

9s

Birth of a Magazine

Herculiner for a 99 Turbo

Fun in the Sun

SPECIAL THANKS



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CONTENTS

| | |
|----|---|
| 2 | President's Letter SHELLY BAXTER |
| 3 | Editor's Letter GREG ABBOTT |
| 4 | Birth of a Magazine BY TIM WINKER |
| 6 | Ring-a-Ding Revival : Part 2 BY BRIAN STAUSS |
| 8 | Saabs on Display in Denver BY JERRY DANNER |
| 10 | SOC42: Behind the Scenes BY SHELLY BAXTER |
| 13 | Saab Club Online |
| 14 | Let It Snow, Let It Saab |
| 16 | 9 Questions MATEO MORALES |
| 17 | Call for Nominations SAAB CLUB OF NORTH AMERICA BOARD |
| 18 | Herculiner for a 99 Turbo BY EHREN WEBBER |
| 20 | An Old Man and His Saab : Part 2 BY BOB RUDER |
| 22 | Fun in the Sun BY JACOB PRETZMAN |
| 24 | New York State of Mind BY ED LORENZ |
| 27 | From Central PA to Sturgis and Back BY LYNN SHAFFER |
| 28 | Saab Club Info |
| 29 | Future Events |



Cover Photo by Richard Chenet



SHELLY BAXTER

SCNA **PRESIDENT'S LETTER**



Hello fellow SAABers!

It's a new year, and a great time to be a Saab enthusiast!

We are rolling as fast and furious as we can on making sure that the convention this year is one for the books! So far we have sold out of 3 room blocks, and are well on our way to buying out the entire hotel! Registration is now open, and you can see the event schedule far enough in advance to make your plans to attend, and know what you are going to be doing. Visit the Statue of Liberty? Check. Race at a historic family-owned racetrack in the Poconos? Check. Learn how to rebuild a carburetor? Check. Saab movies on the

big screen? Check. Dunk tank for charity? Check. Hanging with your Saab family? Double check. Plus, parts. Lots and lots of parts.

Did I say parts? From Saab Original parts to local Saab manufacturers who work hard to keep our cars on the road. Have a question or something that needs to be made? Looking for New Old Stock (NOS) parts? Someone cleaning out their stash of Saab goodies? This is the event of a lifetime, a PART-tay! If you will. From round-table conversations with the parts suppliers to talking with the local manufacturers, to vendor row in the parking lot, and PARTies at night featuring all things Saab on the big screen, this is one convention you don't want to miss.

I've been buying parts to work on my new project, a white 2000 9-5 Aero manual with a sloppy shifter. I spent a Saturday evening installing a GenuineSaab short shifter in my car. I had a little supervision from my partner, and from our puppy dogs. It makes a world of difference in the driving experience in my car.

The other world of difference? Seeing all of you in person. Besides our Local Club Events, I cherish every second of SOC and look forward to seeing all of you and meeting all the new members of our great community.

As always, keep on SAABin'!

Shelly Baxter

SCNA President

9s EDITOR'S LETTER



GREG ABBOTT

For all of the joy of the holiday season, there's some real negativity that comes with winter: less daylight, cold temperatures, snow and wind, and for some folks Seasonal Affective Disorder. We all miss the sun, warm breezes, and easy days of summer.

And so it is with Saabs. Winter brings many seasonal threats to our cars, particularly in the northern U.S.: potholes, ice chunks, road salt, and black ice, among others. Drivers who are merely mediocre in summer become dangerous and unpredictable in the winter. Late fall and early winter brings on the deer mating seasons, when ordinarily docile deer suddenly dart across busy highways following nature's call.



And so my winter began, with a deer hit in my Fusion Blue 2007 9-3 Aero Combi. Accidents always seem to happen just as you get your car properly sorted. In my case I had just put the winter tires on, done the rear brakes and replaced a slightly sticky right rear caliper (fixing a mild, almost imperceptible, pull to the right which had annoyed me for quite some time). I have a Vermont Stage O tune for the car, and it was the fastest, most exhilarating car I own. Winter tires and a tuned Saab make for fun times.

I was 110 miles from home when I hit the deer; and finally after all these years my AAA Platinum membership paid off, getting a tow back home. The car now sits as you see it in the picture, on my property. I'll wait until spring to deal with it; the car needs basically everything up front: hood, grille, bumper, right light assembly, intercooler, condenser, radiator, assorted air intake plumbing, and judging from the fluid leaking from the right front corner likely the power steering pump assembly. The rest of the car seems fine, I was able to drive onto to the shoulder and then onto the tow dolly, with no check engine light on.

I suppose that winter is just God's way of reminding us how good we have it in the summer; and deer hits are a reminder of why it's good to have more than one Saab.

Putting together this issue of 9s has been a nice break from my troubles, and I enjoyed reading about all the fun projects our contributors are working on. Here's wishing everyone a safe and happy winter; watch out for critters on the road and enjoy your Saabs!

Greg Abbott

9s Editor-In-Chief

BIRTH OF A MAGAZINE

THE HISTORY OF 9s - PART 1

BY TIM WINKER

UP FRONT



ISSUE NO. 1

MARCH, 1973

Editor's Note: Tim Winker, a former editor of NINES (as was the title back then) has graciously agreed to write up the history of 9s, through all its name and editorial changes. This is the first article of the series. The passage of time can be marked in part by the change from "SAAB" to "Saab", which officially happened in 1965 but it took some time to be embraced by the "SAAB" community. This article uses both versions based on how it was used in the original source material.

