

THE SAAB CLUB
OF NORTH AMERICA

9s

APR - JUN 2025
ISSUE 381



Say YES to Pocono

Saabs in Jeopardy!

It Takes a Village



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("SCNA")

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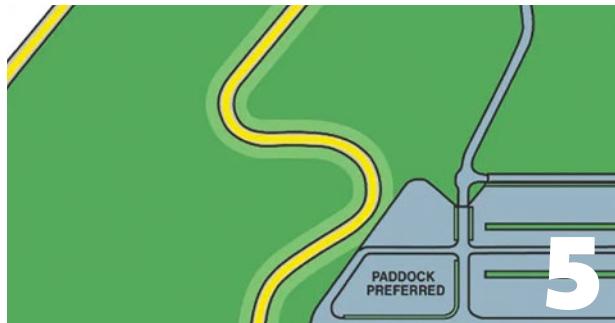
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**Cover Photo by
Ami Reist Jachimski**



SHELLY BAXTER

SCNA PRESIDENT'S LETTER

Hello Fellow SAAbers!

When this edition of 9s hits your mailbox, we will be in the last stages of preparing for SOC42! Hopefully by now you have made your plans to attend, hotel reservations are made, and registration has been completed to be at one of the biggest Saab events of the year! Don't forget that we are celebrating all things parts! With this in mind, there is some space for you to dust off those hidden collections and bring them to SOC42!

Have you decided on what Saab you are going to bring? I know that I have not. Nick and I are hoping to make it to Carlisle this year with the red Viggen and come home with our 99 that has been stored at Sports Car Service for the last year and a half. That means having the Viggen ready for the show and race track by May! Speaking of the 99...

The 70s were a memorable decade, and for our favorite brand, it was a time of new inventions that would lead us into the iconic era of the 80s. One innovation that comes to mind is the production of the 1978 Turbo on the assembly line. The story on how Saab got involved with Turbos is a good one, and the cliff notes version is this: Saab's engine was designed to allow maximum boost pressure in a mid-range engine. A lot of work with Garret, and a "can-do" attitude helped make the dream a reality. Have you experienced the "whoosh" of your turbo as it spools up, ready to take your speed higher with good gas economy? Thank a Saab engineer, with the can-do attitude that made our brand so unique and keeps new people joining our community on a regular basis.

Our community is growing, and with that growth comes a lot of questions about why we do things the way that we do them. I promise there is a method to our madness. We are working on putting a "Behind the Scenes" article together to try to address some of these questions, and the first one is available in this issue. Let me know what you think!

As always,

Keep on SAABin!

Shelly Baxter
SCNA President



9s EDITOR'S LETTER



GREG ABBOTT

Hello fellow SCNA members!

First up is a house-keeping note – you will have noticed by now that this issue has been delayed (by a couple of weeks I suspect). My apologies for the delay – we've had both personal and professional reasons for the delay. All of us at 9s, and indeed all of us at SCNA, are volunteers and occasionally our real lives get in the way of our Saab lives. We will be back on track for the next issue, which comes out just three weeks before the annual convention.

However, the short delay was serendipitous in this case, since we are able to include late-breaking developments. In this case, we spotted Saab's surprise appearance on the game show *Jeopardy!* on March 21, along with a surprise appearance by an early model 9000 Turbo hatchback in a recent Nissan Rogue television ad.

Saab has always punched above its weight class when it comes to cultural impact; and these TV appearances underscore the point. Saab Automobiles has been defunct for all intents and purposes for over 13 years (NEVS notwithstanding). Yet you still see Saabs used in TV and films (e.g., the movie "Drive My Car," or the sad destruction of an NG9-5 in the movie "Tenet"). One reason for this is simple economics – filmmakers don't have to negotiate a product placement fee or navigate permissions from the manufacturer in order to use a model from a dead car brand.

But the real reason for Saab's persistence on the silver screen is its image as a solid, upscale car. Saab's design is classic and elegant; it is simultaneously distinctive and familiar. Even a decade-plus out of production, Saab design easily fits into the contemporary world; the late model 9-3s and 9-5s in particular are fresh and attractive. (At gas stations bystanders often ask what year my NG9-5 Aero was made, and they are amazed when I tell them 2010). In contrast the other brands that died in the Great Recession (Saturn, Pontiac, Oldsmobile) are flamboyantly American cars from the 90s and 00s. That's fine if your movie or TV show is set in 2005 Peoria, but cuts against the grain in any other setting.

Maybe we should invite some TV and movie producers to SOC42, for some automotive auditions!



My 15-year-old NG9-5

Greg Abbott
9s Editor-In-Chief

SAY YES TO POCONO

TRACK DAY AT SOC 42

BY JAMIE ANDERSON



If you aren't sold by the idea of Track Day, well, hear me out. This one is special.

Young and old, OG SAABs to NG SAABs, for all of us Track Day tickles a raw nerve deep down in our SAAB souls. It means an opportunity to fuse the DNA of our cars with ourselves. Nothing is more fun or exhilarating.

Take it from SCNA Board Member and race car driver Tim Winker, "If you are Saab driving enthusiast, don't miss out on having your car on this historic track. It's a once-in-a-lifetime". And Tim will be there to make sure you know what you are doing!

Tricky SAABs on The Tricky Triangle:

Track Day for SOC 42 is being held at the historic Pocono Raceway. Pocono Raceway (also known as The Tricky Triangle for its 3 corners) is a superspeedway located in the Pocono Mountains in Long Pond, Pennsylvania. It is the site of three NASCAR national series races and an ARCA Menards Series event in July: a NASCAR Cup Series race with support events by the NASCAR Xfinity Series and NASCAR Craftsman Truck Series. From 1971 to 1989, and from 2013 to 2019, the track also hosted an Indy Car race, last sanctioned by the IndyCar Series.

Pocono is also used throughout the year by the Stock Car Experience, Bertil Roos Driving School, Sports Car Club of America (SCCA) as well as many other clubs and organizations.

Pocono Raceway has three separate infield sections of racetrack – the north course, east course and south course. Each of these infield sections use separate portions of the track or can be combined for longer and more technical course configurations. In total Pocono Raceway offers 22 different road course configurations ranging from .5 miles to 3.65 miles in length. During regular non-race weekends, multiple clubs or driving schools can use the track simultaneously by running on different infield sections. All of the infield sections can also be run in either clockwise or counter clockwise direction which doubles the 22 course configuration to 44 total course options.

The circuit is sometimes considered a tri-oval, but the turns are much more severe than those of a more typical tri-oval such as Daytona and other intermediate speedways. An additional complication is that the three turns are in no way the same, nor are any of the three straights identical in length. The banking of each turn is considerably less than on many other long superspeedways.

