

9s



	Northeast		115 mph
↑	Trip A	003404.3 mi	003404.
↓	Max. Speed	156 mph	Overall Avg.
↔	Stopped	1:24	90 mph
⟳	Time	36:27	Total Time
	Elevation	5510	37:52
	Location	M-35W1 5991	



OEM SAAB—
AND—
SUBARU



eSAABPARTS.com
Supporter of the Saab Heritage Car Museum USA



Taliaferro
GenuineSAAB.com

Gerald L. Danner
Charitable Remainder Trust
Benefitting the Saab Heritage Museum

ZOS
Motorsports



Saab Original

 **SAAB PARTS CONNECTION**
SAVING SAAB... ONE PART AT A TIME

SMART MOTORS, LLC
OFFICIAL SAAB SERVICE CENTER

SQUAABWORKS

**Red Aero
Saab Parts**
www.redaero.net

 **EUROPEAN
MOTOR SERVICES LLC**
www.europeanmotorsvc.com

THE SAAB NETWORK
WWW.SAABNET.COM

SAABs@Carlisle
Find your own show.



9s

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

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

Art Direction: **Kyle Webb**

All material Copyright © 2025, Saab Club of North America, Inc.

Material may not be reused or reproduced without permission.

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

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

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

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

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

Title: 9s

USPS 018-787

Print : ISSN 1530-0730

Online : ISSN 2831-9281

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

Email publisher or editor: nineseditor@saabclub.com

To contact through our website: saabclub.com

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

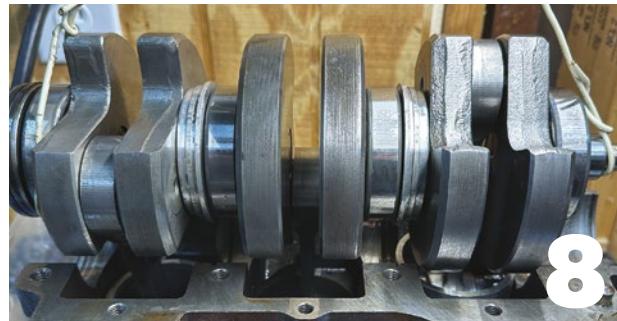
Periodicals Postage Paid at Saint Paul, MN and at additional mailing offices.

POSTMASTER: Send address changes to:

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

CONTENTS

2	President's Letter SHELLY BAXTER
3	Editor's Letter GREG ABBOTT
4	One Saab : 61 hrs, 59 min BY BRET SASSAMAN
6	Down Under Saaber in Canada BY MIKE SIMMONS
8	Ring-a-Ding Revival - Part 3 BY BRIAN STAUSS
9	Midwest Saab Muster BY JEFF SCHILLE
12	9 Questions From Canada IAIN & ELLIE STERN & PAUL STEPHENSON
14	SAAB SHOTS
16	From Volvo with Love BY 009
18	Saab Club Online
19	SOC42
20	SOC42 Breakfast Tour Preview BY EVAN ACUNA
22	Enduro c900 Down Under BY ALLAN HOLMES
23	SCNA Board of Directors
24	SCNA Board Biographies / Election
26	Volunteer For SOC42
28	Saab Club Info
29	Future Events





SHELLY BAXTER

SCNA **PRESIDENT'S LETTER**

Hello Fellow SAAbers!

We are halfway through the summer, and boy what a summer of Saabs it has been! Local clubs from coast to coast have been hosting events, both new and old, gathering great support in their local communities. They have made a rousing comeback with the passion of individuals creating memorable experiences for their fellow Saabers. This year our community has shown up to events all over the US, gathering in large numbers to show that our community is stronger than ever! From museum shows in Colorado to being the main attraction at InterMarque and Carlisle, Saab owners are coming together to create a community that we can all be proud of! Bravo my friends!

There are so many more events that happened in the last couple of months, and I wish I had information on all of them! With that being said, we are working hard on getting a couple of new features up and running on the Club website (saabclub.com). I would ask that if you have the time, to please send an email to info@saabclub.com and let us know about your Saab events in your neck of the woods. Help us gather the information to be able to share with other fellow Saabers who may not be on social media platforms. Even if you think we already have this information, take a few moments to send us an email so that we can make sure your event is listed for the year.

The closer we get to the convention, the more excited the Board has gotten about some of the surprises that we have in store for you. We all know the biggest thing on your mind is parts. Sourcing parts. Buying parts. Finding someone to make parts. All the things with parts. And in Parsippany, we will have lots to share about parts! Ha! As our beloved Saabs begin to age, we need to begin to focus on what we can do as a community to keep our cars on the road. The first step in this is parts! For those of you attending this year's Convention, you already know that Hedin is bringing back the Saab Parts Tent. What you may not know is the number of vendors that will be there selling their secret stashes of parts, or letting you know where lots of the stashes are being amassed! So definitely take a few minutes (or all day!) to walk down Vendors Row to see those guys and gals who are working hard to keep our cars on the road. From innovations like T5 conversions, to new synchronizers for Classic 900s, and everything in between, Vendors Row will have something for everyone on the Showfield.

Oh! One more thing that always happens at the Convention. Our Annual Meeting for SCNA. This will be on Friday at 1pm, and is something we hope you will make time to attend. More about that further in the magazine, though.

Keep on SAABin!

Shelly Baxter
SCNA President

9s EDITOR'S LETTER



GREG ABBOTT

Hello Dear Readers!

Thirty years ago on a hot summer afternoon I was driving through downtown Oklahoma City on I-35 during rush hour - I was wedged into the left lane next to a concrete barrier, there was no shoulder or median. All three lanes were full, and traffic was moving briskly. Without warning a long piece of retread truck tire came out from underneath the car in front of me. I couldn't swerve right or left, all I could do was drive over it. The end of the retread swung up at the last second and took out the coolant lines to the condenser. I couldn't stop, and had to keep driving as I watched all the freon blow away. My passenger and I were lucky that A/C was the only thing we lost: a tire blowout would have been a disaster. As it was we faced another four hours of driving in my black 9000 Turbo, in 100-degree weather.

When we picked the cover photo for this issue of **9s** I remembered that piece of retread tire, the road hazard I couldn't avoid. When you're at high speed on the highway, sometimes bad things happen and there's nothing you can do.

The cover photo is taken from a record-setting high-speed coast-to-coast roundtrip which was completed using a Saab 9-5 Aero, and you can read the details in the article published in this issue. Setting this unofficial record is a tribute to the extensive preparation and precautions taken by Nik Krueger and his team. From where we sit at **9s** it is both newsworthy and pleasing that a Saab 9-5 Aero could beat an unofficial record previously held by big German V8s or exotic sports cars. Our cars and our drivers take a back seat to no one. The cover for this issue is dramatic, adrenaline-fueled proof.

And yet it needs to be said - **DON'T TRY THIS AT HOME!** Driving above the speed limit is illegal and potentially hazardous. It's not just you and your car at risk, there are other people using the roads, people who did not consent to be part of someone else's thrill-seeking adventure.

Normally we don't have a debate about the cover photo for **9s** but there was quite a discussion about this one. Some suggested that we blur out the speed information on the GPS screen, others suggested we use the photo on the inside of the magazine only. My judgment as editor, however, was to fully embrace the complex reality this record-setting trip represents. Saabs are great cars: they are just as capable of great feats of performance as any other brand, while at the same time just as capable of dramatic, dangerous, or illegal use.

Whatever you do behind the wheel of your Saab, remember one thing: somewhere on the highway there's a piece of retread truck tire waiting to take you by surprise and ruin your day (or worse).

Be careful out there.

Greg Abbott
9s Editor-In-Chief



CANNONBALL ONE SAAB: 61 HRS, 59 MIN

Nik Krueger's Cannonball Comeback

BY BRETT SASSAMAN

If you're opening this magazine, there's a fairly high chance that you'd call yourself a car enthusiast. Being so, you've likely heard of the high-speed transcontinental journey called the Cannonball Run. Although it shares the same name as the Burt Reynolds movie, the first sanctioned Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash was held in 1971 by journalist Brock Yates. In 1979, the last official race was held, but the underground quest to break the record continued. In 1983, a Ferrari 308 went from New York City to Los Angeles in 32 hours, 7 minutes. It would be another 23 years before a blue BMW M5 completed the trek in 31 hours, 4 minutes. The current record was set during the pandemic, when an Audi S6 crossed the country in 25 hours 39 minutes.