The history of the SCNA is the history of its publication, now known as 9s. The roots can be traced to the Chicago SAAB Club in the early 1970s. The Chicago SAAB Club Newsletter was edited and published by a graphic artist named Dick Grossman. The first issue is dated March 1971 and features a front end view of a new SAAB 99. While early issues concentrated on events in the Chicago region, the newsletter also shared tips on maintenance and repair by its members. Production of the newsletter was done in the Grossman apartment, with considerable assistance from Ruth Grossman. The newsletter was published 11 times a year, with no issue in December so the Grossmans could catch up on correspondence.

After a couple of years Grossman placed an ad in the classified section of *Road & Track* magazine, which offered a special lower advertising rate for marque clubs. The first issue that went national is believed to be #17, dated July 1974.

That issue also included a new logo for the **Compact Front Wheel Drive Club of America**. The early 1970s were a time when many manufacturers were turning to front wheel drive cars. SAAB, Citroen and a few other companies had already been building front wheel drive cars for decades, while General Motors added the Oldsmobile Toronado and Cadillac Eldorado as luxury FWD vehicles in the late 1960s. The Renault R5/LeCar, VW Rabbit, Subaru FF1, and Honda Civic are prime examples of overseas manufacturers embracing FWD. The tech articles now included assistance for other FWD cars in addition to SAAB.

From the Treasurer's Report in the August 1974 issue (#18): "We are pleased to report that our paid membership is growing rapidly in the past two weeks, 15 new members, and we now have more out-of-state Saab members than Chicago area owners. We are now working on a more intensive campaign to grow, which will contribute towards a better TECH-Tip newsletter and will aid Saab owners &

dealers all over the country! We will be able to reward our correspondents in the future. We are beginning to reprint our tech sheets and soon be able to offer a nice package of facts, emblems, parts source lists etc."

One month later: "Thanks to the great response to our ad in the Sept. *Road & Track*, 38 new members have joined, expanding our rolls to well over 140." And so it began.

Five years later, in July of 1979, the membership exceeded 2,700.

The newsletter consisted primarily of letters from the readers, offering tips on maintenance or alternative parts, questions on problems, recommended repair shops, local club events, and a classified ad section. Local club events usually appeared on the opening pages of the newsletter as Dick believed strong local clubs made the national publication stronger as well. "Consultants" and regular contributors included Bernie Berger, Rick Sanders, John Fog, Jack Ashcraft, Tuck Boys, Merle Young, and Ruth Grossman.

Dick became known for his opinion column, titled "5 Minutes of Hate". The primary targets of his vitriol were the domestic auto makers, particularly General Motors, and their accountants (bean counters) for cheapening their products. He also had harsh words for dealerships that favored profit over customer service, and poorly trained mechanics allowed to work on Saabs.

The front page header carried the logo of the *Chicago SAAB Club* and the *Compact Frontwheel Drive Club of America* through the September 1975 issue. Beginning with the October issue the Chicago logo was replaced with "The SAAB Club". The CFDA logo remained through September 1983.

A short paragraph at the bottom of page 10 in the August 1980 SCN reads: "While working on the 10th page I had another heart attack. Consequently, we will have to work at a slower rate than we have been. The mailing may be delayed. - Dick G."

That heart attack ended Dick Grossman's stewardship of the Saab Club Newsletter. The next issue appeared in October 1980, with Jeff Delahorne of Duluth, Minnesota, listed as Publisher. Letters from Grossman and Delahorne appeared on the first page explaining the transfer. Grossman transferred the newsletter to Delahorne without charge, and even helped pay postage until membership checks could be deposited in the new bank account. 🍷



To be continued . . .

RING-A-DING REVIVAL

BRINGING A TWO-STROKE BACK FROM THE DEAD

PART 2

BY BRIAN STAUSS



In the last issue I described how I started to restore a 1965 red 96, and left off at the point where I had gotten the reconditioned crankshaft back from Tom Donney. Almost everything other than the engine and transmission was bound up tight.

First up were the brakes - all four wheel cylinders were seized, the brake shoes were like concrete, the drums were rusty. The master cylinder had seized up. The brake line connections were all crusty but to my surprise I was able to break them loose with some Kroil and patience. I was able to pull the drums thanks to a fellow Saaber in Arizona who loaned me a Saab drum puller. I cleaned the drums up as best I could with a wire brush mounted in a drill. I installed new brake cylinders and shoes from Skandix. The master cylinder was a mess I couldn't tackle, so I had it professionally rebuilt. It wasn't cheap, but I wasn't going to compromise on brakes.

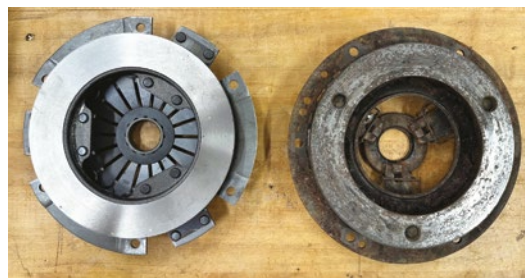


The clutch master and slave were seized, and the hydraulic line was corroded beyond saving. A new slave was easily obtained from Skandix. The master took a little digging but I finally found one at Old Phartz Partz, a vintage British car parts supplier. It is not a direct replacement but can be adapted to a 96 with a simple swap of the yoke.

The hydraulic line was a different story: I was unable to fabricate one as it was advised to not use compression fittings and copper tubing. However I learned the Saab Club of Sweden sells new hydraulic clutch lines on their parts site, so I joined the Club to order them. (If you are not a member of SCS, just join. They have things you want like the leather straps to hold down your 96 hood. Plus you get a cool, high quality magazine every quarter that you can't read because it's in Swedish. Worth it for the pictures.)