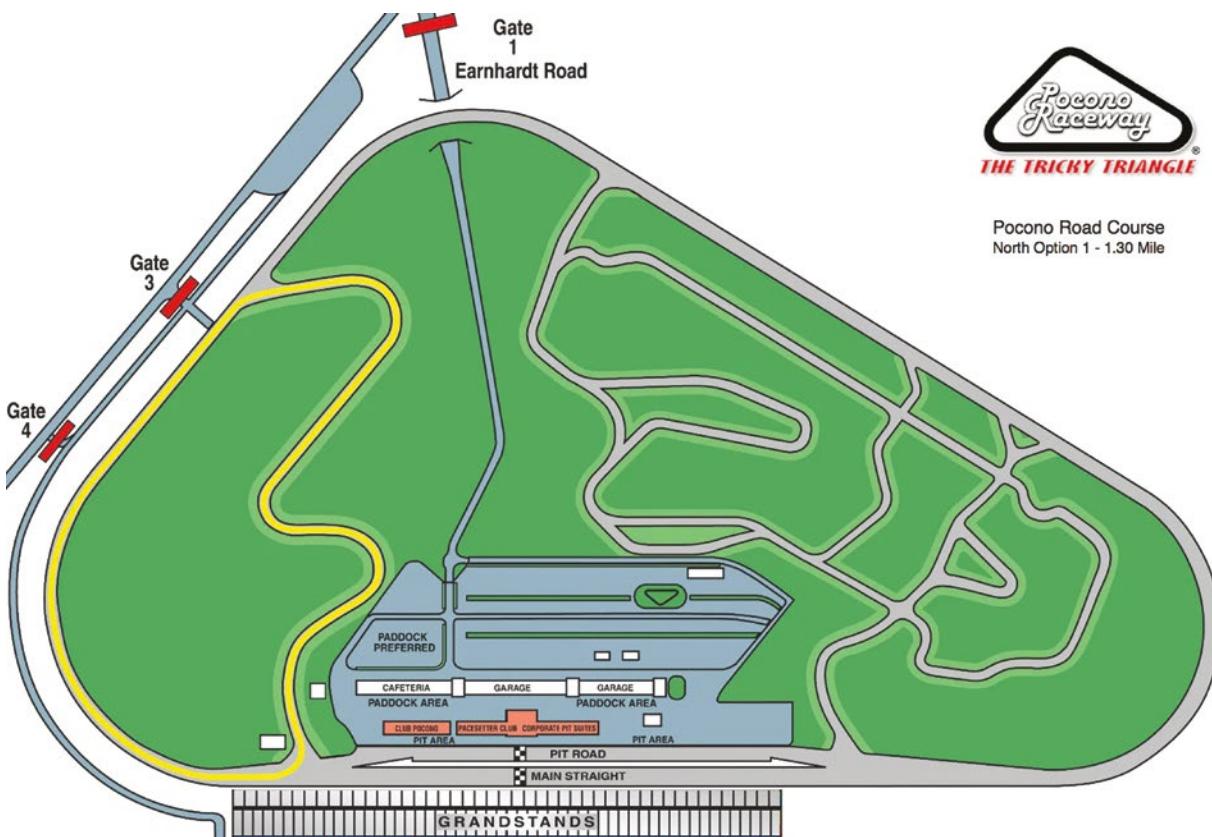
The sharp nature of the turns and the low banking tend to make the average speeds for NASCAR competitors lower than other tracks of similar lengths. Because of its unique characteristics, Pocono is sometimes referred to as a roval (an oval track that behaves like a road course). Others refer to Pocono as a modified road course, due to the use of shifting gears to handle the range between the slowest turn and the fastest straightaway. Perfect for our Saabs.

What will Saab Track Day at Pocono Raceway look like? We'll be on the North Course, 1.5 miles in length. Take a look at the map and you'll see inside turns that will challenge novice and experienced drivers alike.

The first track sessions will be run at slower speeds behind a pace car to allow drivers to become familiar with high speed driving techniques and track configuration. Novices must have an Instructor for the first two sessions. A pace car will lead for these sessions. Advanced drivers will act as Instructors. Run groups may be combined to provide more track time.

It's rare for SOC to host Track Day at such a prestigious venue. Sign up for Track Day at SOC42 to experience all the handling and performance your Saab has to offer!.

Details and registration for Track Day are at Saabclub.com . 



SCNA & SOC

BEHIND THE SCENES

BY SHELLY BAXTER

Shelly Baxter
President



Mark Welker
Vice President

SCNA is dedicated to helping our members get together and build a community for all things Saab. We strive to make sure that every year we can celebrate our unique brand and support our membership in all things Saab related. Over the years, that vision has stayed the same, but the ways we accomplish our goals have changed. To be able to share with you why our organization is set up the way it is, we need to give you a shorthand history of our clubs.

The history. Saab clubs have been around in one shape or form since the '60s. Different clubs, across the nation, doing their own thing to find their own roads. An eclectic mix of people that gather for one specific purpose: to celebrate their Saabs. Over the years, the different clubs would host a national convention with the help of Saab Automobile AB. This was one of the many things that made our club unique. We would gather in a different part of the country yearly to celebrate all things Saab, from racing our cars, talking shop, or just meeting new friends with the same passion for the brand that we ourselves had. This was a grassroots approach to hosting an event to bring every Saab owner together; and with the support of Saab and our national sponsors, it worked for many years. For decades, this process served our community well. It was a chance for a "local" club to share their part of the country and play "host" to all of their Saab friends and family. This model was pretty standard right up until Saab filed for bankruptcy. We had a national board for SCNA, but the local clubs were the driving forces behind the actual convention.

The SCNA Board was a resource to the hosting local club, helping them procure and finalize the contracts necessary to host the convention every year. As SOC (Saab Owners Convention) expanded, so did our need to have a set of tactical timelines to make sure that things in the SOC world

would continue to grow, thrive, and survive. SCNA faced a lot of challenges, and the national board took on more and more responsibilities to keep our conventions going. The board members volunteered their time to help keep our beloved SOC from becoming a thing of the past. Local clubs were still very much involved in the process, but the money now came from members and national sponsors, not SAAB Automobile AB. This led to the national board taking over the convention so that the vision of hosting SOC would continue to grow and use a centralized model to host the convention. With this change in structure, the Board members had to have a strategic plan to keep the Saab rolling on the highway.

So what next? SCNA had to grow and change with the times. It took countless amounts of hours, lots of input, and a couple of mistakes along the way to convert our club from a grassroots organization to one that had a chance to build a legacy for the next generation. To do this, we had to structure ourselves as a club that could have some sort of protection from taxes, and a little bit of money in the bank to host the conventions. This meant really looking into how to survive on our own and still be able to produce a convention that our members had become accustomed to.

We decided that we would go for non-profit status. We are a bunch of unique individuals whose sole purpose is to get together and celebrate our cars. So the question became, how do we do that? How do we become a non-profit and host the annual convention? The answer came in the form of the designation "Social Club Not for Profit", or as the IRS recognizes us, a 501(c)7 tax-exempt organization.

This was necessary to sign contracts as an organization, not as an individual. This is how we would be able to get insurance, and not have to take out a personal policy for the event or race track. This is how we could keep



Full Not-for-Profit vs. Social Club Not-for-Profit

Feature	Full Not-for-Profit	Social Club Not-for-Profit
Purpose	To promote a charitable or educational purpose	To provide social and recreational activities for its members
Membership	Open to the public	Restricted to members only
Funding	Relies on donations, grants, and fundraising	Relies on membership dues and fees
Tax status	501(c)(3) tax-exempt organization	501(c)(7) tax-exempt organization
Governance	Governed by a board of directors	Governed by a board of directors or trustees
Activities	Engages in activities that benefit the public	Engages in activities that benefit its members
Examples	Food bank, museum, educational institution	Country club, golf club, yacht club, car club

the prices low, put a little bit of money in reserves, and be able to afford the deposits necessary to continue hosting the convention across the United States.

The misconception is that SCNA makes money when we host the convention. The truth is we use the financial surplus (if any) to host the next convention. We use the reserves to pay the deposits prior to showing up at the convention. We use the money we have to give our members the chance to come together and celebrate our cars and our members. This is why we push so hard for SAAB enthusiasts to become members. We need members to continue the convention, and we need members to be able to expand to help our local clubs. This only happens when Saab Owners become Saab Club Members!

