

**THE SAAB CLUB**  
OF NORTH AMERICA

APR - JUN 2024  
ISSUE **377**

9s

SCNA



**Emily GT Update**

**My Last Car**

**Oil Technology**

# Original <sup>Saab</sup>



## PERFORMANCE

*Automotive*

WWW.SAABPERFORMANCE.COM

THE SAAB NETWORK

WWW.SAABNET.COM



## AUTO AUTOPSY

- THE AUTO SHOP Appleton, WI
- EUROPEAN MOTOR SERVICES Point Pleasant, PA
- INDEPENDENT AUTO CRAFT Crystal Lake, IL
- OEM SAAB & SUBARU Parker, CO
- SMART MOTORS Santa Fe, NM
- RED AERO SAAB PARTS Athol, MA
- SAAB PARTS CONNECTION Buford, GA
- MOOSE PROOF AUTOMOTIVE White House, TN
- GENUINESAAB.COM Springfield, MO

# 9s

Publisher: **Saab Club of North America, Inc.**  
("SCNA")

Editor-in-Chief: **Greg Abbott**

Art Direction: **Kyle Webb**

All material Copyright © 2024  
Saab Club of North America, Inc.  
Material may not be reused or reproduced  
without permission.

Editorial contributions are always welcome, including letters to the editor. Submissions may be done online at **saabclub.com/submit**. All material submitted is assumed to be for publication unless clearly marked otherwise. We reserve the right to edit any material for publication at our discretion. Submissions should be between 300-1,000 words in a common text format, such as plain text, Microsoft Word, or PDF.

Photographs may be submitted for consideration online at **saabclub.com/submit** in high-quality JPEG or PNG format, preferably with a minimum resolution of 1,920x1,280 pixels.

By submitting text, photographs, or other material to **9s** you grant **9s** and **SCNA** a perpetual, non-exclusive license to reproduce the material in the magazine, in promotional material or in any other media; and you represent and warrant that you are the copyright holder or that you have the legal authority to grant such a license.

**CHANGE OF ADDRESS:** Please email your name, both the new and old addresses with ZIP code, to **membership@saabclub.com**, or you may send a change of address by regular mail to:

**9s, Saab Club of North America**  
P.O. Box 11418  
Saint Paul, MN 55111-0418

Title: **9s**

USPS 018-787

Print : ISSN 1530-0730

Online : ISSN 2831-9281

Published quarterly by  
**Saab Club of North America, Inc.**  
P.O. Box 11418  
Saint Paul, MN 55111-0418

Email publisher or editor: **nineseditor@saabclub.com**

To contact through our website: **saabclub.com**

**SUBSCRIPTION RATE** is \$42 per year in the United States. See information on the mailing label for complete information.

**Periodicals Postage Paid** at Saint Paul, MN and at additional mailing offices.

**POSTMASTER:** Send address changes to:

**9s, P.O. Box 11418**  
Saint Paul, MN 55111-0418



■ **President's Letter** / 2

SHELLY BAXTER

■ **Editor's Letter** / 3

GREG ABBOTT

■ **Not Dead Yet: An Emily GT Update** / 4

GREG ABBOTT

■ **My Last Car** / 6

HUGH FOWLER

■ **Drive My Car : 2 Years Later** / 8

EVAN ACUNA

■ **SCNA Seeks I.T. Volunteers** / 10

■ **9 Questions** / 12

MARTY ADAMS, CALEB PANG

■ **Saab Shots** / 14

■ **800 miles to Chicago, 2000 Miles Home** / 16

STEVEN BOSHART

■ **Oil Technology Over the Years** / 18

HOLLY HATHAWAY

■ **Saabs Online** / 20

■ **Saab Club Info** / 21

■ **Good Carma** / 22

KATE HILL CANTRILL

■ **SCNA Board Elections 2024** / 23

■ **A 9-7X Snowplow?** / 25

GREG ABBOTT

■ **SOC41** / 26

■ **SOC Convention Volunteers Wanted** / 27

MARK WELKER

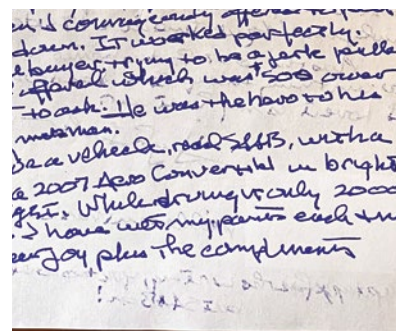
■ **Future Events** / 29

**Cover:** Saab 95 and a Rainbow. Saab owned by Joy Glovick, of Michigan.

**Photo:** (c) 2023 The Estate of Buzz Holtvluwer, submitted posthumously on Mr. Holtvluwer's behalf by Joy Glovick.



4



6

in  
this  
issue



16



22



**SHELLY BAXTER**

# SCNA PRESIDENT'S LETTER

## Hello fellow SAABers!

Every Spring a SAABaholic's thoughts turn towards getting their cars out of winter storage. We love keeping them safe from snow and salt, but nothing is quite as sweet as the first drive of the season on a warm, spring day.

It's no surprise then that spring is the time of year where we start to see a lot of events pop up all over the country. The snow is melting, daffodils are blooming, and somewhere an open road is calling to your SAAB. What type of SAAB adventures do you have planned for this year? Are you heading to the West Coast for the Convention? Are you hitting any local meets in your area? Are you working on rebuilding your favorite SAAB? Or heading on a road trip? Or just enjoying driving your SAAB locally?

We here at SCNA want to hear from you! Tell us what makes your SAAB an adventure magnet. Is it visiting friends? Going bird watching? Putting your SAAB on a track? What is your SAAB story? What makes a SAAB Owner...a SAAB Owner?

There are also a million stories of road-side repairs, clever solutions to unusual problems, and the like. We'd love to share with our readers how you managed to MacGyver your way around a weird or unusual repair issue. Creativity is in our DNA! If we didn't like the challenge we wouldn't own a Saab.

As we head into the second quarter of the year, I find myself wondering what makes the quirky car so important, in so many ways, to so many different types of people. If you feel like sharing your story with the rest of us SAABoholics, please send it in to [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com)

The connections, conversation and fun of being in the Saab family put a smile on our faces, especially when we need one. Whether it's online, in the magazine, or in person at a meet-up or the national convention, it's always great to connect with our Saab friends.

As always,

Keep on SAABin!

**Shelly Baxter**  
SCNA President

## The Saab Club of North America Board of Directors

President  
**Michelle "Shelly" Baxter**  
[president@saabclub.com](mailto:president@saabclub.com)

Vice President and Membership  
Acting Secretary  
**Mark Welker**  
[vp@saabclub.com](mailto:vp@saabclub.com)

Treasurer and Membership  
**Jim Hickstein**  
[treasurer@saabclub.com](mailto:treasurer@saabclub.com)

Director, 9s Editor-In-Chief  
**Greg Abbott**  
[greg.abbott@saabclub.com](mailto:greg.abbott@saabclub.com)

Director  
**Jamie Anderson**  
[jamie.anderson@saabclub.com](mailto:jamie.anderson@saabclub.com)

Director  
**Ian Cudny**  
[ian.cudny@saabclub.com](mailto:ian.cudny@saabclub.com)

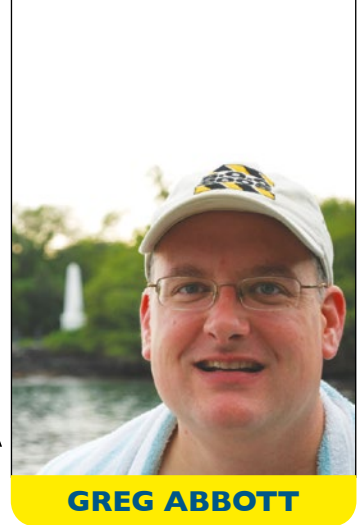
Director  
**Adam Friedstein**  
[adam.friedstein@saabclub.com](mailto:adam.friedstein@saabclub.com)

Director  
**Julie Gardner**  
[julie.gardner@saabclub.com](mailto:julie.gardner@saabclub.com)

Director  
**Saunders Lee**  
[saunders.lee@saabclub.com](mailto:saunders.lee@saabclub.com)

Director  
**Jake Tilton**  
[jake.tilton@saabclub.com](mailto:jake.tilton@saabclub.com)

# 9s EDITOR'S LETTER



Every issue of 9s is an opportunity to see what's happening in the Saab community, a chance to interact with folks that share the same interests and obsessions, and catch up on the "one weird trick" that will solve all your Saab problems (hint for modern Saabs: don't lose your only key).

