same, M6x20 mm, but the ones at item 25, three in number, are 30 mm long. Hmmm! I took it apart far enough to get at the fuel rail again, and put these where they belonged, and then everything went back together as it should.



But I wondered, Why these three? And why 30 mm?

Driving the car gives one time to think, so here's my hypothesis: the fuel rail (19) screws (25) do not call for thread locker, and if they backed out under vibration all the way and fell over, however unlikely, they would fall into the intake, causing catastrophic engine damage. But a 30 mm screw there might be captured by the upper intake manifold cover (2) so it can't back out all the way. Clever engineering! (Was it Saab or Holden?) Someone who knows for sure, come and find me at the next Saab Owners Convention and let me know. 🍷



9s

As Americans, we like to think that we are the best and biggest at everything we do. While we might win top marks by some measurements, there are plenty of other countries that have been doing it longer, and better, than we have. One example of this can be found by comparing the Saab club here in the US with those in Europe. Over the last eight years SCNA membership has grown to over 1,100. Compare this to Europe, where the Saab Club in The Netherlands (founded in 1959) boasts over 2,000 members.

Soon after this year's SOC in Chicago, I traveled to England to meet up with Mark and Trudi Hodges, who hosted me at their home in Poole, a seaside town in the south of England. Mark and I then traveled together to attend IntSaab 2023 a few hours north in the small village of Gaydon in Warwick. IntSaab 2023 was organized by the Saab Club of Great Britain and hosted over 700 people and 400 or more cars from all over Europe, quite a showing compared to attendance at our conventions (e.g., 600 at SOC 21 in Albany, or 450 at SOC 23 in Chicago).

This event, short for International Saab, takes place somewhere in Europe each year during the month of August. For those who have attended SOC and Saabs@Carlisle, you would find that IntSaab has some elements of both of these popular US events. Each year, IntSaab is organized by the host club at an automotive or general





historical museum with a large parking area as well as on-site camping locations. Much of the event happens outside, with the lectures, meetings, awards ceremony and optional meals taking place inside the museum. This year, the site in Gaydon was chosen because it is the location of the British Motor Museum as well as the Jaguar and Land Rover Heritage collection, which is located in a different building on the same site. With a steady rain for much of the day Saturday, it was great to be able to look at the extensive collection of cars inside the museum while periodically checking outside to see if the rain had let up in order to explore the expansive parking lot that was full of some amazing Saab vehicles.

Saab always had a special relationship with its UK customers, and that is reflected in some of the unique colors and styles made and sold only in the UK market. In 1977, the final right hand drive edition of the 96 was offered as a Souvenir edition, with 150 painted in a special Cardinal Red color. There was also a final version of the classic 900, known as the Ruby edition, with only 150 made with the more powerful red box turbo and also in a beautiful deep red color, with painted bumpers but no body kit. Variations of this beautiful color have also been used on a number of Jaguar and Land Rover cars that were custom built over the years for the Queen and her family.

Also in full display is the rich 99 Turbo history that is

## ***I was lucky enough to see... the magnificent 1976 99 limo that was custom made for the King of Sweden***



found only in the UK. Unlike in the US, buyers in the UK could purchase a 99 turbo in both the notchback and the 5-door body styles, with multiple examples in varying conditions to be found. I was lucky enough to see one of the first prototype 99 Turbos, the only one known in existence, as well as the magnificent 1976 99 limo that was custom made for the King of Sweden for an official visit to the US.

The IntSaab event is always different, being organized by host clubs in each country rather than by a single group of organizers. During the Saturday night program, representatives from each attending club have an opportunity to thank the host club and offer gifts. They also had a Chairman's meeting on Sunday morning, with clubs sitting down to introduce and update one another on and provide updates on future events. They are actively planning IntSaab 2024 on August 9-11 in Denmark ([intsaab2024.eu](https://intsaab2024.eu)) and IntSaab 2025 August 6-8 in Switzerland. They try to have clubs reserve their country up to ten years in advance, with the dates and locations planned three to five years out. IntSaab is an opportunity to see and experience Europe in a unique way while also basking in the community spirit of Saab—I hope to attend again. 🇨🇪

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All Photos by Sanford Bourge

# 2023 Saab Owners Convention



Oak Brook, Illinois

July 20-23, 2023

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A high-resolution version is available to download at [saabclub.com](http://saabclub.com), free of charge to club members.