The new hydraulic line was a challenge to install. The old line has 3/8-24 threads on both male ends. The new line did not. The new line fit perfectly on the slave so who cares what the thread size is. But, the new line did not screw into the new master. Nothing in the Home Depot bins worked. I did more internet research and found modern brake lines use something called Army-Navy fittings, or AN for short. Several trial and error Amazon orders later, I learn the master has an AN4 fitting and the line is an AN3. Also, the line attached to the side of the old master and on the top on the new master. So, an AN4 to AN3 adapter and an AN3 90 degree fitting finally got the line attached.

The rest of the clutch components were pretty easy. A



local machine shop resurfaced the flywheel. The pressure plate and the throwout bearing are straight up VW Transporter parts. The clutch disk is a remanufactured part from Peter Carson. Peter also came through with a rebuilt water pump replacement, to replace my seized original.

The HVAC fan motor was DOA due to a broken wire on the brushes. A local Saab enthusiast saw my Facebook post for help and said he had “a few” Saab parts in his garage and had a fan motor. Well, he didn’t have one – he had five! He told me to take them home, test them, keep the one I wanted and return the rest. Also, he has a garage full of C900 parts – contact me if you’re interested.

The heater core and radiator I have yet to get pressure tested. My local shop can fix any leaks.

These 96s have a unique air filter. While you can buy one anywhere with the proper dimensions they do not have the little lip at the top to seal the filter into the canister. The only source I have found for the true, proper filter is Skandix. Luckily they’re cheap – \$15.

The wiring was a real mess, with wires hanging everywhere under the dash and hood. I bought a color coded wiring diagram on eBay for \$15 that’s been a life saver as I work through the wiring issues.

The fuel level indicator was missing completely. I ordered a new one from the Saab Club of Sweden. After spending \$100 on that, my local enthusiast friend produced one along with the fan motors. And it tested good. The fuel pump had a dry rotted diaphragm. I obtained a NOS replacement from an enthusiast on the Saab 96 Facebook page.

The distributor rotated but was stiff. It was good to go, though, after I disassembled it and rebuilt it as best I could, using gunk cleaner and some new lube. However, a new vacuum advance is about impossible to find, so I bought a whole distributor from a Facebook enthusiast to get the advance. I may go Pertronix at some point but I’m a purist for originality. The points and condenser are readily available from your local parts house. Just pay attention to which side of the points the wire comes off. The wire is rather short and you need the wire on the side of the points closest to the connection notch on the distributor housing. Spark plugs were obtained from the local Advance Auto distribution center. The clerk said he had four in stock, that they’d been on the shelf for eons, and when they were

gone there would be no more stocked. I happily solved his inventory issue.

The generator was completely missing, but again a Facebook Saab enthusiast came through. My local shop bench tested the generator and starter for free.

Gasket sets are readily available. Quite a few people are making and selling them. I bought mine from Peter Carson.

The transmission appears to be in good shape. It rotates and the wheels turn in all gears. The old fluid came out clean and I replaced it with Redline MTF.

Did I mention the car came with a spare engine? The extra was an LD with a GT crankshaft. It turns over and has compression. My plan was to use it, but the pistons are scuffed and cylinders could use a hone. The original engine was in much better shape, so I’m going with it as the goal is to get it running and driving to enjoy. Plus, I like the weird and unusual stuff about cars. Pouring a quart of oil in the gas tank at the gas station definitely fits that. I do have an under hood oil tank for the LD if I ever rebuild the LD. Or, there might be an LD/GT engine for sale at SOC42...



The engine is still disassembled with baggies of labeled parts everywhere. It is ready to go back together. When that happens, I will submit a final chapter on how assembly went and first driving experience.

My total parts cost to date is about \$1,175, and \$550 out of that total was spent at Skandix for brake cylinders, shoes, the slave cylinder, and air filter, and wheel bearing grease seals (including shipping).

The Saab community has been awesome! Thanks to Tom Donney, Peter Carson, the guy in AZ that loaned me his drum puller, and the many people in the Facebook groups offering up advice and parts. 🍷



SAABS ON DISPLAY

IN DENVER

BY JERRY DANNER

For the last 15 years our **Rocky Mountain Saab Club of Colorado** has been participating in two top-notch car shows in the Denver area. These are the Colorado Concours' d Elegance and Exotic Sports Car Show held at Arapahoe Community College in Littleton and the Scandinavian Mid-Summer Festival held in beautiful Golden (previously Estes Park). We always present our cars in chronological order from oldest to newest, and average 25 to 35 Saabs each show.

Last year at the **Exotic Sports Car Show**, Christof Kheim, Executive Director of the Forney Museum of Transportation in Denver, approached our club's president, Jim Beetham, with an invitation to show our cars at the museum. Christof asked for a three-month commitment to loan the Forney Museum our Saabs for their rotating display from October 31, 2024, to February 3, 2025.

Jim Beetham asked me to organize this special show and reach out to Rocky Mountain Saab Club members who

might want to participate. Our club has a remarkable collection of show cars and daily drivers covering a diversity of years and models. Christof presented us with a list of what Saabs he was looking for. He wanted one model from every year across the board as far as possible.

Our club members responded with enthusiasm. We ultimately gathered 25 Saabs including a 1988 c900T belonging to Christof himself. The underlining benefit is we get an empty garage space for three months. I personally placed five cars in the show which means I have five empty stalls! Several other RMSC members placed multiple cars as well.