Fast forward to now... The business world now requires that we pay up front, and this has been one of the biggest challenges as a club that we face. When we were more of a grassroots organization that had the support of SAAB Automobile AB behind us, they were the ones writing the deposit checks. Now, SCNA writes the checks, mitigates the risk, and prays that the community will continue to stand behind us and attend SAAB conventions! This, of course, would never happen without the sponsorships that we receive support from. Without local independents, endowment funds, individuals, and dealerships just to name a few, we would not be able to keep the prices affordable enough for the community as a whole. As someone who has personally attended conventions for a very long time, it surprises me that the cost of inflation hasn't hit the convention to the point where it would no longer be fiscally possible to host one! What surprises me the most is that as a club, we continue to grow. We are well over 10

years since a Saab was manufactured, and yet our community continues to grow. That is no small feat! As our membership continues to grow, we

want to be able to do more. To help those same clubs (and the new ones!) be able to host their own events within the support structure that we have put together.

Last year we dubbed the convention, "Year of the Local Clubs." This was a direct reflection of where we would like to take our focus moving forward. We want to be able to support all of our members, and be able to help local clubs across the United States host their own events in their backyard. We want to not only help the convention continue, but help support our members and create a local environment for SAAB enthusiasts. This is a tall order, as we all know. But I feel that our members deserve to have the opportunity to utilize the resources that SCNA as a whole has gathered for the betterment of all the local clubs, not just our main event of the year.

A bit about SOC42... This year we have dubbed our convention, "Sum of our Parts!" We do this so that we can collectively pull on the resources that are still available to the SAAB community. Every year, we are going to face new challenges in keeping our beloved SAABs on the road, and keep our club growing strong. To do that, we need to pool our resources in every avenue and have a centralized collection of resources, or at least a master list of where PARTS can be found. Hedin, who is the parent company of Saab Parts, has worked hard to make sure a lot of parts are still available. We have aftermarket options, and tons of knowledge in the community to make sure that the part you buy is the one you need. We have several guys who

continued

SAAB CLUB OF NORTH AMERICA

CALL FOR NOMINATIONS

DEADLINE EXTENDED

EXTENDED opportunity for YOU to make a difference in our amazing community of Saab enthusiasts!

Beginning on 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. Nominations should be emailed

to christopher.stearns@saabclub.com or mailed to the address below and must be received no later than May 18, 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, 2025 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 postmark **by July 1, 2025**.

All SCNA members in good standing are eligible to vote.

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

SCNA & SOC CONTINUED

tune, several guys who manufacture, and several who have stashed away what you need, but you have to know which resource to go to to get what you need. Many of these resources will be coming to the convention this year.

In sum, although SCNA is not in the business of making money, we are in the business of building our community up, collecting resources, and making them readily available to anyone that is a member of our club. Understanding the state of our club is important.

What can you do to make sure Saab Owners Conventions continue?

- Keep your Saab and passion for Saab alive!
- Continue to support your local Saab clubs by going to and creating local events
- Continue to renew your membership to the Saab Club of North America
- Step up to be a part of SCNA, whether it's being a volunteer at this year's convention, becoming an ambassador or joining our board of directors.
- Encourage our younger generation of Saab owners as they are our future to continue keeping Saab alive

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OF NORTH AMERICA

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president@saabclub.com

Vice President

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vp@saabclub.com

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Brian Stauss
treasurer@saabclub.com

Marketing Director

Jamie Anderson
jamie.anderson@saabclub.com

Membership Director

Adam Friedstein
adam.friedstein@saabclub.com

Director

9s Editor-In-Chief
Greg Abbott
greg.abbott@saabclub.com

Parliamentarian

Chris Stearns
christopher.stearns@saabclub.com

Directors

CarolAnn Arthurs
carolann.arthurs@saabclub.com

Saunders Lee
saunder.lee@saabclub.com

Doug Orsdall
doug.orsdall@saabclub.com

Jacob Pretzman
jacob.pretzman@saabclub.com

L'Tanya Rivas
ltanya.rivas@saabclub.com

Bret Sassaman
bret.sassaman@saabclub.com

Noel Simmons
noel.simmons@saabclub.com

JT Smith
jt.smith@saabclub.com

Corey Stranick
corey.stranick@saabclub.com

Jake Tilton
jake.tilton@saabclub.com

Tim Winker
tim.winker@saabclub.com



BIRTH OF A MAGAZINE

THE HISTORY OF 9s - PART 2

BY TIM WINKER

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 second article of the series.

The Saab Club Newsletter saw a change in management following Dick Grossman's heart attack in August of 1980. Though several people offered to take over, Jeff Delahorne of Duluth, Minnesota, was ultimately chosen as the best candidate to be the new editor/publisher. Grossman helped by paying postage and printing costs for Delahorne's first issues.

Jeff's background was in American history and environmental research and writing. He quit his job and moved from Washington, DC, when his wife, Carolanne Curtis, accepted a job as a biochemist at the U. S. Environmental Protection Agency's Great Lakes Toxicology and Ecology Lab in Duluth. At the time, Jeff was self-employed as a freelance Saab mechanic, and owned a 1965 Monte Carlo 850 and a '69 96. Late in 1981 he acquired a new '82 900 3-door.

The first few issues were a bit sparse while Jeff got used to his new full-time position, and subscribers adapted to the new address. As Grossman often pointed out, the editor's job was full time. While the Grossman's did not take a salary, only expenses, it was agreed that a full time editor deserved full time remuneration. Annual dues were raised from \$6.00 per year to \$8.00.

The Saab Club Newsletter continued the traditions of technical articles, Service Information provided by Saab, local club news, and classified ads. Regular contributors included Jack Ashcraft, Margrit Adler, Andy Buc, Ted Tucker, Jack Lawrence, Rick Sanders, Merle Young, and Tuck Boys. The 12-page format was also a holdover. Saabs in competition became regular news, in ice racing, SCCA, IMSA, stage rallies and road rallies.

continued

BIRTH OF A MAGAZINE CONTINUED

The mailing surpassed 3,000 with the August 1981 issue. Due to increased postage prices, the annual dues increased by \$2 in May of 1982. The August 1983 issue announced the purchase of a computer to handle the ever growing mailing list. It was an Epson QX-10 with 256K of memory. In the editor's comments a couple of months later it was reported that computerizing the mailing list reduced the time needed to create mailing labels from two days down to two hours.

The first National Saab owners convention was held in August, 1983, at Chestnut Mountain Resort near Galena, Illinois. Over 150 Saab fans from around the U.S. participated, as well as a few from Canada. Andy Federowski from Chicago made most of the arrangements, with help from members of the Chicago and Milwaukee clubs including Ian Simpson who set up a rally for participants. Quite a few Saab dealers and independent shops were also in attendance. Saab-Scania of America was also in attendance, and provided each entrant a coffee mug printed to look like a Saab oil filter and a copy of the book "From Two Stroke To Turbo". The dinner speaker was Len Lonnegren, Saab's Public Relations Manager.

The newsletter took on a new look beginning with the October 1983 issue, Newsletter #120 (facing page). A new design by Jack Ashcraft provided a stronger look to the front page. Ashcraft's artwork also topped some recurring columns, and was available on various t-shirts sold by the Club. There was an increased use of photos and graphics. Larger ads now appeared throughout the publication, from business card sized to a half page, from various Saab parts and service firms. The October issue also featured the unveiling of a Saab 900 convertible at the Frankfurt Auto Show in Germany.

The motorsports bug bit Delahorne and he built a 1979 Saab 99 for the SCCA Pro Rally series, though he only used it primarily for a few events in or near to Minnesota, such as the Press On Regardless in Michigan's Upper Peninsula. He also did a bit of ice racing with the International Ice Racing Association on the Duluth harbor.

In the May 1985 issue of the SCN, Delahorne announced he was stepping down as editor as he had been offered a job at Saab-Scania of America headquarters in Connecticut. One of the requirements was that he could no longer continue publishing the Saab Club Newsletter, as it would be considered a conflict of interest. For a few issues his wife, Carolanne Curtis, stepped in as interim editor until the newsletter could find a new home.