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# SAAB CLUB INFO

## SOC 2023 SWAG

Pictured here is some of the SOC merchandise that you could purchase at the Convention. In addition to the T-shirt with your registration, we created a special "40th Anniversary" T-shirt, SOC 2023 Coffee Mugs, and even a special Youth T-shirt! Some items may be available for sale next year, and watch our web site:

[saabclub.com/shop](http://saabclub.com/shop)



## 9s Back Issues



A limited number of printed back issues of **9s** magazine are available at [saabclub.com/nines](http://saabclub.com/nines) as well as PDF versions back to 1973!

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SAAB CLUB OF NORTH AMERICA

Lear more about joining the *Saab Club of North America* at...

[saabclub.com/join](http://saabclub.com/join)



## 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!

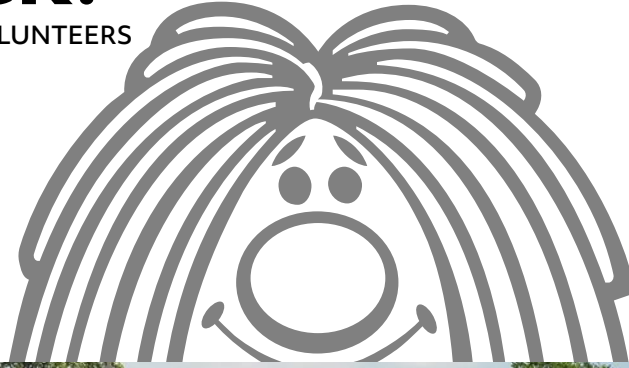
Just send them to [saabclub.com/join](http://saabclub.com/join) and have them fill in your details, including your SCNA member number.

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)



# TUSEN TACK!

SOC VOLUNTEERS



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Greg Abbott

Volunteering is described as “A voluntary act of an individual or group freely giving time and labor for community service”. This perfectly describes the great team of volunteers present at SOC2023! So many (35 Volunteers) lent their time and energy in all areas to enhance the enjoyment for all attendees. From greeting arrivals at the Showfield and getting the models parked together for voting, through the Registration Desk and Merchandise area, to Brian Stauss making sure that SAABinar Speakers and attendees arrived in the right place, the Volunteer Trolls helped SOC run smoothly. Countless other Members volunteered on their own to help attendees fix cars, source parts, and make Track Day a great event. The Volunteer Trolls and the other Members who gave of their time on the Showfield exemplify two of the highlights of an SOC: creating an atmosphere of togetherness and community second-to-none, and keeping the “Spirit of Saab” alive and well!

We would like to extend a special thank you mention to Jo Zhou (Chicago) for her efforts in designing a more focused and sustainable Volunteer Program for this and future SOC's. On behalf of all the SOC Attendees, a huge, heartfelt THANK YOU to ALL the Volunteers who helped everyone enjoy SOC2023!

**SOC: Made Possible By Volunteer Trolls Since 1983!**





# FUTURE EVENTS



## Vert Fest @ Old Rhinebeck Aerodrome

Sunday October 1, 2023  
9 Norton Rd, Red Hook, NY 12571-2502, United States  
10am-4pm; Air Show at 2pm  
[find details on Facebook](#)



## Tallimena Redux in the Heartland Drive

October 6-8, 2023  
Springfield, MO  
Best Western Route 66, Rail Haven, MO  
Hosted by Shelly Baxter [president@saabclub.com](mailto:president@saabclub.com)



## Annual Saab Club of Arizona Meetup

November, 2023  
Tempe, AZ  
Hosted by IMM Auto Service  
[facebook.com/groups/saabclubofarizona](https://facebook.com/groups/saabclubofarizona)



## Eurofest St. Augustine

January 13, 2024  
Classic Car Museum, St. Augustine, FL  
Hosted by Southeast Euro Motorsports  
[southeasteuromotorsports.com](https://southeasteuromotorsports.com)

## Eurofest Raleigh



February 25, 2024  
NC State Fairgrounds, Raleigh, NC  
Hosted by Southeast Euro Motorsports  
[southeasteuromotorsports.com](https://southeasteuromotorsports.com)



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(L-R) Ian Cudny, Reden Bingayen, Brian Jameson, and owner Tyler Nay



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