This issue is special though. Like every periodical we get letters from our readers - but in the last few weeks we've gotten some great ones. It started with a moving letter from Hugh Fowler, an SCNA member from Littleton, North Carolina. Hugh is 85 years old, and just turned in the plates for his last car, a 2007 Saab 9-3 Aero convertible. It's a privilege to print Hugh's thoughts looking back on a lifetime of car enthusiasm. The Grinch himself, with a heart two sizes too small, would get a bit verklempt reading Hugh's letter.

We also got a nice "thank you" renewal letter from David Drucker of Jamesville, New York, reprinted below as we received it. The work that SCNA folks do to keep the club up and running is mostly unseen and unappreciated, so David's recognition was most welcome. Thank you, David, for your letter and for being an SCNA member. It means more than you know.

And lastly we received an interesting letter discussing the author's bond to her Saab during a time of personal stress. As a matter of logic it's silly to anthropomorphize our Saabs: cars are just a tool to get us from one place to another, right? But human experience is broader than mere logic, and none of us would be part of this club or subscribe to 9s if we didn't have some kind of bond or connection to our Saabs. Thanks to Kate Hill Cantrill from New Jersey for letting us know that in her case the slogan "Saabs Save Lives" meant more than just surviving a traffic accident.

2024 is SCNA's "Year of the Local Club," and judging from the letters we received so far this year Saab enthusiasm is alive and well at the grassroots level. We'd love for you to join us at this year's Saab Owners Convention, in Portland, Oregon, from July 18th to July 21st. All the details, including registration and hotel information, are available at [saabconvention.com](https://saabconvention.com)

Also we want to hear from you! Please send us letters, articles, or interesting Saab-oriented photography. If you've fixed an unusual or interesting technical problem with your Saab, write it up, we'd love to share it with the community. All submissions should be sent to [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com).

Keep calm and stay in the boost!

**Greg Abbott**

9s Editor-In-Chief

# NOT DEAD YET

## AN EMILY GT UPDATE

BY GREG ABBOTT



In the movie *“The Princess Bride”* the character of Miracle Max uses his wiles and some potions to bring the main character back from his apparent death. Looking at Westly, Miracle Max proclaimed: “It just so happens that your friend here is only MOSTLY dead. There’s a big difference between mostly dead and all dead. Mostly dead is slightly alive.”

I wrote about the Emily GT project last summer in issue #374. The Emily GT is a superb, technically advanced electric car design produced by NEVS. NEVS is a subsidiary of the Chinese conglomerate Evergrande and was the company which picked up the remains of Saab Automobile out of bankruptcy. Evergrande’s financial problems had brought the Emily GT to a screeching halt, and the project was publicly revealed last year as a last-ditch effort to generate possible investment. I drew a dark picture last summer: “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.”

But the reports of Emily GT’s death are greatly exaggerated. The “Miracle Max” for the Emily GT is a Lebanese businessman named Jihad Mohammad. Mr. Mohammad is the CEO and Founder of EV Electra, an electric car company whose website describes its ambition to “produce electric vehicles, compete at a Global scale, and take part in the World’s transition toward sustainable energy.” EV Electra, founded in Lebanon but now based in Canada, also has offices in Italy, Germany, Turkey, and Sweden.

Last December Mr. Mohammad and EV Electra acquired the assets of the Emily GT project from NEVS, and announced plans to begin production of the Emily GT at the former Saab factory. As Mr. Mohammad told Autoweek: “We will have cars coming out of Trollhättan again. We did this acquisition fully aware that we will need to back it all the way through development to mass production.”

As you’d imagine this acquisition has set off a blizzard of discussions and contingency plans. Conversations about EV Electra’s use of the old Saab plant have been complicated by the fact that the factory building (but not the offices or surrounding land) were sold to a company which is now leasing the space out. It is unclear as of our publication deadline if Electra EV might lease the old factory, purchase land adjacent to the factory, or pursue third-party contract manufacturing, or perhaps some combination of these ideas.

Automotive manufacturing is one of the most capital-intensive industries in the world, and many of us still have scars from the Spyker acquisition and subsequent bankruptcy. Naturally the question of EV Electra’s financing has arisen. Mr. Mohammad and EV Electra announced in late January 2024 that they would be conducting a “reverse merger” in order to take the company public for the purpose of raising investment capital: in a reverse merger a private company will take over an essentially empty public shell company, a company which still exists and whose stock is still traded.



In this case, EV Electra is in the process of merging and taking control of DrazCanna, Inc., a Michigan-based company traded on the U.S. OTC (Over-The-Counter) market. As part of the merger DrazCanna abandoned its prior plans to enter the biopharmaceutical industry. As of late January, the company was still waiting for final processing of the name change to EV Electra Ltd., and a new ticker symbol. Since the merger announcement, DrazCanna (OTC symbol: DZCA) has settled into a trading range roughly between \$0.25 and \$0.40 a share, up from a pre-merger price of \$0.03 a share. On February 24, 2024, Jihad Mohammad posted on X (néé Twitter) that the documents have been signed to move the company to the NASDAQ exchange.

Jihad Mohammad is an energetic user of social media: you can follow him on Facebook at “**Jihad Mohammad(Ev electra)**”; and “**@JihadMohammadev**”.

No one can say EV Electra lacks ambition. The company is taking reservations for future Emily GT sales at its website, [evelectra.com/emily-gt-reservation](http://evelectra.com/emily-gt-reservation). On its site EV Electra also has a downloadable PDF for “The All-New 2025 Emily GT” listing four possible variants of the Emily GT: a sedan, a coupe, a convertible, and in good Saab tradition, a wagon/hatchback.

No firm pricing has been announced but affordability is a key consideration. On Facebook in late February Jihad Mohammad said:

*“The key to making Emily more competitive without compromising its luxury and specs is volume. It's simple math: the more we sell, the lower the cost. Last month, we did a test reservation and some people thought I was crazy. But it showed me the potential of what Emily can be. Imagine if Emily was sold at \$50k, would anyone doubt its success? Selling at \$80k limits us to a small percentage of the public, but \$50k opens up the market to a much larger crowd. We're not there yet, but we're working on it.”*

There are many hurdles to clear before Emily GT gets off the ground, and given Saab's history with GM, Spyker, and NEVS the Saab family has grounds for skepticism. But Electra EV has already gotten farther than almost anyone could have imagined last summer.