That new editor was yours truly, Tim Winker. I had moved to Duluth a couple of years earlier to produce a catalog of Renault performance parts for Archer Racing, the factory backed race team for Renault in the U. S. My background included many ties to the import car aftermarket, as a manager for a couple of parts stores, work as a service writer and parts manager for an independent import repair shop, and editor of a couple of local car club newsletters. My first car was a 1960 SAAB 93F. Once the catalog was completed I had been looking for a new opportunity, and the Saab Club Newsletter came along at the right time. 



THE SAAB CLUB

OCTOBER 1983, Newsletter #120

'84 SAABS: 'INVISIBLE' CHANGES & PRICES UP 2%

Saab Press Info: Prices for Saab automobiles will increase by two percent across the line for 1984, plug marginal increases for added content, said Saab-Scania of America president Robert J. Sinclair. Suggested list prices for 1984 Saabs will range from \$11,110 to \$17,790.

On the lowest-priced Saab 900 series, the price increase reflects the addition of heated front seats and halogen headlights to the list of standard equipment. The Saab 900 three-door hatchback for 1984 carries a suggested list price of \$11,110, up from \$10,750 in 1983.

Prices for the upscale 900S are increased for the addition of electric rear windows (on four-door models) and halogen headlights. The price of the four-door 900S rises from \$13,950 in 1983 to \$14,310 in 1984.

The top-selling Turbo gets a center console, contour seats, and, on four-door models, electric rear windows. For the three-door hatchback Turbo, the price goes up from \$16,510 in 1983 to \$16,940 in 1984, while the four-door version price goes from \$16,910 to \$17,400.

1984 Changes: Specification changes for '84 range from the new alternator driven by two belts for increased reliability, to the interior lighting's new time-delay switch that keeps the lights on fifteen seconds after the last door is closed.

Most of the changes for 1984 are invisible to the casual observer: things like a revised Lambda emissions control system to improve drivability after cold starts, and a cut-out switch for the air conditioner during wide-open acceleration.

The 1984 Turbo gets a completely new exhaust system for increased durability and engine performance. The engine breathes better, and the characteristic turbo note is more distinctive with a deeper tone. The new system is identified by an oval tailpipe.

The 1984 Saabs are recognized by a redesigned grille with smooth lines more in harmony with the rounded shape of the car. Other visible changes are the new bumper extensions that help protect the fenders.



The 1984 Saabs have a few color and trim changes, including deep-contour seats and a three-spoke steering wheel for the Turbo, and new metallic colors. But in general, Saab refuses to give in to short-sighted fashion trends. According to Saab's head of design, Bjorn Envall, the Swedish firm believes it is important to develop a good product from a well-founded basic concept rather than jump all the time from one project to another.

EDITOR'S REPORT AFTER 3 YRS AT THE HELM

It doesn't seem that long ago that I took over from Dick Grossman and moved the Saab Club HQ north to the frozen tundra of Minnesota. I was not sure what to expect that fall in 1980, and with my enthusiasm for a new challenge, I tended to discount much of the advice that Dick gave me.

Now, three years later, I see that Dick was right about much of the drudgery, the annoying phone calls, the never ending stream of busy work arriving in the mail. But, while I'm not getting rich doing this (not yet, anyway) I am still enjoying it. As I told one member on the phone last week, I don't dread getting up in the morning because I'll have to go to a job I hate.

The job does have its advantages. If you're lonely, the mailbox is never empty and the phone is rarely silent very long. If you enjoy challenges, there are frequent cries for help with new and different Saab mechanical gremlins. And for the Saab fanatic, you get to live and breathe Saabs all day long and share the enthusiasm of thousands of kindred spirits all over the country.

So I am looking forward to the next three years even more than I did at the beginning of

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Saab Clubs of North America

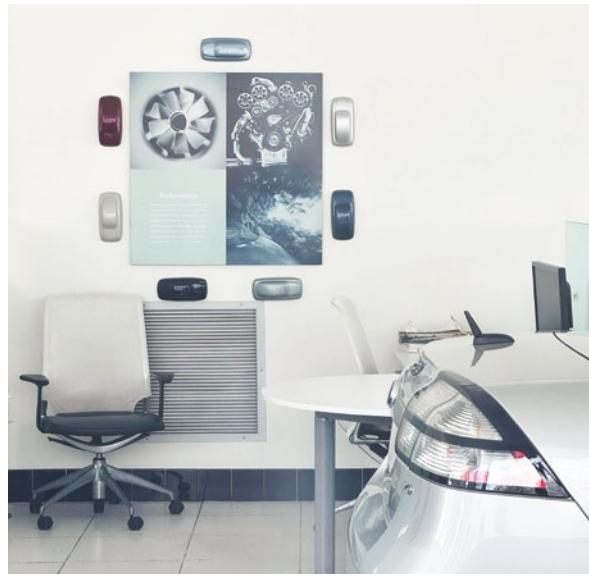
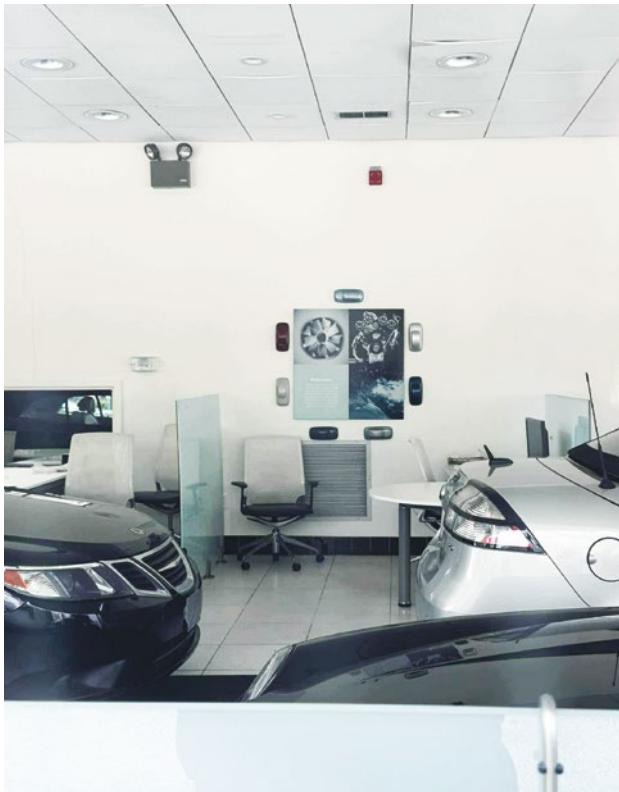
Editor and publisher: Jeff Delahorne, 5805 Oneida St., Duluth, MN 55804

(218) 525-3253 9 a.m.-8 p.m. except Sunday

Consultants: Dick Grossman, Jack Ashcraft, Carolanne Curtis, Andy Buc, Ted Tucker

IT TAKES A VILLAGE IN MASSACHUSETTS

JAKE TILTON



Despite living in the Boston area for almost a decade, I never stopped at Village Saab in Acton, MA. For the uninitiated, several years ago they went a touch viral for housing both a pristine NG9-5 and an NG9-3 convertible in its practically untouched showroom, long after the bankruptcy. In its heyday, it was a leading dealer in the area, ostensibly known for a strong and knowledgeable service department. But despite the Village Saab Facebook page last being active in 2017, the owner also actively operates other dealerships and seems to keep this place as an emporium for his personal toys. Why not? If I could, I'd do the same.