So, where does a Saab fit into this mix? For a particular group of these automotive scofflaws, the race does not end on the West Coast (at the Portofino Hotel in Redondo Beach, California). It's merely the halfway point for a Round Trip. For Nik Krueger and his Saab 9-5, the West Coast is the perfect place to complete a u-turn and speed back to the Red Ball Garage in New York. Enter the coast-to-coast-to-coast run.

Nik and his team of Chris Clemens and Mark Spence did just that in 2022, when the silver 9-5 completed the journey in 65 hours 28 minutes. With that drive, they bested the

existing round-trip record by more than 8.5 hours. Their celebrations were short lived, as a Mercedes S-Class sedan claimed the title just one week later. The German beat the Swede by a total time of 9 minutes over 5800 miles. Rivalries in the small community of Cannonballers are often friendly ones, with teams and individuals lending support on and off route for attempts. A short time after making the record run, prep began to do it again.

I got to catch up with Nik on a phone call during (you guessed it) a long drive. He was trekking from his native Wisconsin to go purchase a fire truck for an upcoming road rally. Not sure if we'd expect anything less given his credentials! For Nik, the transcontinental dream has been a lifelong one, with years of planning spent before piloting the 9-5 for its initial one-way journey across the country in 2021. But in a field that has a normal cast of characters of exotic coupes and big V8 German sedans, why pick a Saab?

"It's a very specific list that I had," said Nik, when talking about the selection process. The 9-5's turbo 2.3 had the top-end power for high speed acceleration while keeping an average of 15 miles per gallon over an average speed of 90.6 miles per hour. The car had to be an Aero for the heated and cooled seats, upgraded suspension and B235R. After setting the record twice, would he change anything?

There's no ticker tape. There's not like the press waiting for you or anything

"I purposefully bought an automatic because I thought it would be easier for the long run" said Nik. Given the opportunity to do it again, he'd opt for a manual Dame Edna.

Nik knew that the 9-5 also had a bonus of being somewhat obscure, with less people being able to identify the car blowing past them on the highway. "I wanted one in light silver," he said. With the badges removed, and silver stickers applied over all emblems, including the wheels, the disguise was complete!

Other modifications to the Silver Aero included tech such as radar detectors, laser jammers, scanners, LED light bars and gyrostabilized binoculars. "We just got a tune and did a service on it for the first [one way] run" said Nik. The mods quickly escalated for the next attempt. "We did a bigger intercooler, bigger injectors, bigger turbo and a new downpipe". A self leveling rear suspension that was optional on 9-5 wagons was imported for the purpose of keeping the car stable as the auxiliary fuel tank in the trunk was depleted.

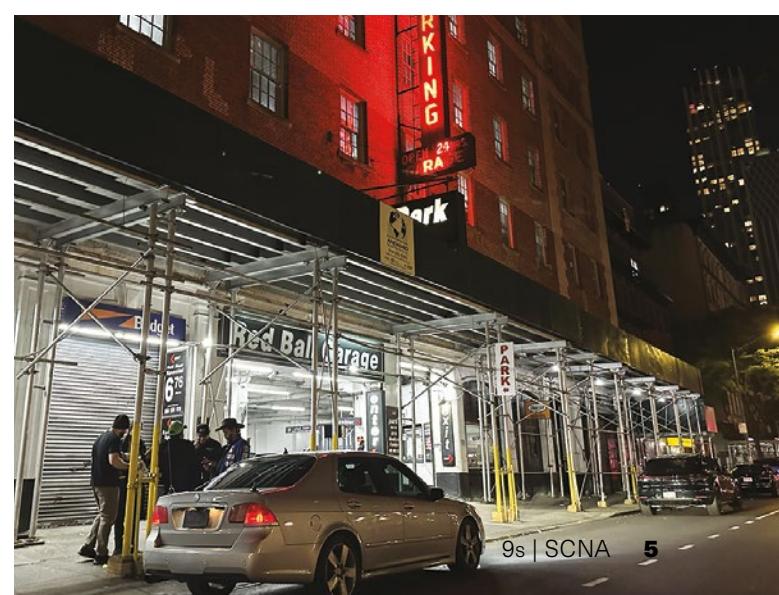
Taking back the title was not without tribulations for the team, and multiple attempts were scrubbed for different reasons. The oil pickup screen got clogged on one run and spun bearings in the motor. A surprise cut-off in traffic ended another attempt when the brakes locked up. Cannonballer Ed Bolian likened making a run to pulling levers on a slot machine. "Every dial is something different. It's car mechanics, it's traffic, it's whatever, and we're fortunate that we got all sevens," said Nik.

That all sevens run happened in October 2024 when Nik, Christopher Michaels and Wesley Vigh left the Red Ball Garage. For any aspirational cannonballers, Nik suggests a diet of minimal food, mints, and beverages like Gatorade or Powerade. A resilient attitude, spares and backup plans are also helpful. The Saab, also known as "Peg", drove to the Portofino Hotel and back in 61 hours and 59 minutes. When the dust had settled, Peg had beaten the S-Class by 3 hours and 20 minutes. What happens after breaking a Cannonball record? "It's not like there's huge fanfare. There's no ticker tape. There's not like the press waiting for you or anything, you just pull in and you take a few pictures and hug each other and that's kind of it, you know, everyone kind of goes their separate ways."

What's the next big trip for Nik and Peg the 9-5? Back to the East Coast, but not for another Cannonball. You can catch them both at the Saab Owners Convention in Parsippany, NJ, July 16-20 2025. Hope to see you there! 



Photos by Nik Krueger, Chris Clemens and/or Mark Spence





DOWN UNDER SAABER IN CANADA

BY MIKE SIMMONS

Editor's Note: Mike Simmons, president of the Saab Car Club Victoria (Australia) traveled to Canada earlier this year, and had a hearty visit with some folks in the Saab Club of Canada. Mike graciously wrote up a report of his visit, which we are pleased to pass along to our members.

When we planned our trip to Canada we were not sure we would see a Saab again until we made it back to Australia. Spoiler alert, we ended up being the guests of honour for a Saab tour through Southern Ontario wine country, culminating in what the Saab Club of Canada calls a 'Swedish MEET Ball'. But I'm getting ahead of myself...

Our itinerary was to look around Vancouver for a few days, hire a car and catch the ferry to explore Vancouver Island. We would then fly east to Montreal, with the aim of spending a few days there and hiring a car to drive to Kingston, Niagara Falls, Toronto and on to the Canadian Capital - Ottawa. (Like Canadians, Australia had an election at the time, and we intended to vote at the Australian High Commission there). Next, we would drive across to historic Quebec City. Then we would dash back to Montreal, a flight back to Vancouver, a booked trip on the Rocky Mountaineer train, then fly home to my Saabs!

My passion for Saabs began in 1987 with the purchase of a silver 900i 16v 4 door. We bought it for safety for our two toddler children at the time. Various models followed, including a Cherry Red 900i, a 9000 CS, a Monza red 900 S, and a 1997 9000 Aero - a regret car, as I sold it with only 90,000 kilometers travelled after 10 years' ownership.

Current cars are a 2008 black Turbo X SportCombi, a 1999 Blue 9-3 Viggen, a 1991 Monte Carlo yellow 900 cabriolet and my recent 13th Saab acquisition - a 1990 black 900 Aero - North Americans would call it an SPG. I just love it.

Of course, no rental Saabs were available. Oh, how I missed my beloved Saabs! Fords and Nissans just didn't cut it, then the rental company insulted me with the offer of a Chrysler 300! Finally, we negotiated the only mid-size car available - a VW Jetta. It had all the horrors of modern cars, including lane centering, car proximity sensors and a "spongy" ride compared with a Saab. (The driving was saved by Helen's navigation, and excellent Canadian roadside signage. Many roads were rougher than we were used to - but then again, we don't have snow!)

We once had a national Australian club, the SCCA, supported by the Saab car company, but now we have separate state-based clubs. As president of the 230 strong SCCV (Saab Car Club of Australia Victoria). Hoping to connect, I emailed the Saab Club of Canada.

We gave Saab Club of Canada President Sandi Jones our Niagara Falls and Toronto itinerary over Easter, and had in mind a brief contact - maybe a Tim Hortons coffee with Sandi while comparing notes about our respective Clubs. Sandi said that although their Club was not planning any formal Saab activities that weekend, she would enlist her partner (and SCC VP) Christopher to pull something together on short notice.