Time will tell, as it always does. But in the meantime, all we can say is “Good Luck and Godspeed”. 🇸🇪

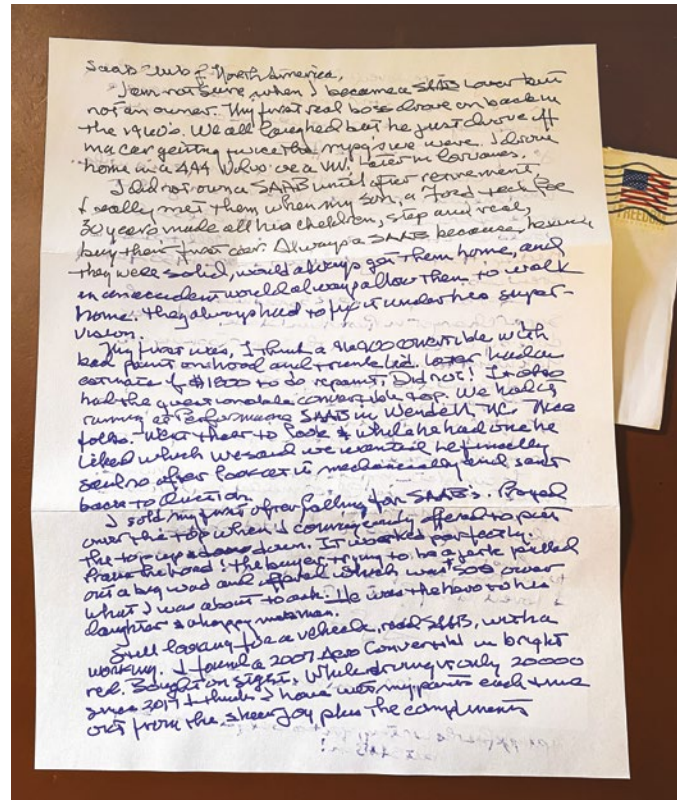
**“We will have cars coming out of Trollhättan again.”**



# MY LAST CAR

BY HUGH FOWLER

**Editor's Note:** We received a letter in February 2024 from Hugh Fowler, a SCNA member in North Carolina. Hugh's letter was in two parts: one part handwritten and the other printed, and there was some overlap in content. As reproduced here, the letter has been edited, making every attempt to preserve Hugh's style and voice.



I am not sure when I became a SAAB lover but not an owner. My first real boss drove one back in the 1960's. We all laughed but he just drove off in a car getting twice the mpg's we were.

I did not own a SAAB until after retirement. I really noticed them when my son, a Ford tech for 30 years, made all his children buy one as their first car. Always a SAAB because, he said, they were solid, would always get them home, and in an accident would always allow them to walk home. They always had to fix it under his supervision, and one of them had to swap an engine. She, yes she, did the complete job. My son is now in business for himself in Greenfield, New Hampshire under Fowler Automotive. If you have an issue you could go to no better place and his son is an expert welder.

My first SAAB was a '96 900 Convertible in bright workway. I found a 2007 Aaro Convertible in bright red. Bought on sight. While driving I only 20000 since 2017 I think I have won my pennies each time out from the sheer joy plus the compliments.

That first SAAB was a super performer and I used it all. It was a stick and I had a ball when I drove it to a Corvair meet in the Virginia mountains. What fun, top down as was the accelerator. Corners everywhere. (Yes, Corvairs. My second love. A 4-door, 3 convertibles. Also a rampside truck. Once a national champion. And a BMW 200CS. A lovely car.).



After a time we went to sell the SAAB privately, and I prayed over the convertible top when the buyer (a dad looking to buy for his daughter) came to look at it. It worked perfectly. Praise the Lord! The buyer offered \$500 over what I was about to ask. He was a hero to his daughter and I was \$500 ahead.

After I was still looking for a vehicle. I found a 2007 9-3 Aero convertible, black over bright red. I bought it on sight. Nicest car I ever owned. I've only driven it only 20,000 miles since 2017, but I think I have wet my pants each time out from the sheer joy plus the compliments.

I have just removed the plates and turned them in as I am 85 and terminally ill (but feeling great).

I am not selling it but giving it to my son's wife. When she was here last I had my son give it some exercise and she drove it. She said she would love to have it someday. Well today is the day. I know it will be in good hands and cared for.

The 2007 convertible looks better in comparison to anything today. It's been darn near perfect. I will miss it every time I go to my shop through the garage.

**I love it as my last car.** 🇺🇸

**I have just removed  
the plates and turned  
them in as I am 85 and  
terminally ill**

*SCNA and 9s welcome letters and member feedback, and on occasion 9s will publish letters and feedback if they are of interest to the SCNA membership.*

**eSAABPARTS.com**  
Supporter of the Saab Heritage Car Museum USA



HIDETOSHI NISHIJIMA TOKO MIURA REIKA KIRISHIMA MASAKI OKADA

"MYSTERIOUS MURAKAMI  
TALE OF SECRETS"  
★★★★★  
GUARDIAN

"HAMAGUCHI DELIVERS  
A MASTERPIECE" 5/5  
LITTLE WHITE LIES

"A PROFOUNDLY  
BEAUTIFUL FILM"  
★★★★★  
TELEGRAPH

A RYUSUKE HAMAGUCHI FILM

# DRIVE MY CAR

ドライブ・マイ・カー

BASED ON THE SHORT STORY  
BY HARUKI MURAKAMI



# 2 YEARS LATER

BY EVAN ACUNA

Two years ago a lovingly crafted new art film from Japan was released with the English title **Drive My Car**, which brought the classic Saab 900 Turbo back to the big screen in a big way. A profound film, **Drive My Car** won a number of prestigious awards, including the Oscar for Best International Feature Film.

The charm of **Drive My Car** and its iconic use of a Talladega Red SPG stands up even two years later.

The film is a unique, enchanting, and introspective journey into the nature of relationships, family life, and the self. On its face, it is a story about a man who loses his young daughter and his wife—all the family he has—and very nearly loses himself to a demanding acting career. After joining an artists' retreat program to concentrate on his work, he is told that for insurance reasons he will be assigned a chauffeur to drive his car for the duration of his stay. He initially chafes at this idea, but the young woman chosen for the job quickly proves herself a highly skilled pilot of his cherished Saab 900. He and the chauffeur—who is about the age the protagonist's daughter would have been had she lived, and who herself has no remaining family—begin a nuanced and inspiring relationship as they learn that blood and marriage are not the only routes to family.

Against this delicate and pained backdrop, **Drive My Car** is also a good, old fashioned road trip story, with the Saab firmly included as a lead character.

One of the most poignant sections of the movie involves a long trip to the chauffeur's hometown, replete with the in turns expansive and intimate cinematography that makes for an authentic reproduction of life on the road. The film juxtaposes scenes of the red Saab cutting through the austere and snowy beauty of the Japanese countryside against minute portraits of the two passengers as they strain to stay awake. Omnipresent road noise and interior clatter, along with that distinct burble of the Turbo's exhaust, provide an encapsulating and—to us enthusiasts—more genuinely emotional soundtrack than the typical over-produced film score.

The sounds of the doors opening and closing, the turn signals, the shifting of gears (albeit within an automatic transmission)—I had a grateful sense throughout the film that the director was, perhaps unintentionally, preserving a small piece of history by providing such a detailed and thorough account of living with a Saab 900. The textures of the interior materials and exterior finish, the reflections of sunshine and duller light off the three-door shape, the way city lights twinkle beyond the curved windshield. All the subtleties of driving one of these remarkable vehicles, preserved in a film that is, after all, about people, not about cars. I'm not sure what the takeaway is there, other than that any Saab enthusiast owes it to themselves to see this film, regardless of how far outside their usual cinematic proclivities it may be.