I finally made a detour there on a trip out to the Berkshires. I'm happy to announce that, despite the odds, the vintage SAAB sign is still up by the road, the dealership remains intact, and while that storied 9-5 wasn't there (perhaps sold on Cars & Bids a while ago), the showroom still contained two NG9-3 verts, a Radwood-era 911, and a Mercedes - all parked behind the traditional glass double doors whose "Find your own road" script decals were in tip-top shape. Outside was a very nice slantnose 900 convertible with a new blue top, with my 9-5 parked nose-to-nose with it.

Even now, the showroom still looks like a Real Saab Showroom (and not even a dusty one!), from the color frog-surrounded Jet Heritage posters, to the "Saab Unlimited Partner" wall plaque and the "IIHS Top Safety Pick" plaques on the sales desks (featuring the original Herman Miller-style rolling chairs). While the brochures were gone from the display racks, the blue tinted frosted glass dividers were still standing proud and true. Hell, there was even a table made from a stack of 15" tri-spoke wheels and a glass top.

The only hint that it was being actively used since the doors closed was a HomePod on the front desk, and handwritten business hours with a phone number in the window, as though there was a curmudgeonly old caretaker tasked with keeping the showroom in a near-museum state for the quirky, reclusive owner.

Downstairs, the parts department still had large Saab posters and signage, and (retrospectively reasonable) labor rates posted. Unfortunately, the service area had a smattering of modern SUVs on the lifts and the parking lot made it clear that it was overflow storage for the Subaru dealership now carrying the building on its back.

I hope this building stays a well-maintained anachronistic curio. It reminded me of my days as an overeager teenager who dragged his mother to the local dealer to check out and sit in the latest raft of Saabs fresh off the truck — I still have the color frog gifted to me from my dealer for my curious enthusiasm. The entire experience at Village Saab was an IV of nostalgia straight to the veins, and would make a fine diversion for those in the area looking to relive the glory days. Between Village Saab in Acton, and Redaero in Athol, there's gold in them Massachusetts foothills.

P.S. Drop me a line at ajakejyt@me.com if you want to help fund a takeover of a dealership to create a Boston-area Pee Wee's Playhouse of Saabs. 



SAAB

Jamie Anderson



Jamie Anderson



SHOTS



WHAT'S THIS EXTRA WIRE FOR?

JIM HICKSTEIN



I recently bought a creampuff of a 9000 Turbo – 1987 CC, 5-speed, Rose Quartz over Colorado Red leather, lovely car – with a few little problems:

- **Something drains the battery; can't leave it connected.**
- **The headlights don't work unless you turn on the fog lights.**
- **The ACC blower fan quit, so there's a manual override toggle switch on the dashboard.**

The car had been lavishly maintained from 1987 until 2019, and then these three (by my standard) brutal hacks. But they're reversible, so I set out to fix them properly.

Most car guys my age started out as car hobbyists, working on things with carburetors under a shade tree. They never heard of electromagnetism and only later learned Ohm's Law at knife-point, to hear them tell it. So they have been increasingly struggling as cars got more electrical and then more electronic. I started out as a computer geek and my formal training was in Computer Technology. Basic Electronics started on day one. Yet there was much we



didn't learn about automotive applications of electricity, so I've had fun learning some of that, as well as the mechanical stuff (learning how to remove fasteners from a car without destroying both has been a journey). Like, how does the alternator work, really?

An alternator is a kind of generator¹, and a generator turns work into electric current. But it needs a magnetic field to do it. Modern car alternators don't have permanent magnets, they have electromagnets instead (the field coil), so they need to be bootstrapped by feeding power in, at first. Consulting the wiring diagrams (findingsaabparts.com/9000) this power normally comes through the ignition switch, through the warning light bulb in the instrument cluster, then to the field terminal of the alternator. Once the alt is producing current, both sides of this bulb are at 12V and current stops flowing so the bulb goes out. Normally on this car this bulb was never lighting up.

But wait: what's this other wire doing here? (see photo) According to the invoice, a professional tech at a BMW shop somewhere had done a "wiring repair" to fix the

malfunctioning alternator, and even charged a couple bucks for a 30A(!) fuse. Finding that the field terminal was not getting power they ran a wire from the battery positive, through an inline fuse holder (small mercy) to the field. Normally the car with the key out should draw less than 40mA, that's milli-amperes, forty one-thousands of one ampere. This unswitched wire carried 3.5A, 3500 milli-amps, nearly 90 times the ignition-off limit, all the time! It would kill the battery in a single night.

I exposed the instrument cluster in the dashboard and found several broken PCB traces, including this one. Soldered over those and now the bulb lights when it should, and goes out when it should. But I guess I wouldn't have wanted to pay the BMW shop's rate for that. The headlights had wires just spliced into the fogs: new light switch and ignition switch fixed that. For the ACC I bought probably the last NOS fan controller, but that's for another day. I will be driving this car this summer. 

¹The kind that produces alternating current. Which is then rectified right back into direct current for the car. Of course.

■ 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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9 QUESTIONS

BY 9S EDITORIAL TEAM

For this issue we decided to go to Sweden for 9 Questions!

Here are the answers submitted by two Saab aftermarket specialists: Thomas Hellberg, who works at Maptun Performance in Örebro, and Isak Edman, who works at do88 in Strängnäs.



ISAK EDMAN

Sales manager at do88 AB info@do88.se. I reside in Strängnäs, Sweden. Saabaholic for many years with a few decent C900's under my belt, the car before others!

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

No

What is the one Saab you would like to own?

Saab 900 Ruby Edition, 15 LHD cars made.

What cars other than Saab do you own?

Golf GTI Clubsport, 2017.

What NEW car would you choose today and why?

BMW, Audi or Alfa Romeo. The second best options after Saab.

Do your friends make Saab jokes?

Not really.

Has anyone ever mistaken your Saab for another brand?

No.

Have you ever slept in your Saab?

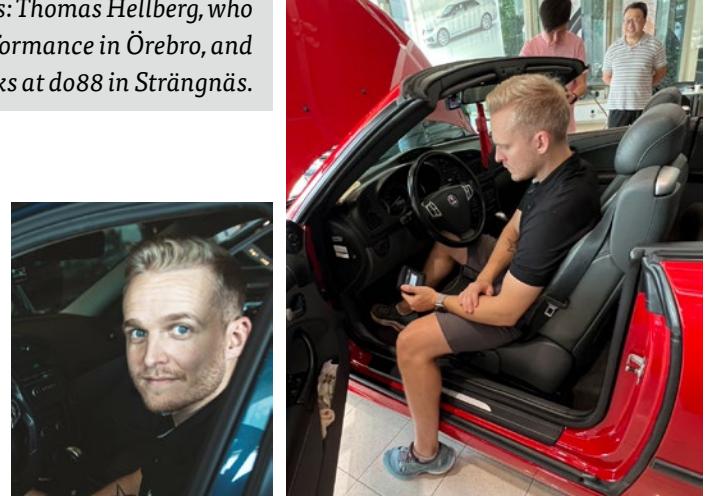
Many times.

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

Fuel pump failure in traffic, not very convenient.

Who is your Saab idol?

Jacob Pretzman. :)



THOMAS HELLBERG

My name is Thomas, I am 33 years old and work as Business Area Manager for Cars at MAPTUN. I live in Örebro, Sweden. I have owned 13 Saabs, from 9000 to 9-3. Even though I don't drive one today, it is still my number one car brand. thomas@maptun.com

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

No, both my father and grandfather drove Saab 900.

What is the one Saab you would like to own?

Saab 900 1993 Aero/SPG, preferably convertible

What cars other than Saab do you own?

BMW 330e and Tesla Model Y

What NEW car would you choose today and why?

Probably a BMW, like the I4 M50

Do your friends make Saab jokes?

Not really, they wouldn't dare :D

Has anyone ever mistaken your Saab for another brand?

I currently do not own a Saab, but that has never happened.