Hurried messages went out to their Members to gather. Visits to two 'shade tree' shops were arranged and a 'Swedish MEET Ball' at Burlington IKEA was organised. At short notice, the Members rallied.



Niagara Falls was spectacular but crowded even this early in the 'season'. We drove through beautiful grapevine country to meet Sandi and Christopher at Paul and Alyson Stephenson's place. What a turnout at such short notice! We were introduced to several members, their son Matthew & friend Allison, & their dog Harlow.

Stan East, another long-standing Member of the Canadian Club Board, impressed us with his extensive knowledge of the cars, their history and the club's activities.

I fell in love at once with Paul's 900 S – a perfect restoration and the cleanest 900 engine I have seen since the cars were new. One theme discussed was the heroic efforts of all of the members to keep their cars in good condition, given the damaging effects of the necessary road salting in winter – thankfully a problem we Aussies don't have.

We compared notes on Club events and activities. We were fascinated to hear about ice racing! Cars were inspected and admired. Sandi gave us SCC 'Gryphon' magazine back issues, supplemented with some SaabFaans (Sandi and Christopher's Social Media brand) 'swag'. Helen is SCCV Treasurer, and was keen to discuss membership subscriptions and how to maintain good contact with members and valuing their contributions. The Canadian Club is more advanced in communications – using social media to great advantage. SCCV mainly uses email and can learn from how SaabFaans is leveraged to promote their Club.

We then drove – our lone VW hire behind Sandi and Christopher's NG95 Aero, with Stan's NG93 SportCombi in our rear view mirror forming a much-loved Saab convoy – to

Iain and Elle Stern's, where again we were made to feel more than welcome and admired some of Iain's special Saabs.

Several Saabs then headed for the last stop at IKEA Burlington and surprise, surprise, Saab cars kept turning up in the car park. Not just a few, but a dozen or so, all sorts. Visitors included two guys from New York State and a 2005 2.0 litre 9-2x Aero "Saabaru", which caused much interest, as we didn't get that model in Australia. Despite a 'brisk' wind chill factor, we spent over an hour inspecting and talking Saabs! Among the cars present were a 900, 4 9-3s, 2 9-5s and a 9-3 Sportcombi, together with their passionate owners. This included SCC past President Ed Treijs in his OG95 SportCombi and SCC Treasurer Jason Tompkins in his NG95 Aero.

The day finished off with Swedish meatballs at IKEA for an early dinner and then Helen and I returned to Toronto to resume our travels.

Huge thanks to the enthusiastic team of Saab Club of Canada for rallying around for our visit. It was a highlight of our trip, especially as it was my birthday. The best gift ever for a Saab Superfan. 



RING-A-DING REVIVAL

BRINGING A TWO-STROKE BACK FROM THE DEAD

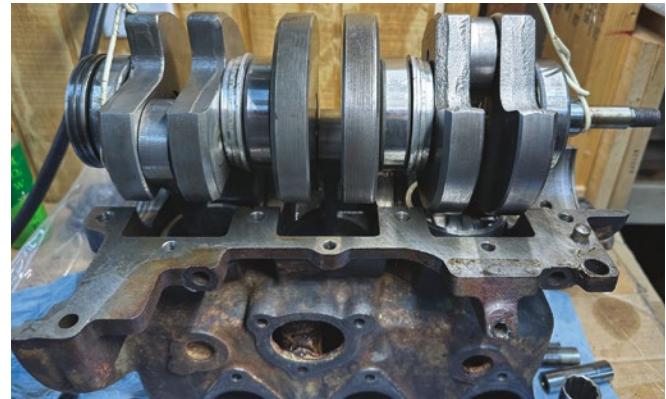
PART 3

BY BRIAN STAUSS

This article is part three of Brian Stauss' revival of his two-stroke 1965 96. Parts one and two were printed in issues #379 and #380 respectively.

Now to reassemble the engine! It was time to hide that beautiful piece of art, also known as the Donney rebuilt crankshaft, inside the crankcase. The first challenge was how to suspend a 20+ pound crankshaft over the block and finesse those pistons and rings into the cylinders. The pros use a zero gravity suspension unit, but who has one of those lying around? I don't, but I do have a 6" I-beam across the ceiling of my Saabaarn with a chain hoist on a trolley (some thoughtful planning when I built my shop five years ago). So, I put a length of 12 gauge wire around the ends of the crankshaft, and voila! Not zero gravity, but it works great to ease the crankshaft down one notch at time. (See photo above.)

I gave the pistons and rings a good coating of SAE 30 oil, one at a time as I lowered them, middle piston first. I made sure the rings were aligned with the pins in the grooves, then lowered the crankshaft one notch at time, while finessing the piston and rings down. I had a ring get caught on the cylinder edge, and used a thin screwdriver to nudge it back in the groove. Once the middle piston was in, the other two went quickly. I then eased the crankshaft down until the bearings were resting on the block.



photos by Brian Stauss

The next step was the installation of the seal cups and distributor spur gear. There are three seals and two o-rings. It is important these don't leak or oil will blow out the end of the crankshaft, so I just replaced them. The seals are standard sizes, cheap and fairly easy to source. However the o-rings I couldn't find. I thought about making my own o-rings but that would involve some trial and error. I ended up asking about o-rings on the Facebook 92, 93, 96 Restoration group, and Tom Donney once again came to the rescue! He sold me all the seals and o-rings, plus the large retaining clip that I didn't know was missing until I read about it in the 96 shop repair manual (a must have document). Of course, his parts fit perfectly!

The inner cup has two oil seals. They are installed the opposite of what you would expect. The "outer" seal surfaces face each other, while the "inner" surface (you can see the rubber ridge and spring behind the rubber) faces out. The other seal is obvious how it goes, as are the o-rings. When assembling, it's a good idea to dry fit the distributor because there are cutouts on the inner and outer seal cups for the distributor shaft to pass through and for the spur gear to turn freely. Note how the spur gear is installed – the slight beveled edge goes towards the engine. There is a mark on the outer cup that aligns with a mark on the block, but there is enough rotational play in the cups for them to contact the distributor assembly, so be sure to rotate the parts and confirm there is no contact. I assembled the cups before I put the lower crankcase cover on to make sure there was enough clearance for the distributor and spur to turn freely.

Now it was time to button up the crankcase. I first squirted copious amounts of SAE 30 on all the friction surfaces - bearings, pistons and rings, rotating the crankshaft, then repeated this step. Do not use any gaskets or gasket maker when installing the lower cover – it is a metal to metal assembly with a light coating of oil on the mating



surfaces. There are matching numbers on the upper and lower crankcase to assure a perfect machined fit. (My engine does not have matching numbers, so we'll see if it leaks and how much when the big day comes to start it up.) I placed all the lower cover bolts in their respective holes before tightening and torquing, but had two big bolts left over. There were no visible bolt holes, so I took the lower cover off and counted holes. Yup, just enough holes for the bolts in hand. And then I saw it – the two bolts on the flywheel end that screw in from the top side. Alas I had already reinstalled the flywheel and clutch disk, and those holes are behind the flywheel. So, some disassembly and reassembly were required!

The last task was to replace the "freeze plugs" in the block, a simple pry out the old and tap in the new. I was corrected online that these are "core plugs" to seal holes used in the block casting process and have nothing to do with freeze protection.

I flipped the crankcase over, braced it with some scrap wood so it wouldn't tip and was ready for top end assembly. I had boiled the cylinder head in an ultrasonic bath and thought I got the rust and crud out of the coolant passages, but was greeted with a pile of rusty crud falling out. I gave the passages a serious dose of compressed air to get the rest out. After doing that, I cleaned rust off the heater hose connection in the end of the cylinder head and found a large hole in the connector. No JB Weld was going to fix that. Removing the hose connection was rather challenging. I had to clamp the head carefully in a vise, find my best six point socket and use a breaker bar. And it didn't budge. It took a 4 foot section of iron pipe on the breaker bar and some serious muscle to finally get it loose. Amazon came through with a near identical fitting that screwed right in.

Finally, I got to use some of those nice new gaskets I bought from a fellow Saaber last year. I placed the head gasket on the block with the broad side of the folded-on metal lining facing the cylinder head, per the repair manual. I didn't use any gasket cement – I mounted the gasket dry. Then I torqued the bolts down per the repair manual. There is a specific sequence to follow, plus a follow up retorque after road testing the car. I installed the last three NGK A7 plugs available here in New Orleans, or so I was told by the NAPA guy, as he had no plans to restock them.