**Drive My Car** took as its basis a short story by Japanese author Haruki Murakami. The irony of a three-hour-long film based on a short story is hard to ignore. But what is a

short story if not a vignette crafted to hint at a world much larger than itself? Good short stories are all mood. They aren't, like novels, universes unto themselves, but rather more like parables that take you by the hand and then drop you off at the curb to come to your own conclusions. And that's where **Drive My Car**, despite its length, shows its genetic roots in the short story medium.

The film is long and has plenty of space to develop a labyrinthine plot. But it doesn't. Rather, like in fine literature, the focus is on developing the characters. Viewing the Saab 900 under a microscope makes sense in this context. But again the question of why the 900? Rarity isn't sufficient; there are plenty of rare cars, many much rarer. Nor is idiosyncrasy. The producers could have cast a Citroen DS or NSU Ro80.

It's speculation on my part, but I think the Saab simply has an authenticity and purity—a sense of human-like virtue and honesty—that is unmatched by any other car that comes to mind. This is a car that is imperfect in concept and execution, yet has the dignity and self-assuredness to know that it has at least tried its best to provide an ideal balance of functionality and performance. It is, perhaps above all else, remarkably individual. The design—as with all good designs—was controversial and too avant-garde for many mainstream purchasers when new, but has weathered time better than most any contemporary.

Saabs have been used in many films, but rarely if ever has the brand essence of Saab been such a central part of a film's message and motif. Two years on, the film serves as a subtle yet powerful reminder of Saab's unique appeal. 🇸🇪





# SCNA SEEKS I.T. VOLUNTEERS

## Best car club in America seeks Engineering help! Become the Saab Club Digital Master Tech.

Help one of the kindest and quirkiest communities in the transition to a Club-run Saab Community. The Saab Club of North America is one of the planet's premier car clubs with a down-to-earth, can-do attitude. We've been fixing things ourselves for a while now and we are looking for a central role with the Club to help. Our digital experiences define the organization, promote our events and activities, distribute our thoughts and ideas, help our members whether they are on the side of the road, in their garage or snug in bed mapping out that next road trip. As Saab fades into the past as an OEM, enthusiasm and dedication the cars and the marque only grows. And it based on the fantastic folks that make up the Saab community.

### Goals:

Maintain and improve our web site and member database. Support membership order processing and our annual Convention. Be part of a team updating online content and developing new member services.

### Skills desired:

*(We don't expect any one person to have all of these skills. Please contact us if you have some of them, and are willing to learn others. We may fill this role with several volunteers, working as a team.)*

- WordPress Gutenberg editor, HTML and CSS.
- WordPress as an admin, PHP, functions.php, themes and plugins, child themes.
- Google Workspace as an admin, Gmail, Docs, Sheets, with advanced formulas and JavaScript functions


- Google Shared Drives, access controls, Drive API.
- Google Groups, settings and moderation.
- Good knowledge of how email delivery works, SMTP, DMARC, envelope vs message, header interpretation, aliases and routing.
- Dealing with domain registration, DNS, TLS/SSL certificates.
- LAMP, at the command-line. ssh and scp. vi or your favorite text editor.
- Some each of: Python, JavaScript, Git, MariaDB/MySQL.

### Time commitment:

about 5 hrs/week on average, more during Convention setup. On-call for emergencies but these are rare. Attend team meetings (virtual); read and respond to team emails or other communications. Attend or be available remotely during the Convention, and participate in registration work leading up to it. A Director will be your liaison to the Board.

### Technology:

We run a WordPress site at [saabclub.com](http://saabclub.com) hosted on Debian Linux in the cloud (Linode), using WooCommerce with WooCommerce Memberships and numerous other plugins and customizations in PHP. You would be responsible for the security of the site and the underlying OS, monitoring it for uptime, upgrading versions as needed, and debugging faults. We also make extensive use of Google Workspace for email and shared docs, with some in-house Python scripts to manage the Drive access controls; to extract member data for mailing 9s; to update metrics; and Sheets to handle registration and to present and tabulate online voting at our annual Convention. We have a system that just needs to be kept running, but if you have the skills you would have scope to make it your own.

Please apply by email, [treasurer@saabclub.com](mailto:treasurer@saabclub.com) and include a brief description of your skills and situation. 

TO MY FELLOW SAAB LOVERS -  
CHECK ENCLOSED FOR M'SHIP  
RENEWAL. CONSIDER THE EXTRA \$  
MY APPRECIATION FOR TOLERATING MY  
CHECKS - I'VE BEEN A SAAB OWNER  
SINCE 1978, AND STILL OWN 4 OF  
THEM - SO I'M A CREATURE OF  
HABIT -  
I DO REALLY APPRECIATE ALL YOU'VE  
(COLLECTIVELY) DONE FOR THE CLUB, THE  
MAGAZINE, AND KEEPING THE SAAB SPIRIT  
ALIVE - THANK YOU!  
*David Ombra*

## SCNA RENEWAL NOTE



*Gerald L Danner*

Charitable Remainder Trust

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

Ensuring Its **Future**

Benefitting the Saab Heritage Museum

# 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 Saab experiences.

*We hope you enjoy getting to know them a little bit.*



I run **Meyer Garage** in McIntire, Iowa, just south of the Iowa-Minnesota state line. We’re a third generation, family-owned and operated Saab dealer and repair shop. We also owned and operated Iowa City Saab in Iowa City from 2001 until 2014. I’ve been to many local and national Saab events, and we hosted the Saab Owners Convention in 2012 in Iowa City.

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

No. In 1964 my grandfather started the Saab dealership which I now run. I started working at the dealership in middle school and in the summer (also worked fixing lawnmowers). My grandfather’s main Saab was a 1967 Sonett II, my grandmother had a 1974 99. My parents drove a lot of Saabs: my Dad bought a 1973 V4 brand new, and then sold it two weeks later and bought a 1970 99. That 99 started out as beige, but Dad painted it white with a stripe done up like the car in the TV show Starsky and Hutch – but the opposite color scheme, with a red stripe on a white car. I ended up owning that car.

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

This is tough because as a dealer I’ve had so many. At the moment I’d like to own a late model 9-5 wagon, I’ve been looking for one. Of Saabs I’ve owned that I would like to still own (or get back), I had a baby blue 1967 two-stroke I bought from Florida which wasn’t running, which I repaired and later sold.

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

A 1967 Sunbeam Alpine and a 2015 Chevy truck.

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

A Nissan Pathfinder because my wife Annette works for Nissan corporate and I’ve come to like it.

**Do your friends make Saab jokes?**

All the time. “Those Saabs must be unreliable ‘cause there’s always a line of them in front of your shop waiting to be fixed.”

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

Yes. Typically for a Subaru – “that there car is Subie, right?”

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

Many times. Usually I put an air mattress in the back of a wagon, then I’m golden, good to go.

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

Killing the transmission in an ‘88 c900. I was doing backwards donuts to show a guy with a RWD car that a Saab can do donuts too. The next morning reverse gear was gone.

**Who is your Saab idol?**

Erik Carlsson. To be able to do what he did in those rally races with the limited power of Saab’s two-stroke motors was an incredible thing. 🇸🇪





# CALEB PANG

Hello everyone! I'm 28 years old, born and raised in the Seattle area of Washington state. If I'm not in the shop working on one of my SAABs you can find me doing mutual aid, at a junk yard, hanging out with my friends, chilling in Seattle, or on some adventure exploring the PNW! I have been into SAABs for about 10 years now (I know I'm late to the game). I work at a SAAB repair shop in Seattle called Troll Motors. I've been a SAAB mechanic by trade for about 7 years now and I love working on these cars, there's still tons of them on the road in Seattle. If you want to follow my crazy SAAB adventures feel free to follow my Instagram [@The\\_SAAB\\_doctor](#)

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

Yes I am. I actually got into SAABs because a friend of mine got her Dad's SAAB given to her—a beat-up white 1999 9-3 convertible. She was too young to drive other people so I (being 18 at the time) drove it. We went everywhere in that car – up and down I-5 to Seattle, out I-90 to the pass and up and down service roads. I immediately fell in love with SAABs and had to get one.