Have you ever slept in your Saab?

I did sleep in a 2004 9-5 Aero SportCombi once in Germany

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

My driver door window fell down once in a drive in, in my 9-5 Aero.

Who is your Saab idol?

P-A Johansson at Maptun Performance AB



- Saabs and enthusiasts from all over
- Tech sessions by Saab experts
- People's Choice & • Concours d'Saab awards
- Track Day

Learn more and register online at saabconvention.com



THE ORIGIN STORY FOR SAAB AUTOMOBILE

BY ALLAN HOLMES

(This article is the first in a series diving into things related to SAAB but not often mentioned or talked about ---- its history, the people behind the brand, and some of the limited and special edition SAABs never released in the US)

Most SAAB owners know and appreciate the uniqueness of the brand, the safety features, the quirkiness and the pure allure. SAAB was the first to introduce heated seats, headlight wipers and active headrest to the marketplace. However, you may not know that SAAB's masterful B202 engine, which first appeared in the iconic SAAB 900, has led numerous car manufacturers to develop a similar 2.0L, 4 cylinder engine, complete with APC, 16 valves, dual overhead cams and a turbo. Porsche, BMW, Mercedes, Land Rover and Audi are among the many car companies utilizing the B202 template, which is currently being featured in just over 100 different car models today. If you are a SAAB owner, enthusiast or collector, most likely you know that the first SAAB car was developed by a team of 16 engineers that had never designed a car before and 14 of them did not even have a driver's license. However, you may not know the details behind the secretive and humble Wallenberg family that is largely responsible for SAAB becoming one of the safest cars ever built, with one of the most loyal, passionate and dedicated fanbases within the automotive culture.

To embark on this SAAB journey, we are going back to Sweden in the year 1816 when Andre Oscar Wallenberg was born, founder of one of the wealthiest and most distinguished families in Europe. The Wallenberg family consisted of bankers, politicians, diplomats, industrialist and military officials, amassing a combined fortune of nearly \$300B. Andre began his career as a deckhand, moving up the ranks to sea cadet, then a naval officer and eventually becoming a sea captain. Intrigued by the near collapse of the US banking industry in the early 1800's, Andre increasingly grew concerned with the stability of the Swedish banking system. He began reading and studying about the banking industry, while at sea. In 1855 Andre decided to move from Linkoping, Sweden to Stockholm, which is where the Wallenberg patriarch

founded Stockholms Enskilda Bank (SEB) in 1856. The timing could not have been better with interest rates low across Sweden. SEB was the first privately owned and local bank in Stockholm. Andre immediately increased SEB's interest rates, leading to a consistent influx of deposits ---- this was the catalyst for growth that led the Wallenbergs to be compared to their North American counterparts, the Rockefellers.

Mirroring his father's career path, Knut, Andre's son, became a naval officer and studied banking. After Andre died in 1886, Knut became the new CEO of SEB, taking the bank to new heights and officially ushering in the 2nd generation of Wallenbergs. Knut was quite prosperous during his career, matriculating into politics, becoming the Swedish Minister for Foreign Affairs. In 1911 Knut's brother, Marcus Sr., assumed the role of SEB's next CEO, with Knut staying on as the Chairman of the Board. 1916 brought a change in the Swedish banking laws, which caused the brothers to pivot and start a holding company called Investor AB, which would later take a stake in SAAB Automobile. In 1917 Knut, along with his wife Alice, ventured into philanthropy, forming the Knut and Alice Wallenberg Foundation. The Foundation has been a major part of Sweden's growth, providing over \$3 billion in donations to research.

By the mid 1900's the third generation of Wallenbergs were getting their legs under them. Jacob, just like his father and grandfather, began his career on the sea, also becoming a naval officer and joining SEB in 1918 as an assistant director. Jacob's brother, Marcus Jr began working at SEB in 1925, becoming the next CEO of SEB in 1946. Raoul Wallenberg was the cousin of Jacob and Marcus Jr and without question the humanitarian of the family. Born in 1912, educated at the University of Michigan and returning to Sweden in 1936, Raoul played a heroic role

[the] Wallenberg family...is largely responsible for SAAB becoming one of the safest cars ever built, with one of the most loyal, passionate and dedicated fanbases within the automotive culture.

during the Holocaust, serving as a diplomat in Hungary and saving the lives of thousands of Jews. In July 1944 Raoul arrived in Budapest, issuing protective passports to Jewish refugees that prevented them from being deported to the Auschwitz concentration camps. Raoul also setup hospitals, schools and safe houses to shield Jews. In 1945 the Red Army summoned Raoul to their headquarters. Thinking his diplomatic immunity would protect him, Raoul decided to go with 20 Soviets, which proved to be fatal ---- he was arrested upon arrival, jailed and never seen again. His body was never recovered, but in 1956 the Soviet Government issued a statement that Raoul died in prison. Having been made aware of Raoul's story in 1980, President Ronald Reagan made Raoul Wallenberg an Honorary US Citizen in 1981.

Marcus Jr welcomed a son, Marc, into the world in 1924. Marc was hand-picked to lead the 4th generation of Wallenbergs, having his entire life scripted by his father. Marc followed his father's plan for him, to the letter ---- graduating from Harvard Business School in 1943, starting at SEB in 1953 and going on to become CEO in 1958. Sadly, Marc became the 2nd tragedy to hit the Wallenberg family, taking his own life in 1971. While at a corporate debate, Marc was questioned about a particular business venture of the Wallenberg Group and his response was not well received. The following day at a SEB Board meeting, Marc and his father discussed the issue. After the Board meeting, Marc drove to a lake and committed suicide.

Interestingly, in the years between the tragic Wallenberg losses Investor AB morphed into a business juggernaut. They invested in numerous businesses during this period and secured their investment in SAAB in 1945. The Wallenbergs did not stop with cars, branching into; steel, manufacturing, pharmaceuticals, and industrial tooling. By 1977 the Wallenbergs employed 40% of Sweden's population.

The fifth generation of Wallenbergs is now at the helm of the family empire, led by brothers Jacob and Peter, along with their cousin, another Marcus. This generation of leaders all received their higher education stateside at Penn, Georgetown and the University of Denver, respectively. The SAAB community may not know that the business tentacles of the Wallenberg family are far-reaching, now encompassing; Ericsson, Electrolux, SAS Group, AstraZeneca and Combient, just to name a few. 2025 will see the sixth generation of Wallenbergs spreading their "phoenix wings", already active within the family's many businesses. A few of these young Wallenbergs are actually driving SAABs. 

**** Author's Note on Source Material: Financial Times, The Economist, Harvard Business Review, the University of Michigan and Wallenberg Investment AB.