Stay tuned for Part 4 as I continue to reassemble and get closer to firing this thing up!

THE FIRST ANNUAL MIDWEST SAAB MUSTER

BY JEFF SCHILLE



It all started with a slip of paper being pulled out of a hat and ended seven months later with a gathering of forty Saabs at a car show in suburban Minneapolis.

There's a loose affiliation of foreign car clubs in the Twin Cities area called "Intermarque." They hold monthly picnics in the summer, cars and coffee type events bi-weekly, and a breakfast meeting every Saturday. For going on 30 years Intermarque's big event is the Spring Kick-Off, a show only for foreign marques which now pulls in about 275 cars. The show has been held recently in the Minneapolis suburb of Osseo, in the northwest corner of the Twin Cities Metro. Intermarque usually holds the Spring Kick-Off in mid-May, and it's limited to pre-2005 cars unless sponsored by a club. There are a wide variety of cool and interesting cars at the show, with heavy representation from vintage British and French cars and some Japanese marques, with somewhat

lighter representation from vintage German marques.

I have been coming to the Spring Kick-Off for twelve years and at first I was the only Saab in attendance. I spread the word, however, and Saabs at the event are usually a small but respectable 6-12 cars.

A few years ago Intermarque hit upon the idea of featuring one marque for each year's show. Last October I was at the Saturday breakfast meeting when they selected Saab to be featured marque for 2025. The featured marque's display area is both sides of the street in front of Osseo City Hall with a small park on the opposite side. The Volkswagen club had put 24 cars in this space the previous event, which was twice the number of cars that we had ever scraped together before. If we were going to put on a good show we were going to need more than the usual suspects to come.

I had been mulling over trying to organize a regional Saab event for our area ever since attending the Mint Takeover in Kentucky earlier last spring. I contacted SCNA President Shelly Baxter and laid out my ideas. Shelly encouraged me as it fit well with her vision of the Year of the Local Club and promised she would do all she could to promote and support our endeavor.

Knowing I needed help I asked for volunteers on the Minnesota Saab Club's Facebook page and several members answered my plea. In particular, I'd like to thank Vince Barnhart, Robert Bury, Danielle and Dustin Derethik, and Jolene Linn for stepping up and helping out.

Over the next several months we organized for the event. We contacted all the Saab Clubs we could find on Facebook in neighboring states with invites and information. We found a nearby hotel with an attached restaurant that gave us a base for the weekend. At times I feared we wouldn't gather enough cars to fill our area, but as the date grew closer I was encouraged as more people indicated interest.



The weekend started with a get-together at a pizza joint near our hotel on Friday night. There were approximately 14 people that showed up that evening. The weather was cool with a steady light rain so a planned parking lot party was called off.

The next morning dawned cloudy and cool but thankfully the rain had moved on and we didn't have to deal with that. The organizing committee met early in Osseo to set up our area. We had a canopy decorated with a banner that had our club's name emblazoned upon it courtesy of the national club, and tables with some Saab items on display, some freebies, SOC42 Postcards, and Referral Cards to attract new members for the SCNA.

And then there were the cars. We marked off and labeled spaces on the curb next to the park for our historical line-up. We had invited owners of specific Saab models to the show and had them lined up according to when they were first produced. Each of these cars also had a window placard with their model number, the years made, and total number produced. The display had one of every model that Saab produced from the Saab 95 first introduced in 1959 to a 2011 Saab 9-4x. Sadly the only car we could not find was a snub-nosed two-stroke to represent Saab's early days.

The other side of the street was open on a first come first parked basis to any Saab owner that showed up, and show up they did. We soon filled up every possible space we could squeeze a car into and regrettably had to send some cars to our designated overflow area three blocks away. At 10:30 I took a walk through the show and counted 40 Saabs in attendance. Definitely a record for our club, and possibly a record for total number of a single marque ever at the Spring Kick Off.

Intermarque always asks someone to speak about the featured marque and at 11:00 Tim Winker gave a well-attended talk in the Community Center about his racing and rallying derring-do, usually behind the wheel of some type of Saab.

After the show we took a cruise around Lake Minnetonka, a very large recreational and boating area nearby. Nine cars went on the cruise, and we chased each other around and through the many bays, inlets, and causeways. After the cruise 14 of us met at the hotel restaurant for drinks and dinner. There were a few homemade trophies to hand out including Furthest Traveled, Best Saab, Spirit of Saab, and Elder Statesman. We had also prepared an "Uff Da" Award to give to whoever had the worst mechanical problem that weekend but there were no breakdowns and the award went unclaimed for this year.

The first Midwest Saab Muster was an unqualified success. We gathered 40 Saabs from seven states and achieved our objective by filling the display area to overflowing.

We look forward to hosting another event next year and hope to see you all there. 





9 QUESTIONS

BY 9S EDITORIAL TEAM



To Canada for 9 Questions!

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

Yes. My dad primarily owned American cars, including a 1970 Oldsmobile Cutlass W31. My Mom owned a Nissan Sentra in the 1990s. My first car was a green 1997 Saturn.

What is the one Saab you would like to own?

Sonnnett.

What cars other than Saab do you own?

I have to list the Saabs I own first: Iain and I own three wagons: a 2005 9-5 aero, a 2007 9-5 and a 2006 9-3. We also own a few non-wagons: a 1989 900 convertible, a 1996 900 convertible, a 1988 900, a 1991 900, a 1990 SPG, and a 1973 99 EMS. We sold a 2000 9-3 convertible last year to pay for A/C in one of the wagons, which was slightly regrettable. I recently bought a 2020 Mazda 3 GT, 6 speed manual to be my daily driver as the Saab wagons have many kilometers and aren't reliable. My husband was constantly worried the car would break down on me when I'm on call.

What NEW car would you choose today and why?

When looking for Saab alternatives, I had initially considered the Hyundai Veloster but then some Saab friends suggested Mazda, Toyota, Honda and Volvo. Unfortunately Volvo does not seem to offer any manuals and I have already owned a couple of Hondas. I really like hatchbacks.

Do your friends make Saab jokes?

Most of them don't understand why we like them so much. An old family friend recently mocked my Saab plate on my Mazda, kind of an eye roll situation.

Has anyone ever mistaken your Saab for another brand?

I cannot say that has ever happened!

Have you ever slept in your Saab?

Like in the sleeping with someone sense? [Editor's note: no, not in that sense]

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

What happens in the Saab stays in the Saab...

Who is your Saab idol?

Our entire local Saab community!



PAUL STEPHENSON

I live in the beautiful Niagara Region in Ontario Canada along with my wife, Alyson. We have two boys, one lives in Vancouver, BC (has no car) and the other lives in Welland, ON (has a 2003 9-3 soon to be moving up to a 2005 9-3 Aero)

I am a former Saab Dealer Technician. I have a small shop at my house in St. Catharines where I do mostly restoration type work on Saabs.

For 20 years, my wife and I organized the Niagara Winery Tour and also some Fall Colour Tours for the Saab Club of Canada.

My pride and joy is my 1992 900S Convertible. I have owned and enjoyed this car for 21 years now. I have attended numerous Saab Owners Conventions, Saabs@Carlisle and local Cruise Nights and Car Shows.

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

Yes, and we've had many since, my first Saab was a 1990 9000 Turbo Silver with blue interior.

What is the one Saab you would like to own?

There is not any particular one, but would like to have another 9000 again some day. I can think of a few I wish I still owned such as an 1986 900 S Notchback, really wish I kept that car!

What cars other than Saab do you own?

None other than Saabs.

What NEW car would you choose today and why?

I have no idea what new car I would choose today. I would likely take a Saab, do some restoration and make it as "like new" as I can.

Do your friends make Saab jokes?

They used to but not anymore. I guess they learned a little about Saabs along the way.

Has anyone ever mistaken your Saab for another brand?

No, I have not ever had anyone mistake my car as another brand, but I have had many people way off at guessing the year of my car.

Have you ever slept in your Saab?

No, but once while repairing a dash, I laid back and closed my eyes for a minute then realized that 30 minutes had gone by. I guess that you would call that a nap.

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

Not my Saab, but driving a friend's 1967 2-stroke I stalled it many times and had so much trouble shifting and locating gears that I didn't think I would make it back. What a different Saab that is to drive.

Who is your Saab idol?

Today, my Saab idol is anyone who is restoring, repairing and doing whatever it takes to keep their Saabs going and looking good.