To help fulfill Christof's request, three rare cars in the show are on loan from the Saab Heritage Museum in Sturgis, SD. A 1950 92 Serial #218, the 218th production car built since SAAB became a manufacturer of automobiles, a beautiful replica of a 1956 Sonett I (number seven), and a 1962 95 Right-Hand Drive Panel Delivery. Jim Beetham, Christof

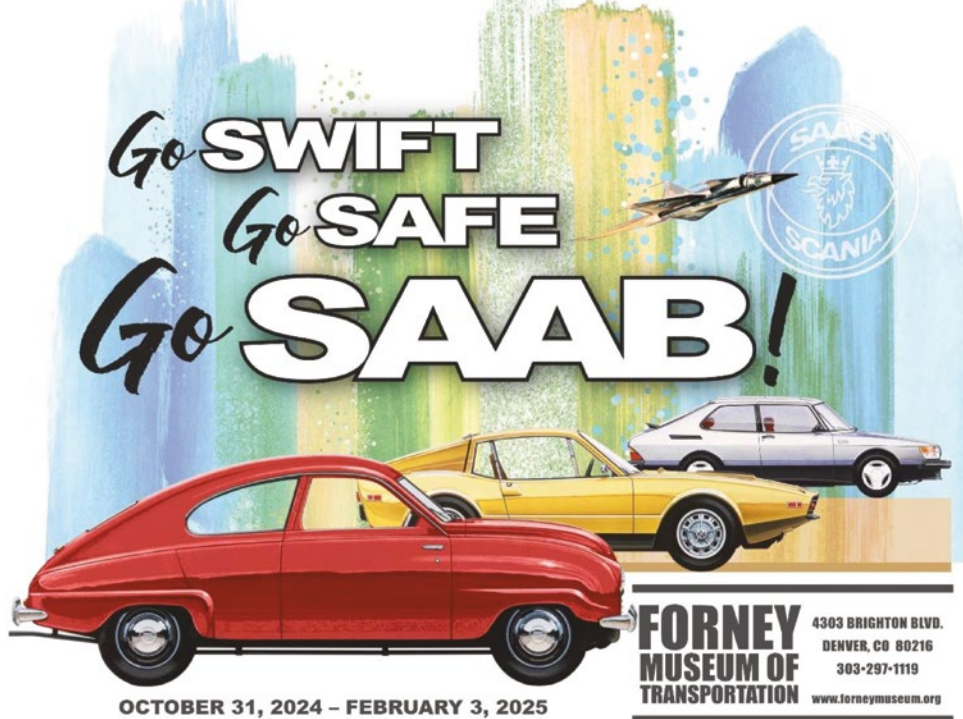
and I took separate enclosed trailers to Sturgis, returning with the three cars. Thanks, Tom & Patti Donney!

The Forney Museum of Transportation is a one-of-a-kind collection of over 500 exhibits relating to historical transportation. It began 67 years ago with a single 1921 Kissel, but soon expanded to include vehicles of all kinds. Today it includes not just vehicles, but also buggies, motorcycles, steam locomotives, aircraft, carriages, rail equipment, fire apparatus, public transportation, sleighs, bicycles, toys and diecast models, vintage apparel and much, much more!

The highlights of Forney's collection include the Union Pacific 'Big Boy' Steam Locomotive #4005, Amelia Earhart's 1923 Kissel 'Gold Bug', a Forney Locomotive, a Colorado & Southern Caboose, a 1923 Hispano-Suiza, a collection of Indian Motorcycles dating from 1913 to 1953, a Denver & Rio Grande Dining Car, a Stutz Fire Engine, an 1888 Denver Cable Car, a 1923 Case Steam Tractor, an 1817 Draisine Bicycle, a 500 Piece Matchbox Collection, and more!

Christof, the Executive Director, Assistant Museum Director Dan Hayes and the entire staff of the Forney Museum of Transportation are excited for this special Saab showing.

It is a rare honor for Saabs to be the subject of an exclusive museum display. I know of only one other long-term show in the United States that displayed Saabs exclusively,



which was held at the renowned Simone Foundation Automotive Museum in Philadelphia, Pennsylvania for six weeks in May 2015, where Bill Jacobson of Sports Car Service in Wilmington, Delaware, showed his collection of over twenty Saabs. Google "Saab Spirit Lives On" to see the Saabs in that show.

Plan your time to come see the Saab Display and enjoy the Museum.

Forney Museum

4303 Brighton Blvd., Denver, Colorado 80216

forneymuseum.org or (303) 297-1119

You can also view a walking tour of the twenty-five Saabs on display on the Rocky Mountain Saab Club of Colorado Facebook page. 🇸🇪





SOC42:

BEHIND THE SCENES

BY SHELLY BAXTER, SCNA PRESIDENT

Hello Saabers, here's a peek behind the curtain on SOC42 along with some insider info.

As President of SCNA, I'm personally inviting all of you to the next Saab Owners Convention in Parsippany, New Jersey, July 16 to 20, 2025. Whether you are a die-hard attendee or you have never been to an SOC, this will be our best convention yet. Seven months out and we are already selling out of room blocks and on course for one of the bigger SOC's ever. And much of this is because of you. Thank you.

As I head into the second year of my tenure as SCNA President we have asked for member feedback – and you delivered. My job is to steward the most unique and friendly car club (SCNA – that's us) on the planet, and that only happens with you all coming along. The Board and I take our duty and curatorship seriously. We are here to serve the North American Saab Community. That means not just listening, but acting, changing and evolving. So before I dive into some SOC42 details: we've dedicated ourselves to committing to a date and venue as early as we can. We also heard you want more time to plan - so we opened room blocks as early as possible. "Please open publish the schedule and open event registration, give us an easy/economical option to attend, yet still give us individual choices". We're on it.

As I write this we have already announced SOC42 and opened up the Hotel Registration. And after I finish writing this, myself and the board will be back at work on Schedule and Event Registration. Our goal is by the time you get this – everything will be ready for folks to plan and book their entire SOC42 experience. With plenty of time to spare.

I want to share my personal goals regarding SCNA. As our beloved Saab marque matures as an orphan there are many concerns. Yes, the cars are aging. But so are we as a club. SOC has been our bedrock but the purpose of the club is pivoting to being a guiding force in keeping cars on the road,



fostering local communities and providing the tools like WIS. So we are actively pivoting the club and SOC itself. And I am super excited to talk about SOC, but specifically SOC42. So here goes.