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

That's a hard one... I pretty much have the dream fleet right now ('98 900 SE 5 door, '01 9-3 Convertible, a '03 9-5 Aero Wagon, and an '01 9-3 5 door). But I think a SAAB I'd like to own would have to be an '88 900 Turbo!

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

None. All I own and drive are SAABs.

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

I think that I'd likely end up getting a Volvo. I used to work at a shop (for 3 ½ years) that specialized in SAAB & Volvos. I know it's pretty controversial in the SAAB community to want or like Volvos, but I think that they can co-exist!

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

On occasion they do. But not as often as one would think.

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

Not that I can think of. The most I've ever gotten was "what type of car is that?"

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

Yes actually, around the holidays in late 2020 my Dad caught Covid. I was worried about getting sick so my dachshund and I ventured out on a little camping trip in my 1992 900S 3 door. I folded the seats down, put a sleeping bag in there with some pillows, and off we went! We stayed in the car for 5 days. I used the parcel cover as a nice little table to set up my laptop as a desk and as a table for eating meals. The shelf also doubled as a nice shade from the light as I slept in the car. Unfortunately, it was at that time when I discovered a small water leak from the hatch glass as it would drip onto my head on occasion during heavy rainfall. All in all, it was a great impromptu camping experience. Just ran the car when I got too cold and I was impressed that I was able to sleep in the car comfortably!

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

It was one of my most memorable dates...back in 2016 I went on a date, I drove him home and walked him to the door. I said my goodbyes and got into my 2001 9-3 convertible. As I was waving goodbye to him, I started my car, (little to my knowledge that my tab holding the clutch dampening spring had broken off and wedged itself into the pressure plate) the car immediately jumped back and proceeded to completely drive over his trash, recycle and yard waste bins. There was no second date...

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

I don't know if this is allowed but I have 3. The first is my boss Nate Everson of Troll Motors in Seattle, a longtime SAAB guy and owner of a successful SAAB repair shop in Seattle and the best boss I've ever had! My second SAAB idol would have to be Rob Walden of Scanwest Autosport in Seattle! And my 3rd is Carl Levine. Why did I pick these 3 people? Because their passion for SAABs is so inspiring, and the knowledge of these three men is unmatched! I hope to learn as much as I can from them to become not just a better SAAB owner and enthusiast but a better SAAB mechanic! I hope to carry on their legacy one day! 🇸🇪







Chris Carvell



Anthony Roe

# SAAB



Matt Simbaldi



Sean Bui | IG/TikTok: "@Saabbui"





Jameson Neumann



Chadwick Leary | G "nickelboag\_media"

# SHOTS



Ethan Haynes



Robert Cooksey



# 800 MILES TO CHICAGO 2000 MILES HOME

BY STEVEN BOSHART



Last summer we decided to take a road trip to SOC 2023 as part of a bucket list trip to visit Frank Lloyd Wright buildings in Chicago and Wisconsin, and take in the Great Lakes. We had put off doing a Frank Lloyd Wright trip for years due to work and family obligations and other travel, now we had a great excuse to put a road trip under the wheels of our 2005 9-3 Aero convertible.

We had purchased the 9-3 as a leftover from a snow filled New Hampshire dealer's lot in January 2006 and had only put around 24,000 miles of fair weather travel on it over 17 1/2 years. After we bought it, the car has never seen rain or snow. The low mileage is because we have two other Saabs that we use more frequently: a high mileage c900 convertible for general use and a low mileage c900 hatchback for shows and shorter trips. After a good showing with the 9-3 at SAABs@Carlisle we knew it was ready for a big tour.

We started with an unremarkable trip along I-80 from the New Jersey/New York state line through the hills of Pennsylvania to Sandusky, Ohio, on the southern shore of Lake Erie. We were surprised the area had the feel of a coastal summer vacation area, which primed us to see more of the Great Lakes and lake towns further on.





The next day we were slowed down by traffic in Indiana but it was worth it when we pulled into SOC and saw the show field filling up. We ran into friends right away which set the stage for a great weekend. We gathered up our materials, volunteer credentials and neat swag and headed out: I headed to the showfield and wash station to greet arrivals, while Martha looked for people to get together and smile for photos. It was an easy task for her to find a lot of happy people showing off their SAABs and having a good time. Four days and nights of gorgeous weather made SOC feel longer than usual: everyone was out until midnight or later, and one night there were impromptu fireworks out beyond the show field to cap things off [Editor's note: the fireworks were from a different event nearby, and were not part of SOC 2023].

After the convention we were ready for the second part of the trip. Up first was a quick drive across Chicago to see the Wright-designed Robie House near the University of Chicago campus, followed by a drive to Oak Park to see Wright's home and other homes which he designed in the area. Next we drove north into Wisconsin to follow the Frank Lloyd Wright Trail, which took us to seven other locations over the next few days. The route took us west to Spring Green, Wisconsin, where Taliesin, Wright's summer estate and studios are located. Going east we stopped in Madison to see Monona Terrace, then in Kenosha we had a

trolley ride and swim in Lake Michigan, along with a visit to the Kenosha Museum with many exhibits dedicated to automotive factories. This was followed by a stop in Racine, home of Wright's remarkable Johnson Wax Administration Building and Research Tower; and at last we stopped in Milwaukee to see some Wright-designed houses.

After the architectural tourism was done, we started the scenic route home by driving north along Lake Michigan to Sheboygan for a night by the lake, followed by taking in the sights of Lake Superior on a drive in the Upper Peninsula. A rainy morning gave us the surprise of finding that the 9-3 had rain sensing wipers, something new to us as we'd never had the car out in the rain before! Fortunately we had sealed the top with 303 before the trip so everything beaded off nicely. After a stop at Lake Huron, a long day of driving through Michigan on the interstate brought us to Cleveland in time to see the Rock and Roll Hall of Fame. Leaving Cleveland we drove I-90 to I-86, also known as the Southern Tier Expressway through southern New York State, a much more picturesque Highway with less truck traffic.

Our grand tour totaled 2,869 miles. The convertible performed wonderfully for the entire trip, it had just enough room for two weeks of stuff and some nice SOC finds squeezed in. Even after all that mileage the 9-3 convertible still feels like the 'new car' to us. 🍷



# OIL TECHNOLOGY OVER THE YEARS

BY HOLLY HATHAWAY

John Rourke

**M**otor oil is, of course, the lifeblood of a car's engine, like water to a human being. Oil serves several functions for your engine, including friction and wear, protecting your engine surfaces from acid water and sludge, reducing heat, preventing wear of critical parts, cleaning metal surfaces, and sealing piston and cylinder gaps. It also provides oil flow at the most critical point: engine start-up.

There are 3 types of motor oil available:

- *Conventional (Mineral)*
- *Synthetic*
- *High Mileage (often semi-synthetic)*

All 3 types of oil have been developed and improved over the years and are of good quality for your engine. Synthetics and semi-synthetics are an improvement over conventional oils in their durability and ability to withstand the higher engine temperatures associated with turbos and high-rev 4-cylinder engines. In general, all 3 oil types consist of 80% base oils and 20% additives. It is these additives in the oil that are most important to keeping your car running smoothly, so whichever oil you choose should include these additives:

- Viscosity Index Improvers—to provide thickness for both cold and warm temperatures
- Anti-Foaming Agents—to help reduce foaming and bubbles that can damage metals
- Dispersants—to cling to the dirt in the engine and help prevent sludging
- Detergents—to clean your engine continually

- Pour-Point Dispersants—to prevent gelling of the oil
- Anti-Wear Agents—to prevent metal-on-metal wear (these are crucial)
- Friction Modifier—to coat the metal parts and reduce damaging friction
- Shear Stabilizers—to increase the surface viscosity of the oil
- Acid Neutralizers/Oxidation Inhibitors—to reduce damaging acid build-up in your engine

Manufacturers treat these formulas as proprietary, so this information is not “on the container”. Further information is often available on the manufacturer’s website.