Greg Abbott

SHOTS





FROM VOLVO WITH LOVE

009

Let me be clear from the outset: I am a spy. A double agent. A mole with a vested interest in the “wrong” kind of Swede. To put it briefly, I am a Volvo gal. That’s not to say that I can’t appreciate the ingenuity of the Oil Crisis 99 Petro that got 33 miles to the gallon on kerosene and was still a bucket of fun to drive, but growing up with the selfless heritage of the three-point seatbelt does make a body smug.

What I didn’t grow up with was the tradition of big, organized car festivals. Sure, my grandpa had his Jaguar meetups now and then, but before meeting Jake [Ed. Note: she is referring to Jake Tilton, head of SCNA counter-intelligence], I had never experienced something so chaotically beautiful as the **Carlisle Import & Performance Nationals**.

Since I’m a relative newcomer to this whole Saab thing, the big draw of Carlisle for me isn’t the tech talks – though in truth, I could listen to John Moss’ “Old Man Stories” for hours – nor even the opportunity to ogle vehicles few others can dream of seeing in person. The big draw for me is being immersed in such a warm, open, diverse community, one that I feel has a unique charisma among the clubs sprawled on the fairgrounds.

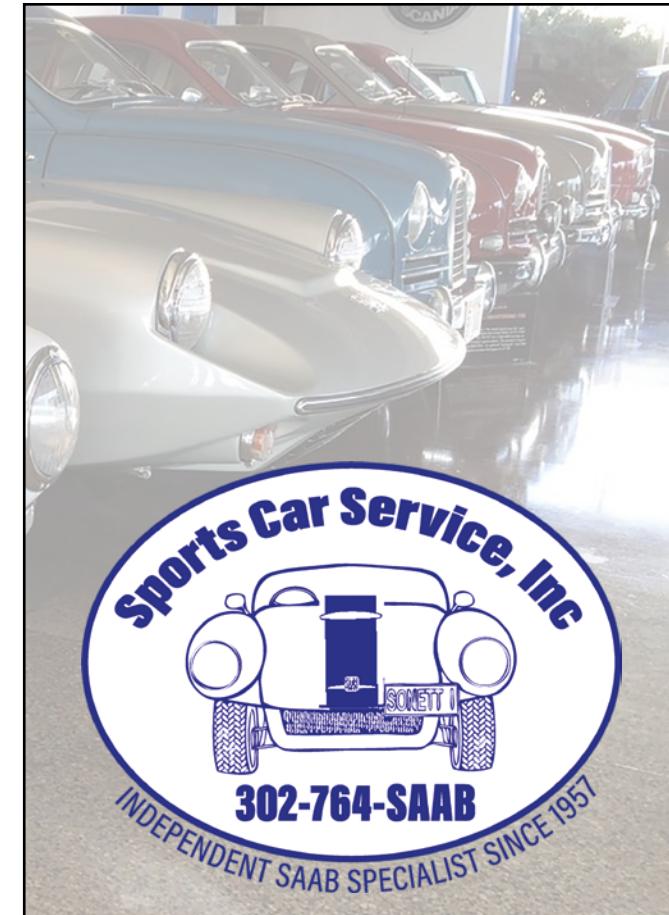
It’s getting to finally chat with Carl, who owned multiple businesses and put five (5) children through college, and who’s been meaning to put Jordan’s short shifter into his own 900. It’s meeting Eric, who initially wanted advice on dashboard refurbishment, but ended up talking me into enticing my father into an Irish Homeland Vacation – and bartering for my homemade lemon-poppyseed scones with his own homemade Summer Berry pies. It’s seeing Josh, who after helping us restore a 1986 flatnose vert last year, now has both a new job and a new baby. It’s getting the warmest hugs on the planet from Shelly, and briefly distracting Lisa from her frenetic Merch Table duties.

I may have come to Carlisle as an outsider...but I left feeling like part of the family.

Even as the lifted 245 on a Jeep chassis lustfully called my name from the other side of the Västra Götaland Wall, I couldn't tear myself away from these wonderful humans for even a minute. I may have come to Carlisle as an outsider, a Volvo-loving interloper with no business setting foot in Saab country, but I left feeling like part of the family. And honestly? That's what makes this quirky, turbocharged tribe so special. It's not just the cars: it's the people. Even after nearly three years steeped in Saab stories and shop talk, I'm still decades behind where I want to be — and still not entirely sure how a 16-valve turbo works beyond "troll magic." But I keep coming back because of the kindness, the community, and the feeling that I belong.

So yes, I'm a spy. A double agent. A sworn devotee of diagonal grille bars and rear-facing third-row seats, who might yet haul off and drive down her S80 Executive once she finds a working rear mini-fridge. But after Carlisle? Let's just say my cover's blown, and I'm not entirely sure I mind.

And since you're wondering, the name is O'Donnell. Alex O'Donnell. 



SAAB CLUB OF NORTH AMERICA

ANNUAL MEETING

Friday, July 18, 2025, 1pm

Once a year, we have an open Board meeting for any and all members to attend. This is your chance to see what we do behind the scenes and get a snapshot of where we are at as a club. It is your chance to talk to those in charge of the committees, and a chance to find out what resources are available to you as a club member. It is your chance to see what we have accomplished in the last year, and to help us shape where the club is going. This meeting, while sometimes dry with details, is very important to the future of the club. I hope you will attend, and give us a few minutes of your time. If you can't make the meeting, I hope that you will take a few minutes and vote for the Board members who are up for election by absentee ballot!

■ 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



Connect with SCNA on
Social Media!



SaabParts.com

EXCLUSIVE SUPPLIER OF
**SAAB GENUINE PARTS AND
AUTHORIZED SERVICE CENTERS**

Find your closest official Saab service center or book a recall/service for your Saab car

Your one-stop resource center for Saab:

- Book service appointments
- Find Official Service Centers
- Recall lookup and appts
- Affiliated Saab Parts resellers
- Register your Saab at MySaabCar
- Saab Reference Library
- Official Saab apparel

WHERE THE SAABS ARE!

RANDI FRIEDLEY “THE SAAB GUY” HAS THE SAAB OF YOUR CHOICE...
OR HE WILL FIND IT FOR YOU!

*Shipping SAABs...
to all destinations.*



Randi Friedley
Cell: 319-529-8530
SingingCamel1@gmail.com

SAAB questions welcomed.

**Tell The Saab Guy
Your Saab Story, He Listens!**



DAN DEERY MOTOR CO.

7404 University Ave., Cedar Falls, IA 50613
319-266-4810



- 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

FLY AND DRIVE



BY EVAN ACUNA

When flying the urge comes on just the same as driving: a little red light that starts to blink in the back of your brain and asks you to start scouting out your options. Maybe there's a rest area within the next thirty miles. Maybe take the upcoming exit if the feeling strengthens.

But at 7,000 feet in the air, that urge has an unfamiliar strident edge. Because there are no restrooms in the sky, the search for options is really just trying to balance your capacity for shame with the absorbency characteristics of your undergarments. The sole alternative is to quickly find an empty container into which you can deposit your fluids.

Thus I found myself urinating gingerly into an empty can of Diet Coke while traveling at 130mph while seated in the musty, winged carapace of a 1974 Piper Archer, on a lovely day in mid-May flying over Long Island Sound.

Perhaps I'm getting ahead of myself.

There was a good reason for all of this. I was flying up to Stow, Massachusetts, to retrieve a Laser Red 2010 9-3 Aero that I had recently won on Bring-a-Trailer. To save time and practice my immodest penchant for taking unnecessary flights and then bragging about them (How do you know if someone is a pilot? They'll tell you.), I elected to fly to the paved airport closest to the seller's home to take delivery of the car.

This sort of trip illustrates the *raison d'être* for modern day general aviation. The flight took a little over two hours (versus over five for the most direct driving route) and meant a beautiful morning spent in the sky instead of grinding through traffic on the Interstate. A buddy from my flying club has been working on building hours for his commercial pilot rating, so he was happy to tag along and fly the plane back solo. We rented our club plane for the trip and the cost was less than the cost of hiring a

SOC42 BREAKFAST TOUR PREVIEW

BY EVAN ACUNA

car transport company to ship the Saab. Aside from the occasional need to pee into an empty bottle, flying in light aircraft really can be a terrific way to travel.