Where are all the SAABs? **At the Saab Owners Convention.**

SOC is the largest dedicated, annual Saab gathering in North America. There are a myriad of activities for a Saab enthusiast to enjoy, such as: Saabs on display on the Showfield, People's Choice Awards, Concours d'Saab, Parts Swap, Vendors Row, Technical Seminars and dinners with Sponsors, Clubs and the whole Saab Community, Track Day and Local Drives. SOC also has unbelievably welcoming Saab people, purists and modders alike.

The convention is held annually in a different location so everyone, regardless of location, will have a chance to attend one.

Stay overnight in the hotel, head home locally. Bring your family, stay up late on the Showfield, complain about the mods or make fun of the purists or both.

Debate the sacred debates in person (Saab/GM, what kind of trans fluid, flat nose/slant nose, 2-Stroke).

Walk into a world where all it takes is an interest in a quirky Swedish car marque to make lifelong friends. Where everyone shares the DNA of looking back twice at their Saab, or someone else's.

What are we bringing back? What's different about SOC42?

You already know about the theme being PARTS. Behind that is our mission to keep this community and our cars on the road. SOC42 is located in New Jersey for a reason: Saab Original is there. So in both celebrating Saab Original and making them drag some big-ol' parts trucks to SOC42, we also wanted to focus on other aspects of parts. **So, thanks in part to our Saab Original friends, we're bringing back the parts tent for SOC42.**

We used to invite our vendors, new and old to put up a booth or a tent or even just a blanket to show their wares. We are doing that again next summer.

continued



We pick these venues carefully. We are not a huge group so finding a hotel that can house us, AND have the amenities we want without breaking the bank is like threading a needle. So gloves off this year – we want to sell the entire hotel out. Just us.

No sharing. No other cars in the lot. Everyone you see is a Saab person. We are going to focus on our Showfield activities. We're bringing in some real fun. Movies. Popcorn. Dunk Tank. Turbo Party. And a field trip to the Statue of Liberty!! (where you DON'T have to drive)

(Fair warning: the first person to ask for "Drive My Car" to be the outdoor movie has to watch it non-stop in their room. With no subtitles.)

My ask of you as members? Keep the feedback coming. By the time you read this we will have passed through the holidays. We've never appealed to you before to spread the word on membership or SOC. Giving the gift of membership or simply spreading the word about the Club or the convention is the best thing you can do to help our community and keep it thriving. Tell the techs at your local shop, tell your hermit Saab friends without social media, tell the next person who compliments your car, tell the local news (not kidding - and if you know car journalists, tell them too!!).

If you've never volunteered or helped out at SOC – please do. It is a great way of getting to know folks and being brought a bit behind the scenes. But volunteering mostly brings new lifelong friends and maybe some free Aquavit (these two things may or may not be related).

I love each and every one of you and am looking forward to seeing you all in New Jersey for SOC42!

**Get ready to rename Parsippany to
PARTSippany in July!**





Located in Parker, Colorado
oemsaabandsubaru.com



SAABS ONLINE

SaabClub.com



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 v2.saabwisonline.com



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SCNA on
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Anthony Lea



Gerald L Danner
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of **Saab** Alive...
Ensuring Its Future

Benefitting the Saab Heritage Museum



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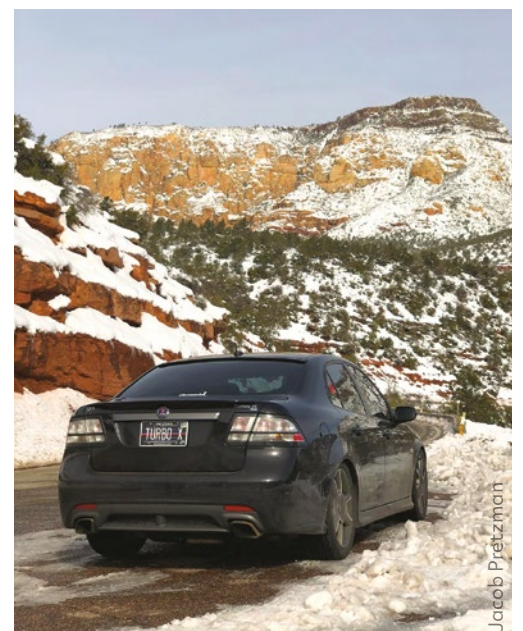
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LET IT SNOW...





LET IT SAAB!



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SAAB CLUB OF NORTH AMERICA CALL FOR NOMINATIONS

Now is the opportunity for YOU to make a difference in our amazing community of Saab enthusiasts!

Beginning January 1, 2025, SCNA Club members in good standing may nominate any current member, including themselves, for a Board position using the nomination form available for download or printing at saabclub.com/nominate. Nominations should be emailed to christopher.stearns@saabclub.com or

mailed to the address below and must be received **no later than March 1, 2025**.

Voting will be either by mail or in person. In-person voting will be held during the SCNA Annual Meeting at the Saab Owners Convention (SOC) on Friday, July 18, 2024 in Parsippany, NJ. Voting at SOC will be by secret ballot distributed to all members in attendance.

If you are not attending SOC and wish to vote by mail, you may do so using the ballot which will be mailed or emailed to you and which you must return to the address below no later than July 7, 2025.

All SCNA members in good standing are eligible to vote.

Christopher Stearns, SCNA Parliamentarian
123 Lombard Street, Philadelphia, PA 19147



HERCULINER FOR A 99 TURBO

BY EHREN WEBBER

Many of you are familiar with the Sunset Orange 99 Turbo which my father, John Webber, built in 2003 with a 16-valve turbo and a 5-speed from a c900, along with SPG panels, a whale tail, and Super Aero exposed lug wheels from a 9000. My father passed suddenly in 2020, and since I share his passion for Saabs, I continue to improve on this amazing car. Currently the car has a T5 conversion, and I just recently finished the project of redoing the undercoating.