## History of Synthetic Oils

- Created in 1877 (Standard Oil tried to commercialize it in 1929 but failed)
- Used primarily in aircraft (many of which were turbo-supercharged)
- Ford introduced it in a station wagon for the first time in 1966
- In 1968, Amsoil began selling it commercially

Not much has changed in the distillation process since then, but the additives have become better

## High Temperatures:

During operation the pistons, cylinder liners and turbocharger bearings experience extreme pressure and temperatures, which contributes to deposit build up, thermal expansion, and a shortening of the life of the



oil. To combat this, use a premium oil with additives that include Shear Stabilizers, Anti-Wear Agents, and Viscosity Index Improvers.

## Deposit Contamination

Several harmful acids are formed during the operation of an engine, which can cause the oil to oxidize and create deposits of varnish, lacquer and engine gum. In addition, abrasive particles and deposits wear down components and interfere with combustion. Subsequent wear on the pistons, rings, and cylinders will result in power loss. Using an oil with Acid Neutralizers and Oxidation Inhibitors, as well as Detergents and Dispersants, will help extend the life of the oil and help keep your engine surfaces clean.

## Excessive Wear

Heat, additive depletion, and abrasive particles cause excessive wear over time. Combining with the corrosive acids that are formed as your oil ages, this can further damage an engine. To help prevent this you are looking for Anti-Wear Additives (to prevent the cold-welding of the metal surfaces) and Viscosity Index Improvers to maintain the correct viscosity over a wide temperature range.




Jacob Campbell

As previously stated, the lifeblood of any engine is good lubrication, which of course includes using the best motor oil. This lubrication process also includes proper filtration and changing of the oil at the proper time. As oils have evolved over the years, many improvements have been made in an effort to prolong the life of oil. Many of us may have been taught to change our oil every 3,000 miles; however, no manufacturer has ever stated to change your oil at 3,000 miles (even the 1988 900 manual states 7,500 mile intervals). 3,000 miles was a gimmick designed and marketed by Jiffy Lube in the 1970s to try to generate more business more often! While we all understand that motor oil gets extremely hot and abused by our engines over time, the improvements made to oils (especially synthetic developments) over the years make the oils last longer.

## Time for a Change?

Many people believe that black motor oil is no good for an engine—however, oil turns black as it heats up and is not an indicator of excessive wear. It is the viscosity (thickness or thinness of the base oil) and the depletion of the additives that determines the time for an oil change. Higher quality base oil is what makes the oil last longer with the additives. Another “change” myth is that you should not switch from conventional to synthetic or semi-synthetic once you have started with one type. You CAN! Since the base oils have improved over the years, they are more compatible, and any slight residue left in the system after draining will not interfere with a different type of oil when refilled.

One helpful way to understand what is going on in your engine--and to provide a baseline for oil change intervals—is to have your oil analyzed by a quality lab. Results can show you how the viscosity reacts over time, and how the additives last or break down. Lab results will include viscosity, contaminant levels, “wear metals” that have gotten into the oil, any other particulates, and alkalinity. You will also find out if anything is critical or abnormal. Analysis is a great indicator of how your engine oil is performing and can help prolong the life of your beloved Saab.

For further information about Oil Analysis options or oil in general, contact fellow SCNA member Holly Hathaway, with Certified Laboratories, at: [holly.hathaway@nch.com](mailto:holly.hathaway@nch.com) 

# SAABS ONLINE



## SAAB WIS Online Workshop Information System

This is an online version similar to 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

Visit [saabclub.com/service](http://saabclub.com/service) for information on receiving discounts using our SCNA Service Discounts Program.



Connect with us on Social Media!



Finding our own road since 1985



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

**P R E S E R V A T I O N**  
**P E R F O R M A N C E**  
**R E S T O R A T I O N**



Located in Seattle, WA

206.789.2819 • [ScanwestAuto.com](http://ScanwestAuto.com)



## ■ SAAB CLUB INFO

### SCNA SWAG

Pictured are items you could have bought at SOC 2023, including a special 40th anniversary T-shirt.

These and other logo items will be available soon on the Club website.

[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!

Learn 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)





# GOOD CARMA

BY KATE HILL CANTRILL

it's just doing things its own way,  
and for that reason, I love it!

**M**y father just sent me the new **9s** and I saw that you ask for Saab stories— no pun intended there, as my story is the opposite of a sob story because my Saab may have saved my life. I'll give a brief explanation here:

After many years of living on feet and subways in Philadelphia and Brooklyn, I moved into my aging mother's suburban New Jersey home for financial and care reasons and I was car-less. I made do with this situation, but it wasn't ideal. Being a creative, focused mostly on art, writing, and teaching, saving money for a car felt more difficult than bumming rides and extending my walking distances. I was managing.

But then, in April of 2023, I was diagnosed with a colorectal tumor that was assumed to be cancer, and I had two weeks of daily appointments with my radiation, surgical, and chemotherapy teams scheduled in the anticipation that I would require many weeks of radiation to shrink the tumor enough to remove it. The appointments were all a forty minute drive to true boondocks.

Before this all occurred, my father had already decided that the old black 2011 Saab 9-3 that had been sitting in his mildly heated garage by his cabin in Vermont should come down to me, although I wasn't quite sure about that. Me? An urban hippie walker driving a Saab? Wasn't that somehow incongruous with nature's laws? I mean, if I did get a vehicle, shouldn't it be old VW bus or, better yet, a tan Le Car circa 1979? But this was the representative Saab that honored of all of the many Saabs that both my father and his father ever owned, so this was a truly special treat.

Long story short- I received the Saab just in time for my appointments to start. It came straight from the Green Mountain State with The Grateful Dead's American Beauty



CD (CD!!) inside. It was one of my father's odd hybrid cars that had both heated seats and a sun roof.

I drove that Saab to and from my appointments in safety and comfort, but above that, I drove it in pure joy. I had already told my body, the Universe and my family that I did not consent to cancer, radiation, sadness, fear, misery. I had already started taking medicinal turkey tail mushrooms and an overload of vitamin C. I had already cut out sugar and discovered the anti-inflammatory effects of Earthing (walking barefoot), and so I continued with all of these over the two weeks between diagnoses and the final biopsy surgery that would give the surgeon the 'proof' of cancer that he needed to start the radiation, but now I added singing. Ripple, Box of Rain, Sugar Magnolia, Truckin'...I sang and I hummed and I let sunlight stream in from the Saab's roof and I was vibing high!

Throughout those two weeks I went into surgery confident that the surgeon would not find his proof. I woke from the anesthesia yelling "I was talking to the sun!" and when I saw the surgeon walking in with a rather perplexed look on his face I knew exactly what he was going to say, "The tumor was greatly shrunken, so shrunken I was able to remove it all easily."

It's been over six months and I recently drove back from my follow up appointment— no cancer! no tumor!—singing along to the wonderfully quirky hum of the old engine, ignoring the gas gauge that is stuck showing empty even when the tank has just been filled. It's not broken; it's just doing things its own way, and for that reason, I love it! 🍷



# SCNA BOARD ELECTIONS 2024

**M**embers may nominate any current member, including themselves, for a Board position. There is a nomination form available for download or printing at [saabclub.com/election](http://saabclub.com/election). Nominations should be emailed to [vp@saabclub.com](mailto:vp@saabclub.com) or mailed to the address below and must be received no later than **May 19, 2024**.