The great advantage of flying small planes into small airports is accessibility. There are thousands of public use airports across the country, but most are far too tight to accommodate airliners. With a small plane you can land close to your final destination, and there will be no security gate to deal with, no boundless acres of concrete to trudge through, no long corridors full of chain restaurants and inflated Gatorade prices. At most small fields, there's not even a control tower to sequence arriving and departing aircraft.

For this trip we landed at the picturesque Minute Man Air Field (6B6), nestled in the rolling green hills of Stow, Mass, with precious little to distract from the 48-foot-wide runway, free plane parking, and cozy restaurant. The landing wasn't my best, but we alighted without incident and even avoided what appeared to be a snapping turtle on the runway. We then taxied over to the seller who was waiting with the car beside the airport restaurant, a surprisingly chic farm-to-table eatery called Fourth & Field. I didn't have time to stay for food, but the menu looked terrific. After taking my fill of sprawling views of the New Jersey coastline, New York City, the Long Island Sound, and the greenery of Connecticut and Massachusetts, I was looking forward to starting up the Saab and seeing the world at ground level.

The return route began with a visit to Village Saab, the Acton, Massachusetts, ghost Saab dealership showroom. I give full credit to Jake Tilton and his enjoyable piece in 9s for making me aware of this time capsule. Thanks, Jake! I then took the Interstate through Mass and Connecticut to get back to more familiar backroads for my drive home toward New Jersey. I exited I-84 at Port Jervis, New York, for a brief northward detour to carve the inimitable roads of the Hawks Nest portion of NY Route 97, famous amongst car and motorcycle enthusiasts for their rapidly transitioning curves and sweeping views of the upper Delaware River and its accompanying verdant valleys and hillsides. Then it was back down to Route 23 at the northernmost tip of New Jersey and a stop at the High

Point monument (marking the highest point in NJ at 1,803 feet), before continuing to a farm-to-table restaurant and bakery (Wesselhof Farms) for some roadside respite.

From Wesselhof, the drive took on a dual purpose: I would be tracing the proposed route for the SOC42 Breakfast Tour. The farm is the planned starting point for the outing and I was happy to discover that the roads I had pre-mapped from Wesselhof to the Sterling Hill Mining Museum (site of the last working underground mine in the state and open to registered Breakfast Tour participants for a private walk-through) were full of lush vistas, sweeping turns, and abrupt elevation changes. You'll love these roads if you can make the trek out with us.

The next leg, from Sterling Hill to the Parsippany Sheraton, necessarily involved some busier streets. But there was still much natural beauty on display just a few miles from New Jersey's notoriously crowded highways. Don't miss the driver's meeting to be held in the parking lot of the Sterling Hill Mining Museum if you want to convoy with us back to the hotel on this scenic drive. Planning a route through this part of the state, it's impossible to avoid areas of heavy traffic and poor road surfaces entirely. I expect participants will enjoy the planned itinerary, but I want to take some time as a group so that we can set expectations and go over best practices for keeping everyone safe.

After my recce of the Breakfast Tour roads, I expressed southbound down I-287 to US-202 and some sweeping county routes for a brief visit with my parents in Hopewell Township. Then, after nightfall, I left for the home stretch down I-295 to Cherry Hill, where I backed the 9-3 into its new spot in our concrete driveway. I had spent about 10 hours on the road and together the 9-3 and I had plied over 400 highly varied miles. The red Aero achieved 31mpg despite the spirited operation, and reminded me of how great Saabs are as real-world road cars.

If you're coming to SOC42, please consider attending all or part of the Breakfast Tour, and don't hesitate to contact me with any questions about the route or other area attractions. See you at SOC42! 



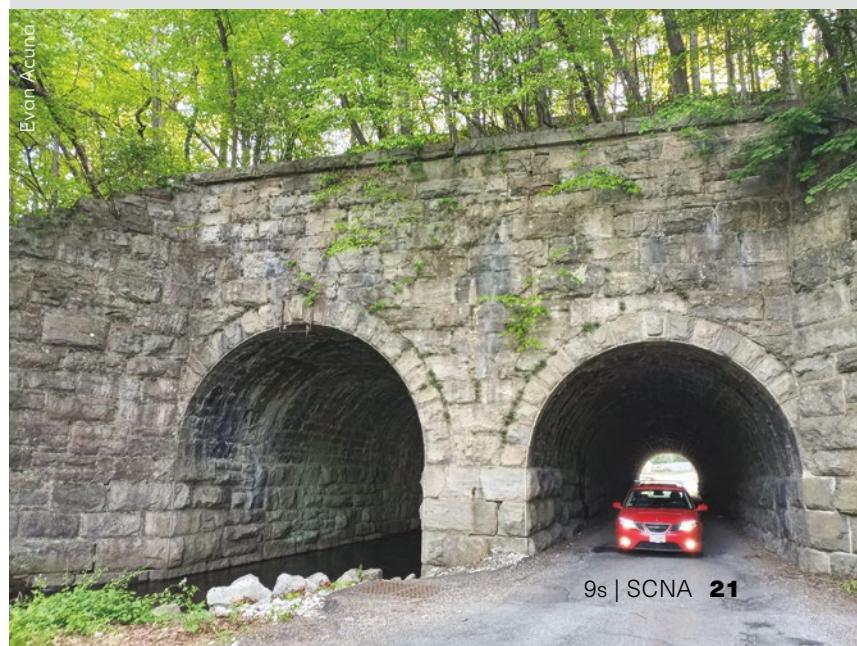
SOC42 Friday Morning SCENIC DRIVE DETAILS

- Meet at Wesselhof Farms at 7:30am for a farm-to-table breakfast (see wesselhof.com for menu and additional information).**
- Convoy from Wesselhof Farms to Sterling Hill Mining Museum at 8:30am. This will be a short drive of about 8 miles / 15 minutes down local back roads.
- Meet at Sterling Hill Mining Museum at 8:45am for a private tour of the museum (see sterlinghillminingmuseum.org for additional information).***
- Depart Sterling Hill about 11am for a convoy back to the hotel (about 30 miles / 1 hour).
- Please note that you must RSVP to attend the breakfast and mine tour.

Want a shorter outing? Skip breakfast and the mine tour and meet in the Sterling Hill parking lot around 10:45am to join us for the convoy back to SOC42. There is no cap on the size of the convoy, but we ask that you attend a drivers' meeting to be held in the parking lot to ensure you have the event organizer's contact information and the official route map.

**Attendance soft-capped at 15. Please RSVP to Evan Acuna - (609) 558-1898 or eacuna@udel.edu.

***Attendance soft-capped at 30. There is a \$15/person charge to tour the museum, payable in-person at the museum. Please RSVP to Evan Acuna - (609) 558-1898 or eacuna@udel.edu.





ENDURO C900 DOWN UNDER

BY ALLAN HOLMES

Editor's Note: this is the third article in a series by Allan Holmes highlighting obscure and interesting bits of SAAB history.

Most longtime, diehard lovers of Saabs know that the most produced Saab model, by far, was the Classic 900 (c900). 908,817 c900 models were produced worldwide, which led to numerous accolades from a plethora of motoring publications for this cult status model. There are still roughly 40,000 c900 models currently registered in the USA and the collectible status of this cult classic has really rocketed over the past few years. However, you may not know that over 60 Special and Limited Edition c900 Saab variants were produced, few of which made it to the States.

One of the rarest c900 variants ever produced was "The Enduro." There were three people who developed the Enduro; the first and arguably most important of the three was an Australian, Allan Purvis, who designed and produced the Saab Enduro kit. While visiting Britain, like a moth to a flame, Purvis was drawn to a British kit car, dubbed the ADD Nova. Having been starstruck by this very sleek and sexy contraption, Purvis vowed not to leave Britain without first acquiring licensing rights to produce this kit sports car and true to his word, he did just that. Once back in Australia with the rights, Purvis began his long mission to meet regulations, finally beginning production in 1974. From 1974 thru 1991, spanning three different models, 683 kit cars were produced in Australia under the moniker - Purvis Eureka. The Purvis Eureka was well ahead of its time. That Lambo-like kit sitting on a VW Beetle chassis, delivering 40mpg, with a floating cockpit canopy and dripping in fiberglass, still commands respect today.

Offering a choice of a VW flat-4, Ford Cortina inline-4 or a Mazda rotary engine, this kit car came with many performance options.