The 99 Turbo started life as a barn find that was left for dead - it broke down for a student at Millersville University in Pennsylvania. My dad spotted the distinctive 99 headlights while he was out for a drive in his 86 SPG, and he stopped to talk to the then-owner. The owner asked him if he wanted it, my father asked "yes, but how much?" The answer was free! My father was an artist and did many posters for SOC and Saabs@Carlisle for many years, so being an artist he drew up a rendering of the car Chip Foote style. As built, the 99 Turbo is a spitting image of his original drawing.

Redoing the undercoating became necessary since the old undercoating from 1978 was failing. I went with Herculiner as a replacement because it is extremely strong and bonds to pretty much everything. I did a lot of research and determined that for DIY applications it is the most resistant to brake fluids and oils. It's also very chip proof as a video I watched showed them shooting it with a BB gun. It's a perfect solution for stones kicked up by a tire.

This is not an easy job if the car is not in the process of a full (frame off) restoration. That being said it's doable because I did it while keeping the Sunset Orange paint still nice and show ready. The tools you need are very high jack stands, an oscillating tool with a putty knife scrapper attachment, wire wheels, and a needle scaler (a tool with metal fingers that vibrate when powered by an air compressor). And of course Goo Gone solvent spray.

Prep work is definitely the hardest part of this job. If you are fully restoring a car an option would be to have someone sand blast all the old undercoating off.



For the 99 Turbo prep work went like this:

1. **Use a scraper/oscillating tool to scrape off as much undercoating as you can get off.**
2. **Apply Goo Gone to the old undercoating then wipe off with rags.**
3. **Wire wheel any spots that are still hanging on and then do a second round of Goo Gone.**
4. **Use a needle scaler to chip off undercoating in tight or hard to reach areas.**
5. **Sand everything with 80 grit sandpaper**
6. **Wipe everything with Xylene**
7. **Spray, roll or brush on the new bedliner.**
I sprayed mine on with the Herculiner Pro kit.

Applying Herculiner is a job for you and a few great friends. It's messy and a team effort but can be accomplished in a few hours. The Herculiner website is extremely good at explaining how to apply along with prep the surface. They also answer questions daily from other DIYers

Most of the changes I made during the process were when removing the old undercoating. It was a learning curve of what worked and what didn't. When applying it the

biggest problem was the material is so thick it would clog the supplied spray gun. I found the material needed to be mixed way longer then they say to.

If you want to tackle this job, it's hard but the pictures show how rewarding it will be. Herculiner is very good at preventing rust. Normal undercoating gets a bad rap because it can fail, let moisture in and then rust will form under it without you even knowing. That is why I started this process in the first place. I found that under what looked to be perfect undercoating there was rust on a car that has not seen salt in 24 years and was originally from Texas.

There are many different solutions for undercoating but I believe this is the best - I feel bad for the guy in 200 years that wants to remove what I did! Also this process is a great time to apply new seam sealer to all the seams. The new material will cover them up and you will never know they are even there. 🍷




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AN OLD MAN AND HIS SAAB

PART 2

BY BOB RUDER



In the last issue, **9s** afforded me the opportunity to share with readers my quest for and purchase of a long sought after Saab 900 hatchback. The narrative described some of what was involved in capturing the elusive Swedish jewel. The photos showed the c900 in the condition when I first got it.

Now for the rest of the story. The car limped into the repair shop's storage yard where it sat for a few months as a strategy for renewal was devised. The veteran Saab mechanic addressed the components in the systems that were in need of attention. The c900 realized a renewed state of mechanical operation. What I did not know as a sight-unseen buyer was the inclusion of the passive restraint seat belt system which had no standing with gurus in the c900 community. Changing to standard operational seatbelts was a time consuming challenge but one the technician addressed.

Another issue was the restoration of the front leather seats whose seams had split and whose padding was non-existent. This renewal should have been an easy task but the first run at getting the seats back to pristine condition was not satisfactory. An extended return visit to the upholstery shop yielded a finished product that was acceptable. This glitch threw the renewal time line off by a few months. Once done, the seats were placed atop the renewed carpet and the cabin was looking good.

The mechanic was not content with keeping the passive belt headliner. A recovered replacement headliner almost wrapped up the interior renewal. The dash cover will remain in place for the time being. The a/c will be modernized and the stock radio will serve the needs of this old man.

The accompanying photos capture the car in its new glory. Thanks to a skillful and patient mechanic in the midst of Amish country, the steady and faithful support of fellow Saabists and the inextinguishable love of my wife, my c900 is now safely living in our garage!

What I've learned from this adventure:

- Saabs are quirky cars but well loved. If you've lusted after one your whole life, go for it and buy the one you love!
- Expect that the renewal either done by you or a qualified mechanic will have a few very deep potholes in the road to renewal.
- Know that the Saab community will have your back as you go through the gyrations of finding and restoring or refreshing your dream car.
- Saab owners are hoarders not knowing when a doohickey might fail. No Saab fanatic needs 10 of anything! It's okay to grovel for a Saab part.
- Maintain a sense of humor and be optimistic knowing that in time and with patience your cherished Saab will be on the road again.
- Don't be discouraged by the enormity of the project. Keep in mind the infrequently used adage that asks and answers this Saab question: How do you eat a Saab? One bite at a time!
- Don't overlook the junk. If a Saab has good bones, meaning a rust free frame and body, it can be brought back to the world of the living.
- Offer sellers fair prices for their forlorn Saab. Low balling is insulting to the seller and the car.
- Don't lose track of the Saab Fun Factor (SFF) which means that once running and roadworthy, you and your Saab will have lots of adventures waiting to be had!