Voting will be either by mail or in person. In-person voting will be at the annual **SCNA membership meeting** at the **Saab Owners Convention Friday**, July 19, 2024. Voting at the meeting will be held via secret ballot distributed to all members in attendance. If you are not attending SOC and wish to vote by mail, you may do so starting on June 19, 2023. All members will also be mailed and/or emailed a ballot. Your completed ballot should be mailed to the address below and must be postmarked by July 10, 2024. **All SCNA members in good standing are eligible to vote.** 🇺🇸

**Saab Club of North America**  
6117 Dogwood Cir  
Buford, GA 30518

The annual  
nomination period  
for SCNA Board of  
Directors positions is  
now open.



RANDY FRIEDLEY "THE SAAB GUY" HAS THE SAAB OF YOUR CHOICE ...OR HE CAN FIND IT!

- SAAB questions welcomed.
- Shipping SAABs continually to all destinations.
- Tell the SAAB Guy your SAAB story...*he listens!*

WHERE  
THE  
SAABS  
ARE!



Office: 319-266-4810  
Cell: 319-529-8530

**DAN DEERY MOTOR CO.**

7404 University Ave., Cedar Falls, IA 50613

SingingCamel1@gmail.com



**SAAB HERITAGE MUSEUM**  
  
*Sturgis SD*  
 A 501(c)(3) Public Charity

**WWW.WERSAAB.COM**

PRESERVING SAAB AUTOMOBILES FOR FUTURE GENERATIONS  
 TO ENJOY AND INSPIRE THE SPIRIT OF SAAB THROUGH  
 REPAIR EDUCATION, PARTS PRODUCTION AND  
 A LIBRARY OF SAAB LITERATURE



**YOU CAN HELP KEEP THE SPIRIT OF SAAB ALIVE!**

- Shop on Smile Amazon and Designate the Museum - Estate Planning
- RMD's - Required Minimum Distributions - Tax Deductible Donations
- Become a Volunteer!

\*Display Setup \* Literature Sorting \* Tour Guide \* Car Cleaning



**Sports Car Service, Inc**



**302-764-SAAB**

INDEPENDENT SAAB SPECIALIST SINCE 1957



# A 9-7X SNOWPLOW?

BY GREG ABBOTT



Saab folks frequently complain about the 9-7x – e.g., calling it a badge-engineered mistake, the so-called “Trollblazer.” And there is some truth to these complaints: the 9-7x was manufactured in the same Moraine, Ohio, plant as its GMT360 platform siblings (Chevy Trailblazer, GMC Envoy, Oldsmobile Bravada, Buick Ranier, and most obscure of all, the Isuzu Ascender). There are many parts common to all the variants, and the best internet troubleshooting for the 9-7x is done on GM-focused forums, like [trailvoy.com](http://trailvoy.com).

As long-time readers know I bought a 2007 9-7x 5.3, mostly as a tow vehicle and perhaps for light duty as a winter all-wheel drive option. It had 216,000 miles but had been meticulously maintained by its previous owner, who replaced it with an LS2/Corvette-powered 9-7x Aero.

What I’ve discovered as a 9-7x owner is that living in the GM ecosystem has real advantages in a world where Saab no longer makes cars. For example a windshield replacement for my 9-7x costs \$300, compared to \$1,800 for my 2010 NG9-5 Aero (and only if the windshield is available to begin with). The driver’s side front window on my 9-7x needs replacing, and my only concern is deciding which source of used parts I will call first.

But where GM inter-operability really paid off for me is my use of the 9-7x as a plow vehicle, to clear snow off my street. Average annual snowfall where I live is about 38 inches, but there’s a lot of variance between seasons and last winter we got 74 inches. The county government in its infinite wisdom decided that it was not going to plow the one block of street between my house and the county road – so I was left to my own devices for local snow removal.

So I looked at adding a plow to my 9-7x. I searched online for some economical options, and my preferred option was one that used an electric winch to move the blade up and down with side-to-side movement manually controlled

by an outside lever attached to the plow. This setup cost about \$2,000, compared to \$4,000 or more for an entry-level hydraulic plow system.

How then to attach the plow to the 9-7x? There were two ways to attach the plow according to the manufacturer – one is to install a hitch receiver on the front of the vehicle and use that to mount the plow. The other way is a custom mount designed for the specific vehicle which bolts directly onto the frame underneath the front bumper. The virtue of the custom mount was that it had two attachment points for the plow, a stronger and more stable mount than a single front hitch.

The manufacturer has custom mount kits available for literally hundreds of truck and SUV models. And they had a custom mount kit for the 2002-09 Chevy Trailblazer, but not for a Saab 9-7x.

So I bought the custom mount kit for a Trailblazer sight-unseen, on the assumption that it would fit a 9-7x. And my faith was rewarded when I discovered the Trailblazer kit mounted right up, it was a straight bolt-on that needed no adjustment or finessing. The only issue was that it required removal of the front air dam which includes the fog light assembly – but the fog lights would be pretty useless hidden behind the plow and aerodynamics are not an issue at the slow speeds and short distances traveled by a plow truck.

The punch line is that there’s been hardly any snow to plow this winter: we’ve had a small fraction of the typical snowfall. You can see in the photos that the 9-7x is all ready to plow but with no snow to be found. Of course you can’t win for losing: inevitably we would have gotten another six feet of snow if I hadn’t bought and installed the plow attachment.

The moral of this story, though, is this: before you disparage the 9-7x please remember just how useful a Saab it can be. 🍷

# SOC 41 PORTLAND



SCNA & NWSOC PRESENT THE 41st SAAB OWNERS CONVENTION

YEAR OF THE LOCAL CLUB

2024

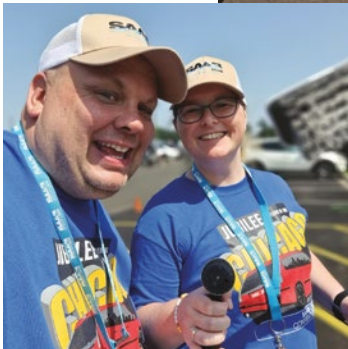
HOLIDAY INN PORTLAND, OREGON  
AT THE COLUMBIA RIVERFRONT  
THURSDAY JULY 18<sup>TH</sup> THROUGH SUNDAY JULY 21<sup>ST</sup>

registration and hotel info available at [saabclub.com](http://saabclub.com)



# SOC CONVENTION VOLUNTEERS WANTED

BY MARK WELKER



SCNA is building a team of passionate Volunteers for the Saab event of the year—the **Saab Owners Convention (SOC)**. To those who share our passion to preserve, cultivate, and grow a strong and thriving Saab community--we need YOU! As an important part of the SOC team, you will be provided with pre-SOC training and some exciting benefits. The minimum time commitment we ask is 2 shifts (2 hours per shift, 4 hours total) during the Convention.



## Mission

The mission of the **SOC Volunteer Program** is to provide support for the Convention leading up to the event, as well as during the event days. Volunteers work closely with SCNA Board members and will serve as ambassadors for SCNA. We seek people who strive to deliver exceptional customer service and help to create a diverse and inclusive environment for all Saab owners and enthusiasts at SOC.