The second member of the Saab Enduro team was a Saab dealership in Sydney, Australia -- Ken Matthew Prestige. The dealership was hand-picked by Saab Australia to manage the engineering component of the Saab Enduro. The third member of the team was Richard Oakes, who was unofficial and did not receive any recognition. However, his early contributions in the field of automotive design laid the groundwork for the Enduro and he would later collaborate with Saab on other projects. Oakes hails from the UK and got his big break with FordUK. While growing up in Yorkshire, he acquired an affinity for cars and created some critically acclaimed designs over the years, --- his most recognizable being the ADD Nova, that was penned at his famed company, Automotive Design and Development in Southampton. Oakes' futuristic designs are ageless and he has worked with a host of well-known car manufacturers.

With the combined efforts and collaboration of the team, the Saab Enduro was brought to life in 1980. This particular c900 variant was loved by some and frowned upon by many, you either loved it or hated it --- period! Built exclusively for the Australian market, Purvis only produced twelve Enduro kits.

Unlike many of the c900 special and limited edition models the Enduro team really pushed the envelope on this project. Purvis' kit was edgy and over-the-top, with sharp, hard lines, beefy wheel arches, coupled with an air dam and a spoiler. The Ken Matthews Prestige team

put much time, effort and thought into the engineering of this limited edition Saab c900. The Enduro's 8-valve engine put down 175hp in 1980, compared to the 160hp offered five years later in 1985 by the first SPG. The sleeper techniques used to bang out 175hp were increasing the boost to 17psi, improving the wastegate and spritz the engine with water, in effect cooling the air-to-fuel mixture, while simultaneously allowing more air/fuel to enter the cylinders. This Saab team then turned to the king of Aussie custom wheel design – Simmons - to fit this beast with the proper shoes. A three-piece design was selected, the 15" Simmons P-4 alloy, with their proprietary fastening system. The interior introduced a triple gauge set in the more desirable location --- up top, where the radio was traditionally located. The Eurovox MCC-9090R cassette player and radio were moved down to the newly introduced lower center console housing. The Enduro also got a substantially upgraded suspension system. All

Saab Enduro models were dressed in a 2-tone livery, spread between 3 colors; blue, red and off-white. Each example wore the "Enduro" label on the lower cladding, just above a three-striped colored rainbow that runs between the front and rear wheel arches. Of the twelve Enduro kits that were produced, only eleven made it to the pavement, one kit was held for a spare.

All eleven Enduro models remained in Australia and while there is still a debate about the number of survivors, it is safe to say somewhere between five and seven still exist. Interestingly, the Allan Purvis' Enduro kit molds magically landed into another Saab dealer's possession (in Adelaide) and he quickly began offering to restomod c900Ts into Enduro clones, for a very respectable fee. However, Saab corporate made its way to the Adelaide dealer and quickly persuaded the owner to stop his Enduros cloning. 

Credits: *Swadeology, Rare Component Cars, SAAB Enduro Club and Club Shannons*

SAAB CLUB

OF NORTH AMERICA

Board of Directors

President

Shelly Baxter
president@saabclub.com

Vice President

Mark Welker
vp@saabclub.com

Secretary

Carl Levine
secretary@saabclub.com

9s Editor-In-Chief

Greg Abbott
greg.abbott@saabclub.com

Treasurer

Brian Stauss
treasurer@saabclub.com

Marketing Director

Jamie Anderson
jamie.anderson@saabclub.com

Membership Director

Adam Friedstein
adam.friedstein@saabclub.com

Parliamentarian

Chris Stearns
christopher.stearns@saabclub.com

Directors

CarolAnn Arthurs
admin@saabclub.com

Saunders Lee

saunders.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



WWW.WERSAAB.COM

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



YOU CAN HELP KEEP THE SPIRIT OF SAAB ALIVE!

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

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



BOARD ELECTIONS

The elections for the SCNA Board of Directors are held annually at the Saab Owners Convention, this year in mid-July at the Sheraton Hotel in Parsippany, New Jersey.

We're pleased to provide some background and biographical information about new and returning candidates for the SCNA Board in advance of the annual election.

NEW CANDIDATES

Matthew Gasper

Matthew's a fan of good design, so when he decided to pick up a car after fourteen carless years in DC, the NG9-5 spoke to him. Matthew's had a Turbo4 Premium for over four years now, and it's a frequent sight at car meets, Saab and otherwise, in the DC area. It's great fun being able to show off something most people have never seen before, but it's even more fun when he sees other Saabs and gets to talk to their owners. Since buying a 9-5, Matthew's enjoyed being part of the community. He currently helps run Maryland Saab Group, and tries to go to Central Penn Saab Club and Virginia Saabs meets whenever he can. He is also a moderator on the Saab Discord, which has nearly 800 international members, where members talk about their love for Saabs, other strange and interesting cars, and lots else. Professionally, Matthew works in the nonprofit space for the last 13 years and currently is the Associate Director of Finance and Operations at CityTutor DC. He appreciates all the work SCNA does for the community, and looks forward to supporting where he can.

Ami Reist Jachimski

Ami's first Saab was a white 1989 900 turbo convertible with red leather interior. Her parents bought it for her as a sweet-sixteen birthday gift. Ami's father, Steve Reist, has been a Saab enthusiast and collector for years and passed his love for the Swedish car company on to his daughter. Ami's first 900 convertible suffered ill-fate in 2004 when she rolled it while going too-fast on a country back road down the street from her parent's home. She walked away from that accident unscratched, even though her car was upside down in the roadway on top of her. It was the worst-case scenario for her beloved convertible, but the best case scenario for a young driver involved in a rollover. The security Ami felt in that car, led her to love the brand more than ever.

Since her 1989 Saab 900, Ami has purchased many Saabs over the years. Her current collection consists of a red 1994 Saab 900s, a red 1993 Saab 900 turbo, and a 2008 9-3 Sportcombi wagon. Saabs have played a role in all of the most important

parts of Ami's life: homecoming parades, her wedding day, Christmas parades, and many car shows. Ami grew up in Central Pennsylvania and fondly remembers her father's friends stopping by to show off their cars and talk Saabs.

Ami currently resides in Ocean City, MD with her husband and daughter. Her little red 900 is constantly filled with sand and beach gear and is often used as the most-fun flower delivery vehicle for her floral design business. Ami's parents live nearby and there is always a parts car parked at her father's house and endless to-do lists to keep their Saabs looking great and on the road. Ami hopes to pass her love for Saabs on to her daughter who currently says that she'd like a yellow Monte Carlo 900 convertible for her 16th birthday.

Nicholas Chanda

Nicholas' Saab journey started with his father's 1992 Saab 900 Turbo Convertible, which is still in the family today. His parents' avid love for the brand rubbed off on him, resulting in him becoming obsessed with these cars. Although he grew up with a classic Saab, Nicholas' real love for the brand came with the vintage cars. He now owns a 1971 Sonett that he bought a few years ago when he was only fifteen. The car came from Alaska, and Nicholas, being from Massachusetts, had to have it shipped on both a barge and car hauler to the mainland United States, tracking it with an airtag on its way back to New England.

Nicholas enjoys wrenching on his Sonett himself, even when he doesn't really know what he's doing. One aspect of the Saab community that Nicholas loves is their willingness to help others. Without the help of his Saab friends, his car would still be apart in the garage with him not having a clue of what to do.

As a young Saab enthusiast still in high school, a goal of his is to not only impact the Saab community in the short term, but also the long term. He would like to see the club and love for the brand thrive well into his later years, so that others his age are able to enjoy it just as many of you have.

CURRENT DIRECTORS STANDING FOR RE-ELECTION

Shelly Baxter

Shelly was brought home in her parent's 1976 Saab 99 GLE, affectionately named "Sally Saab". As a child she went to work every day at her parent's Saab shop, where she learned to ask a lot of questions and practiced her skills for disassembling Saabs. (Sometimes she would even put them back together!) She also spent a lot of time going to the racetrack with her Dad. At age 12, she "borrowed" her Mom's Saab (a 1980 900T that had a FEW modifications) and taught herself to drive a manual. Shelly grew up attending Saab events, both those hosted by her local club and SOC's all over the country. She founded the Saab Club of Atlanta, and began hosting her own Saab events for her local club. She was a second-generation Saab shop owner for 20 years until she fell in love with another Saab nut and moved to Springfield, MO to find her own road. She works at Genuine Saab with Nick Taliaferro. Shelly has served on the SCNA Board since 2018, utilizing her upbringing in the Saab world to help keep our quirky club alive. She is currently President of SCNA.