Until next time, **Keep on Saabing!** 🇸🇪



FUN IN THE SUN

BY JACOB PRETZMAN



The Saab Club of Arizona held its annual meet and greet on November 9, 2024, hosted by IMM Auto Service, the preferred Saab specialty shop in the Phoenix metro area. IMM is a family owned shop that has operated in Tempe, Arizona for more than 40 years, and is run by Saab enthusiasts. IMM even had a few Saabs in for repair at the time of the meet, including a silver 9-5 Aero wagon getting a rebuilt motor with Wossner pistons.

The event ran from 10AM-3PM on a Saturday. Weather was perfect - a high of about 70 and sunny. The lot filled up quickly, people wanted to make sure their car was going to be seen. Over 60 cars were in attendance: every model, except for two strokes and V4 classics, was represented (including a 9-4X!).

Attendees for SCAZ's annual meet are mostly from the Phoenix metro area, but also includes individuals from Tucson, Flagstaff, Prescott, Sedona, and all corners of the state. Enthusiasts also came from as far away as California, South Dakota, and Vermont. Attendees ran the gamut from younger individuals who have bought a Saab as a cheap first quirky car, to older owners who have had Saabs since before the GM days.

This diversity among owners and cars in attendance makes the People's Choice awards particularly interesting. This year a trio of old Saabs swept the awards. Third place went to Ryan Walters, who drove his burgundy 99 EMS two hours from Tucson. Second place was awarded to Tyler Brinkman's C900 SIS convertible, which is one of the countless 900s that he and his family own in the Prescott area. First place went to a newcomer, Sean Preston, who had never attended a SCAZ event before. He brought his beautifully preserved C900 convertible, which has only been driven about 4,000 miles in his 10 years of ownership. Sean had heard about the meet through an Auto Autopsy YouTube video.

SCAZ also distributed Saab Club of North America stickers (provided by SCNA) and business cards which were generously printed/created by Craig Beau. The intent of the stickers is clear - put them on your car, laptop, water bottle, etc. to show your pride in the club. The business cards, however, are arguably more crucial. These are used as an advertising tool/resource to Saabs we see "in the wild." A business card can be placed on a wild Saab's window to let the owner know that a local club and support



for their car still exists! If they flip the card over, they'll find a discount coupon to have work done at IMM, further bolstering the fact that there are not only enthusiasts, but living, breathing, operating shops that help keep our cars on the road as well. For the first time, SCAZ t-shirts were available for purchase as well.

If you're in the southwest USA, particularly Arizona, and are reading this, we recommend you join our wonderful Facebook page, Saab Club of Arizona, and/or give us a follow on Instagram under **@saabclubaz**. We often have cruises and other small events throughout the year, and are always welcoming of new Saabs. The Club is also an excellent resource for parts, troubleshooting, Tech2 help, tuning, and more. If you'd like to see video footage of the event and more details, head over to the Auto Autopsy or Saabs of America YouTube channel.

Special thanks to the fine folks at

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Happy Saabing! 🍷

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New York State of Mind

Cortland Fall Gathering

BY ED LORENZ

Lisa and Nate Warner hosted their first Saab gathering at their house and grounds, in Cortland, New York, on a colorful autumn Saturday, October 5th. They wanted to try this first event in a small way, to get their “feet wet”, and to figure out what they were doing, to make it a first-class day for everyone. They were very successful! The weather in the Northeast USA had been delightfully warm and dry, especially over the weekends, for the latter part of our 2024 driving season, and we were fortunate the good weather held for this lovely event.

The day started a dash on the cool side, to no fault of Lisa and Nate, but this is October here in central New York. Wife Cameron and I motored our 75 miles from Oneonta to Cortland, with our '73 99. We got there just past the opening bell, and were met by about a dozen other Saabs, although Lisa and Nate do own 6 of those. They contributed their three very nice 900's, a couple of very nice 9-3's, and a very nice 96. They have very nice cars, which is only fitting as they also have very nice grounds for hosting all of us. In total, they must have ended up with about 18 cars parked along the edge of Pond #1.

Nate's ample garage serviced as our dining room, with more than enough to eat, including Lisa making a pizza run, with her 2010 9-3. I would expect my pizza to be stylishly and Swedishly delivered in no other way. After lunch, Nate took us on a very short driving expedition up to another field, containing the even larger Pond #2. On the shores of Pond #2, many photo ops were taken, with great views in every direction.



Again, this was purposely kept to be a small gathering, and of the 18 or so Saabs, they contributed about 30 people. That was a small enough group, although I did miss out on connecting with a few people that I wanted to say hello to. My mistake, although speaking for myself, there was way too much fun to be had, as I am sure everyone else seemed to be experiencing also. With the success of this event, hopefully this may become a yearly event for the Fall Saab calendar. Cameron and I had a great time, and everyone else seemed to also. As always, it was great to see everyone, so on behalf of Lisa and Nate, thank you for being there. And especially a THANK YOU to Lisa and Nate, for their organizing this day, and their hospitality! We all look forward to another get together, featuring your near perfect weather! 🍷





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SCNA Swag

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

saabclub.com/shop



FROM CENTRAL PA TO STURGIS AND BACK

THE SEQUEL

BY LYNN SHAFFER

Six months ago I wrote about our round-trip from Central Pennsylvania to Sturgis, South Dakota, to detail Saabs at the Saab Heritage Museum (in 9s issue #378). We decided to do it again! Some people think we lost our minds. They might be right. But they are not SAAB people. Having a GREAT time with GREAT people with SAABs. What's crazy about that?