## Goals


The goal of the Program is to build a **sustainable** SOC Volunteer community and develop a Leadership Pipeline within the community. SOC Volunteer Program aims to build a dynamic Volunteer team of 30 - 40 people for each SOC. The program empowers SOC Volunteers through engaging, appreciative, and meaningful participation. To achieve this goal, the program will provide training and exciting benefits to SOC Volunteers.

## General Responsibilities of all Volunteers:

Volunteers need to complete a Volunteer Sign-Up form at [saabclub.com/volunteer](http://saabclub.com/volunteer). Prior to SOC, Volunteers will be scheduled for training with the Volunteer Coordinator. During the Convention, Volunteers are expected to arrive for their shifts on time and fulfill the assigned time frame and duties. Questions? Email [Volunteers@saabclub.com](mailto:Volunteers@saabclub.com)

In recognition of Volunteers' valued assistance, Volunteers will receive exciting benefits, potentially including SCNA discounts, Event passes, Lunch, Volunteer-only previews, and other perks.

Your SCNA Board is excited about this Program and look forward to an exciting 41st SOC—the Year of the Local Club! Are you ready for the ride? Sign up!

Many thanks to Chicago resident and SCNA member Jo Zhou for her efforts in helping establish and develop this Volunteer Program! 

# EDITOR'S NOTE ON FORM 3526

There's always a little activity behind the scenes when we put together an issues of **9s**, and thanks to our friends at the United States Postal Service in this issue you get see a small part of how the sausages are made.

Every year, by October 1, in order to maintain our eligibility for periodical postage rates we must fill out a Form 3526 ("Statement of Ownership, Management, and Circulation"). We did so (as we always do) last fall. For some unknown reason the Post Office did not either receive our form or they mislaid it before reading it.

As a consequence we ended up in an email dialogue with our local USPS periodical management department. We simply sent them a copy of the form we filed back in October, and all was fine. But there was more to it than just sending in the form.

When we reviewed the instructions attached to Form 3526 we discovered in addition to filing the form we also must re-print the actual form in the magazine itself once a year. "[T]his Statement of Ownership, Management, and Circulation must be published, i.e., it must be printed in an issue..." is how the instruction reads (emphasis added). In other words, just printing the information in the masthead isn't enough.

This came out of our review of Form 3526, and was not an issue the Post Office raised with us. We were (and are) simply being proactive.

So printed on this page please find a reproduction of the actual Form 3526 we filled out for the Post Office in October 2023. And going forward we will be reprinting this Form every year in the January-March issue of the magazine.

FYI

**Greg Abbott**

**9s** Editor-In-Chief

**UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)**

**Statement of Ownership, Management, and Circulation**

1. Publication Title: **9s**      2. Publication Number: **1 5 3 0 - 0 7 3 0**      3. Filing Date: **Oct. 1, 2023**

4. Issue Frequency: **Quarterly**      5. Number of Issues Published Annually: **4**      6. Annual Subscription Price: **\$ 40.00**

7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®):  
**103 2nd Ave S  
Webster, SD 57274-3307**      Contact Person: **Greg Abbott  
Telephone (include area code):  
605.884.5555**

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer):  
**P.O. Box 11418  
St Paul, MN 55111-0418**

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)

Publisher (Name and complete mailing address): **Saab Club of North America  
P.O. Box 11418  
St. Paul, MN 55111-0418**

Editor (Name and complete mailing address): **Gregory A. Abbott  
P.O. Box 86  
Webster, SD 57274**

Managing Editor (Name and complete mailing address): **same as editor**

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)

Full Name	Complete Mailing Address
<b>Saab Club of North America (non-profit)</b>	<b>P.O. Box 11418 St Paul, MN 55111-0418</b>

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box  None

Full Name	Complete Mailing Address

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one)  
The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:  
 Has Not Changed During Preceding 12 Months  
 Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)

13. Publication Title: **9s**      14. Issue Date for Circulation Data Below: **Oct. 2023**

15. Extent and Nature of Circulation

		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)		<b>1,250</b>	<b>1,250</b>
b. Paid Circulation (By Mail and Outside the Mail)	(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	<b>1,050</b>	<b>1,050</b>
	(2) Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	<b>5</b>	<b>5</b>
	(3) Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	<b>0</b>	<b>0</b>
	(4) Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)	<b>20</b>	<b>20</b>
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))		<b>1,075</b>	<b>1,075</b>
d. Free or Nominal Rate Distribution (By Mail and Outside the Mail)	(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541	<b>0</b>	<b>0</b>
	(2) Free or Nominal Rate In-County Copies included on PS Form 3541	<b>0</b>	<b>0</b>
	(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)	<b>10</b>	<b>10</b>
	(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	<b>5</b>	<b>5</b>
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))		<b>15</b>	<b>15</b>
f. Total Distribution (Sum of 15c and 15e)		<b>1,090</b>	<b>1,090</b>
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		<b>160</b>	<b>160</b>
h. Total (Sum of 15f and g)		<b>1,250</b>	<b>1,250</b>
i. Percent Paid (15c divided by 15f times 100)		<b>98.6%</b>	<b>98.6%</b>

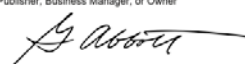
\* If you are claiming electronic copies, go to line 16 on page 3. If you are not claiming electronic copies, skip to line 17 on page 3.

16. Electronic Copy Circulation

	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Paid Electronic Copies	<b>0</b>	<b>0</b>
b. Total Paid Print Copies (Line 15c) + Paid Electronic Copies (Line 16a)	<b>1,075</b>	<b>1,075</b>
c. Total Print Distribution (Line 15f) + Paid Electronic Copies (Line 16a)	<b>1,090</b>	<b>1,090</b>
d. Percent Paid (Both Print & Electronic Copies) (16b divided by 16c x 100)	<b>98.6%</b>	<b>98.6%</b>

I certify that 50% of all my distributed copies (electronic and print) are paid above a nominal price.

17. Publication of Statement of Ownership  
 If the publication is a general publication, publication of this statement is required. Will be printed  Publication not required.  
in the **Jan.-March 2024** issue of this publication.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner:  **editor-in-chief**      Date: **Oct. 1, 2023**

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).



# FUTURE EVENTS

## **4<sup>th</sup> Annual SAAB Takeover**

Saturday, April 6, 2024

The Mint Gaming Hall, Kentucky Downs, Franklin, KY

Hosted by Moose Proof Automotive (Gary Lewis)

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

## **SAABs@Carlisle**

Friday-Saturday, May 10-11, 2024

Carlisle Fairgrounds, Carlisle, PA

Hosted by Central Penn Saab Club

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

## **Saab Car Museum Festival 2024**

"Saab 9000: 40 Years of Engineering Excellence"

Friday-Sunday, June 7-9, 2024

Trollhattan, Sweden

[Saabcarmuseum.se/en](http://Saabcarmuseum.se/en)

## **41<sup>st</sup> Annual Saab Owners Convention**

"Year of the Local Club"

Thursday-Sunday, July 18-21, 2024

Holiday Inn Portland - Columbia Riverfront, Portland, OR

Hosted by Saab Club of North America and the Northwest Saab Owners Club

[Saabclub.com/convention](http://Saabclub.com/convention)

## **Eurofest Maggie Valley**

Saturday, August 17, 2024

Maggie Valley, NC

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






**Petersen Automotive**

● Saab Specialists ●  
60077



Our friendly staff invites you to schedule an appointment for maintenance or repair of your SAAB or European vehicle. We are a full service shop and can handle both your basic requirements and your ultimate performance needs. **Our team of highly trained and certified technicians are here to serve you.**




**Petersen Automotive**  
7626 North Parkside Ave  
Skokie, IL 60077  
(847) 675-6540

open Mon - Fri, 8am - 6pm  [petersenautomotive.net](http://petersenautomotive.net)