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SCARY STEERING SIDELINES SKI SOJOURN

JAKE TILTON

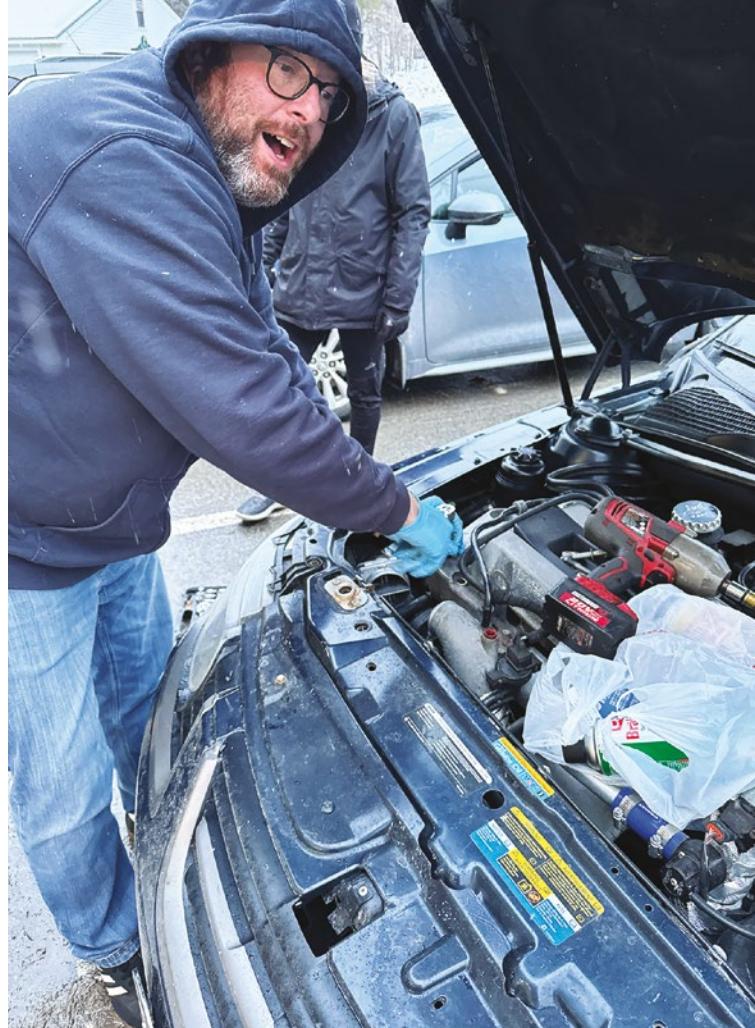
Salty roads, bad cell service, everything's closed (in the woods on a weekend). "Meh" in the grand scheme of danger if you drive a leased Civic, but I daily drive my 253k 9-5 wagon because I'm a stubborn mule who refuses to compromise. For me, the danger is more "Ehhhhh, I shouldn't, but..." — particularly since my car has a tendency to dominate my wallet.

Coming off a year of unprecedented reliability after some fastidious upkeep in my 100k+ mile, 7+ year ownership, I didn't think much of taking the car up to Ragged Mountain Resort in Danbury, NH. I thought I was over a maintenance hump for a while, and it's only a 2 hour shot from my Boston-ish home base. That balmy Saturday, though, the car had other ideas.

Close enough to smell the Waffle Cabin and lift lines, I heard a grumbly growl coming from the right side of the car. Sounded like a stick dragging in the fender liner. I checked all the vitals, wiggled the steering wheel a bit,

and all was fine... So I turned up the music. Then, I got to a stop sign.

No power steering! And the car sounded like it was gargling granola as I turned. Great. I pulled off to the local country store and gingerly opened the hood, sighed, and braced myself for the worst — and it was pretty close to that! Power steering fluid was overflowing from the reservoir and was spilling everywhere. Naturally, I cleaned the paint off with napkins and snow first before tending to the mechanicals; if I'm gonna be broken down, I'm doing it in style.



Located in Parker, Colorado

oemsaabandsubaru.com



I should never go skiing. Or should I?

The problem wasn't hard to spot: if I ran the car for more than a second, the power steering pulley started walking by over $\frac{1}{4}$ ". The belt was shimmying on the other pulleys, too. In fact, you could see the balls in the pressed-in bearing through the spokes of the power steering pulley, and the shaft seal was just dangling there.

I wasn't gonna drive this thing 10 feet, let alone limp it the 8 minutes left to the ski hill.

In this village with a population of "not many", I chose to phone a friend (and fellow SCNA board member!), Carl Levine, hoping he'd know someone nearby who might be able to source a power steering pump. Despite being on dad duty with his kiddo, he set off to a local junkyard and yanked out a pump from an '04 wagon. In thigh-deep snow. In Adidas Sambas.

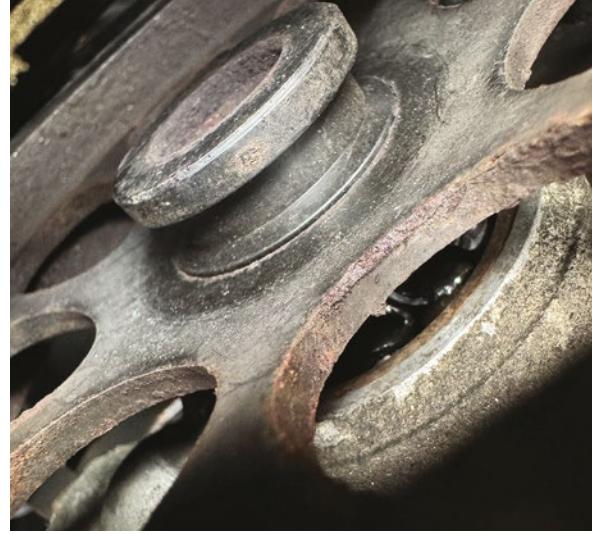
The heroics didn't stop — having hitched a ride to the ski hill, we enjoyed a ride back to our bratty patient in Carl's 9-5 SportCombi as he played both Uber and AAA.

Then, he started playing mechanic, too: we jacked up the engine, took off the elk horn engine mount, de-tensioned the belt, and with Carl's know-how and my skinny fingers, we had the busted pump off and the "new" one on just as the sun set entirely.

We didn't have to sleep in the country store that night, and we made it home that night to Boston-ish safe and sound despite the odds, thank you very much.

I revise my opening salvo: I can - and should - ski to my heart's content, knowing there's a uniquely caring and vivacious community behind me, ready to roll into action to help a Saab in need. Thank you, Carl, and a "thank you" in advance to anyone else who helps me in my inevitable future spots of bother - I owe you one.

P.S. - the autopsy of this steering pump was wild. Despite the center shaft channel being more oval than Indianapolis Motor Speedway, there was mercifully no shiny fluid to be found in the pump (it's probably all in the rack by now). And the darn thing was so kaput that pressing out the shaft and pulley nearly broke my gear puller and completely cracked the pump casing. Pictures for your viewing horror... 



SAABS IN JEOPARDY!

On March 21, the hit game show "Jeopardy!" featured Saab as the "question" in the category "BUSINESS BUSTS". This was one of many times between 1988 and 2025 that Saab appeared on Jeopardy!, a fact we can confirm thanks to the fine people at j-archive.com. Remember to phrase your response in the form of a question.

BUSINESS BUSTS \$800

This aautomaker filed for bankruptcy in 2011, but the same-named Swedish company is still solid in defense & civil aaerospace

THAT'S "AA" WESOME \$800

You can take your Saab to this transmission service center co-founded by Robert Morgan

LITERARY TITLE CHARACTERS \$1200

"A Man Called" this name is a 59-year-old curmudgeon who drives a Saab

LITERARY CHARACTERS \$600

At the beginning of Fredrik Backman's "A Man Called" this, we learn that he's 59, drives a Saab & also points at people

LOOK AT THAT "S" CAR GO \$1000

In 1993 this Swedish company stopped making its classic 900 hatchback

DRIVING IN EUROPE \$1200

In 1959 the cars of this Swedish company were the first to make a 3-point safety belt standard

THERE'S AN ANIMAL ON YOUR CAR \$800

On this caar, a griffin (though you only see the eagle head, wearing a crown)

INSIDE THE BELTWAY \$600

In the late 1950s Nils Bohlin of this Swedish company pioneered the use of safety belts in automobiles

CAR NAMES \$1200

In 2010 GM sold this Swedish auto brand to a tiny company called Spyker

FOR MY FIRST CAR I'D LIKE... \$2000

Uncle Ingemar's '94 Saab--cars from this country really hold up

"AA" \$800

This Scandinavian auto company started out in 1937 as a national aircraft manufacturer