Let's start at the beginning. Michael Lilley couldn't make it this year so Rich Spina and I left for Sturgis. We wanted to avoid Chicago this year so we headed west on I-70. First stop for the night was in Columbus, Ohio. Uneventful drive. Just normal traffic and the sun in our eyes. Next day we continued west to Indianapolis where we headed northwest towards I-90. Thru Illinois and Iowa. That should be called the corn road. Mile after mile – hour after hour of corn fields. It felt like we were in a corn field for the whole day. You don't have any idea how much CORN this country produces until you drive thru the Midwest. The next stop was Sioux Falls, South Dakota, for our second night. In the morning it was I-90 west to The Museum. Didn't stop at Wall Drug this year. Got to Sturgis early Saturday afternoon.

We said hello to Tom and company. Tom had an idea of what cars he wanted detailed so we picked two to start with. The first one was a red 1999 9-5 SE 2.3L 4cyl turbo. The second car was 'Sadie'. Larry Williams' red and white 1962 96 two stroke. The plan was the same as last year. Museum quality detailing – clean and detail the wheels and wheel wells, the engine room, the interior and exterior.

We unloaded our gear and got to work. We had great weather again this year so we were able to do the wet work outside. Wheels, wheel wells, and engine room are cleaned



using degreasers, assorted brushes, rags and water. Blow them dry with compressed air. Moved both cars inside and called it a day. That evening the three of us had a great dinner at Sturgis Brewing.

On Sunday we vacuumed and cleaned the interiors and applied appropriate dressings and protectorants. Also tire and engine room dressing. Just tried to make the engine room and interior look as good as possible. We machine buffed the exterior paint, waxed, and cleaned the glass. Finished them up Monday morning. Sadie turned a brighter red and a whiter white. The red 9-5 just glistened in the sunlight. There is something about red and black in sunlight that is really special!

Sunday night the three of us had dinner at the Kickstand Bar & Grill. Live music, dancing, and good food. Great recommendation from Tom. Tom knew half the people in the place.

On Monday the next two cars up were a brown 1977 99 5 door 2.0L 4cyl donated by Jon King of Connecticut and a red 1962 94 Super Sonett replica 3cyl 2 stroke 750cc (right hand drive). You have to go to the museum to see and hear the story of this unique car. It involves Eric Carlsson. We did the outside wet work on both cars as we did on the red 9-5 and Sadie.

The brown 99 looked pretty rough. I definitely got the feeling Tom was challenging us on this one. It was the saddest looking car in the row of 99s. The interior was worn

continued

FROM CENTRAL PA TO STURGIS AND BACK CONTINUED



and suffering from sun damage. The paint felt like sandpaper. Rich did his magic on the interior and engine room and made it look a lot better. I did three buffer passes using various products plus a coat of wax on the paint. It now stands out in the row of 99s at the museum. I think the cars beside it are on the list for the next trip.

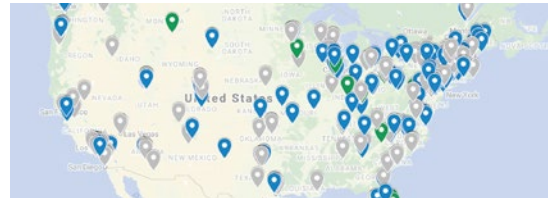
The 1962 Super Sonett has a fiberglass body. Rich brought it up to a beautiful finish. Between the wheel wells is a strip of louvered aluminum. That took forever to polish. Small car and a lot of work.

On Monday evening Tom got his yellow Jeep out. We rode the dirt trails into the Black Hills. Saw a few deer and an eagle. Just had a great time. Fired up the grill when we got back. Brats, Iowa style corn, and beer.

We finished the 99 and Sonett Wednesday morning, said goodbye to all and headed home. Again the trip east was just as boring as the trip west (unless you are really, really into corn and cornfields). Spent Wednesday night in Fort Dodge, Iowa, and Thursday night in Wheeling, West Virginia. No we didn't get to the Spam Museum in Austin, Minnesota nor The Jolly Green Giant in Green Earth. Maybe on our 2025 trip. 🍷



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FUTURE EVENTS

Central Penn Saab Club : Holiday Dinner

Saturday, January 18, 2025

Located TBA. Check website for details.

CentralPennSaabClub.com

Eurofest St. Augustine

Saturday, January 18, 2025

Classic Car Museum, St. Augustine, FL

Hosted by Southeast Euro Motorsports & Sunshine State Saab Group

SouthEastEuroMotorsports.com/SouthEastEurofestStAugustine

Eurofest Raleigh

Saturday, February 23, 2025

North Carolina Fairgrounds, Raleigh, NC

Hosted by Southeast Euro Motorsports & North Carolina Saab Club

SouthEastEuroMotorsports.com/southeast-eurofest-raleigh

Midwest Saab Muster at the Intermarque Spring Kick-Off

Saturday, May 17, 2025

(an outdoor car show in downtown Osseo, MN)

Intermarque is an annual event for foreign car clubs in the upper Midwest; Saab is the featured marque for 2025, and the Minnesota Saab Club is organizing as many Saabs as can attend.

intermarque.org/index.php/spring-kick-off

Saabs@Carlisle 2025

c/o Central Penn Saab Club

Friday & Saturday, May 16 & 17, 2025

Carlisle Fairgrounds, 1000 Bryn Mawr Road, Carlisle PA

CentralPennSaabClub.com

Endless Mountain Vintage Saab Jamboree

Friday & Saturday, June 6-7, 2025

58 Snedeker Rd., Clifford, PA

West Michigan SAAB Owners Group 2nd Annual Show

Saturday, June 14, 2025 from 8am to 3pm

Gilmore Auto Museum, 6865 W Hickory Rd, Hickory Corners, MI

42nd Saab Owners Convention - SOC42

Wednesday - Sunday, July 16-20, 2025

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