THIS AAUTOMAKER FILED FOR BANKRUPTCY IN 2011, BUT THE SAME-NAMED SWEDISH COMPANY IS STILL SOLID IN DEFENSE & CIVIL AAEROSPACE

AROUND THE WORLD \$400

We wonder if trolls guard the Saab design center in Trollhattan in this country

INTERNATIONAL AIRPORTS \$800

Seeb's in Oman; Saab's in this country

"S"-ENCE \$1200

This auto company whose logo is seen here began as one of Sweden's main builders of military aircraft

DOUBLE A \$200

Quirks of this Eurocar include the ignition lock in the center console

FOREIGN AUTO PARTS \$400

In Stockholm you may have quite a Saab story to tell if you don't hit the broms, these, fast enough

THE NEW CAR LOT \$400

The '99 Saab 9-5 offers a real cool option: this is "refrigerated"

SCHOOL'S OUT! \$300

I'm working on Dad's old Saab so I can drive it, & I just learned it's a car from this country

AUTHORS \$600

This "Breakfast of Champions" author once ran a Saab auto dealership

PLANES \$300

This country's air force uses the Saab Draken & Viggen fighter planes

BUSINESS & INDUSTRY \$800

In December 1989 this Swedish automaker, not Volvo, agreed to sell GM 50% of its carmaking operations

AVIATION \$200

Saab-Scania Aktiebolag is this nation's principal aerospace manufacturer

AUTOMOBILES \$300

The auto industry in Sweden is comprised basically of these 2 companies



MORE... SAABS ON TV

If you look closely at the beginning of a currently-running national Nissan ad, you will see a pristine early flatnose Saab 9000! If you have info about this car, please share! greg.abbott@saabclub.com



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■ SCNA Swag

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

saabclub.com/shop



VOLUNTEERS NEEDED FOR SOC42

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 Statement

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.

Program 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

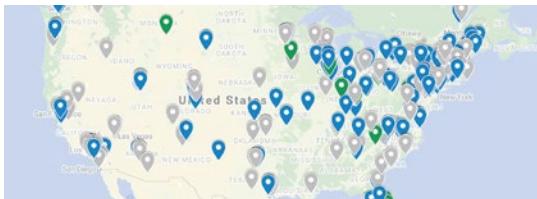
A Volunteer Interest Form will need to be completed to be an eligible participant in the Program. Prior to SOC, Volunteers will be scheduled for training with the Volunteer Coordinator. During the Convention, Volunteers are expected to arrive for their shifts on time and fulfill the assigned time frame and duties.

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 looks forward to an exciting 42nd SOC—it's All About Parts!! Are you ready for the ride? Sign up! Please email our Volunteer Coordinator, Adam Friedstein, at adam.friedstein@saabclub.com



■ SAAB CLUB INFO



Saab Services and Club Discounts

Visit saabclub.com/service for information on receiving discounts using our SCNA Service Discounts Program.

SaabClub.com



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 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

An advertisement for eSAABPARTS.com, which is a supporter of the Saab Heritage Car Museum USA. The ad features a black leather Saab seat, a black steering wheel with a red Saab logo, and a silver multi-spoke wheel.

FUTURE **EVENTS**

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.

facebook.com/groups/MNSaabClub
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, Hickory Corners, MI

GilmoreCarMuseum.org

SOC42 - 42nd Saab Owners Convention

Wednesday - Sunday, July 16-20, 2025

Sheraton Hotel, Parsippany, New Jersey

Hosted by the **Saab Club of North America**

SaabConvention.com

Vert Fest @ Rhinebeck Aerodrome

Sunday, June 29, 2025

Rhinebeck Aerodrome, Rhinebeck, NY

Opens at 10am, Airshow is 2-4pm

Saab convertibles only.

Tickets can be bought online, use promo code SAAB.

oldrhinebeck.org

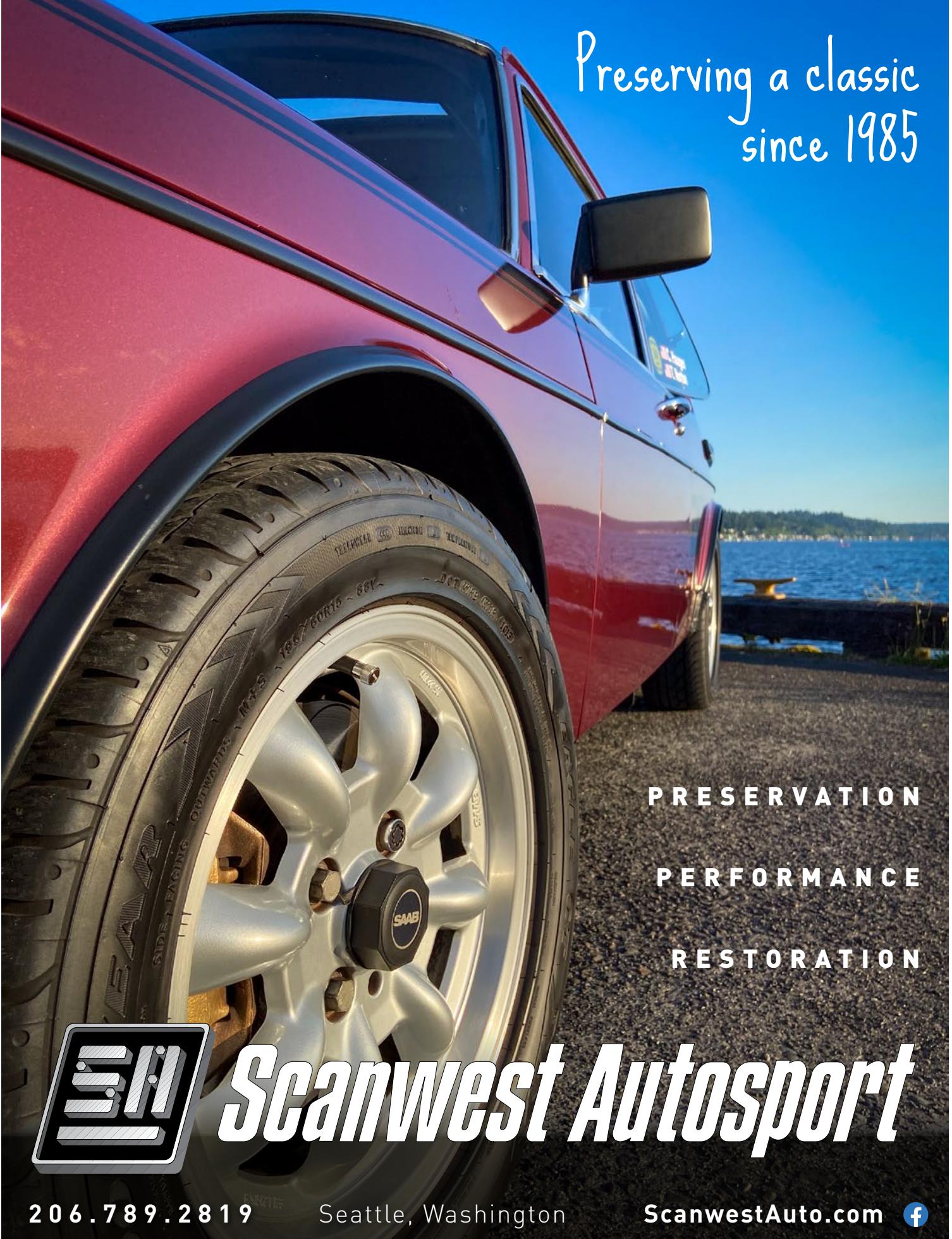
Eurofest Maggie Valley

Saturday August 16, 2025

Hosted by Southeastern Euro Motorsports (and SCNA)

SouthEastEuroMotorsports.com/EurofestMaggieValley





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