Mark Welker

Mark fell for Saabs when his brother bought a brand-new 1983 900 Turbo (white on red cloth) and drove from L.A. to Phoenix and back (very fast!!). In 2008 he picked up a 1999 9-3 SE (HOT), which led to much research about the Saab community and joining the Saab Club of Atlanta, where Mark is now a past President. SCA hosted SOC2016, during which Mark joined the SCNA Board as a Director. In 2020, he became SCNA Secretary and in 2023 was elected as Vice President. Mark not only has a great passion for these fine cars but also for the diverse members of the Saab community and their enthusiastic desire to preserve them. Since SCNA has the same mission, working for the community as a Board member (and the Event Coordinator since 2019), has brought him great enjoyment. Mark's passion for the community also led to his obtaining a large amount of used parts and founding Saabpartsconnection.com for those Saab fans who want to keep their cars on the road!!

Adam Friedstein

Adam grew up just north of Boston (in "Saab Country"), where he saw 99s and 900s all around him, and he just plain fell in love with the distinctive styling and proportions. Adam has been driving Saabs ever since he received his license—first an '86 9000T, then 2 more 9000s and 3 C900s. When he couldn't find a local mechanic, he bought a Bentley Manual and some basic tools and endeavored to accomplish projects himself, along with his son, Benjamin, who aptly named their '85 sedan "Turbo Ben". Both enjoy tinkering on the car, attending Carlisle and SOC, and being active in various groups full of passionate owners. These informal gatherings reinforce what Adam finds most rewarding about Saab ownership—the relationships built, and knowledge shared amongst owners and friends.

Ian Cudny

Since he was a little kid, Ian has always had a fascination for cars. But, he never knew Saabs existed until coming back from golf practice in high school in 2008. Flying in the other direction was an unidentified gray object he'd never seen before. Ian U-turned and went after it. Thankfully, it pulled into a gas station. While pretending to fill gas, Ian kept looking it over and finally asked the owner what it was. Turned out to be a 1988 Saab 900 SPG. From that point on, Ian researched and took in as much knowledge of Saabs as he could to learn about the brand because it had sparked something that he'd not felt before. Flash forward to 2014, and that very same SPG became his first Saab! Ian is now the President of the Chicago Saab Owners Club and has made this club more active than in previous years. Since 2020, Ian has also been the Service Writer at Petersen Automotive in Skokie, which primarily specializes in Saabs. Ian also speaks his native language (Polish) fluently and plays jazz and blues saxophone throughout the city of Chicago.

Saunders Lee

Saunders' love affair for the Saab brand began in late 70s when noticing a few of them at his Air Force Base. He was raised in Oklahoma, which was predominantly Ford, GM, and Chrysler, so the Saabs really stood out. After seeing his first 99 Turbo, Saunders was smitten, and upon entering the Air Force in 1982, age 17, he drove a fellow Airman's 1978 99 EMS. A month later he drove a 900 Turbo—a week later bought a lease-return '82 Turbo with the funky TRX wheels! It may sound corny, but Saunders always liked what wasn't the most popular, and since that first Saab he has bought/fixed/sold over 100 Saabs.

Saunders currently owns 14 (paring down a bit though) and has always had at least one. He has made it a priority to be around Saab "peeps" and has worked actively to promote/prolong the brand that has brought him so much joy!

Greg Abbott

Greg bought his first Saab, a 1975 99 hatch in Emerald Green, in the summer of 1989, as an emergency replacement for a wrecked Chevy Impala. The handling, steering feedback, and utility of the car were eye-opening. Despite the wonderful "AUTOMATIC" badge on the rear of his first Saab, Greg quickly concluded Saab virtues were best expressed in manual form. After a decade, Greg was thunderstruck to discover that there were local and national Saab clubs, and even (gasp!) an annual Saab Owners Convention. Locally, he has served as President of the Minnesota Saab Club, and his first SOC was 2005 in Stratton Mountain, VT. Since 2006 Greg has been the official photographer for SOC (excluding 2017, when the total solar eclipse could not be rescheduled to accommodate the Convention dates!). Greg joined the SCNA Board of Directors in 2015, and in 2021 became the Editor of 9s, overseeing the revamp of our venerable Club magazine, a position he currently holds.

CONTINUED

CURRENT DIRECTORS STANDING FOR RE-ELECTION CONTINUED

Jake Tilton

Jake Tilton remembers the first day he saw a 900 amble up the driveway at age 5; the first time he played with the mesmerizing and chunky buttons, knobs, and switches in a ratty beater 900 (belonging to his sister's ex); his first-ever Saab show at age 12; and dragging his Mom to the New York Auto Show and to the local Saab dealer to check out the 2010 9-5. In 2017, he made numerous spreadsheets and presentations to convince his parents to buy a 2011 9-3X (he failed), so on a whim Jake flew to Virginia to buy an '07 9-5 SportCombi. He has never looked back. During the pandemic he acquired an '84 900 Turbo (which he drove to the Sturgis show from CT) and knows he's doomed to buy many, many more Saabs in the near future. Jake has been active in SCNA since the Albany SOC, writing articles for 9s Magazine and proudly displaying his SCNA stickers on both of his cars since joining. When not scavenging for Saab parts/accessories/memorabilia, detailing his cars, or wondering why the universe cursed him with another expensive repair bill, he's a market researcher and consultant in the Boston area.

Jamie Anderson

Jamie's "Adventure Car" (a 1992 Black 3DR T16) was bought as a daily commuter, but "retired" as daily about 17 years ago. It got its moniker because the Andersons have used this car to travel far and wide in the United States, especially during the pandemic. The 900 has been to State Parks and National Parks (and a lot of ice-cream shops) across the Midwest. The car was also nicknamed because it occasionally will be as stubborn as its Swedish makers and decides to be difficult without warning or explanation. Jamie has been adventuring in this 900 for over 30 years now. Despite professional advertising stints with Porsche, Audi and Harley-Davidson, no other vehicle or marque has successfully tempted him away. A driven advertiser, designer and amateur photographer Jamie is an avid member of the SAAB community, a community he feels is unlike any other car group out there and one that he enjoys nurturing, serving, and growing. Daughter Audrey Violet Anderson swears she will drive the Adventure Car as soon as she is 16 (she is currently 9)—Jamie is not too sure.



VOLUNTEERS NEEDED

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! The minimum time commitment we ask is 2 shifts (2 hours per shift, 4 hours total) during the Convention.

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.

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.

Are you ready for the ride? Sign up! Please email our Volunteer Coordinator, Adam Friedstein, at volunteers@saabclub.com



Gerald L. Danner

Charitable Remainder Trust

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

Ensuring Its Future

Benefitting the Saab Heritage Museum

OEM SAAB—
AND—
SUBARU

Located in Parker, Colorado

oemsaabandsubaru.com

SAAB Performance Tuning

Taliaferro
Genuine **SAAB**.com

Taliaferro Imports, Inc.

Springfield, MO USA **417.831.7222**

Photo Amanda Luce

saabstory.com

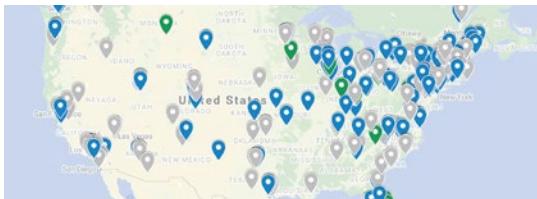
GARRY SMALL
SAAB

Family owned and operated since 1986

OREGON'S MOST EXPERIENCED
SAAB REPAIR & SALES



■ 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 silver multi-spoke wheel, and a black steering wheel with a Saab logo. The text "eSAABPARTS.com" is prominently displayed in red and black, with the subtitle "Supporter of the Saab Heritage Car Museum USA" below it.

FUTURE **EVENTS**

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

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

IntSaab 2025

Friday-Sunday August 8-10

Melchtal, Switzerland

Hosted by Saab Club Switzerland

Intsaab2025.com

Eurofest Maggie Valley

Saturday August 16, 2025

Hosted by Southeastern Euro Motorsports (and SCNA)

SouthEastEuroMotorsports.com/EurofestMaggieValley

Swedish Car Day

Sunday August 24, 2025

Larz Anderson Auto Museum, Brookline, MA

larzanderson.org/event-details/swedish

Saab Car Museum 50th Anniversary

Saturday September 6, 2025

Saab Car Museum, Trollhättan, Sweden

Hosted by the Saab Car Museum

saabcarlmuseum.se

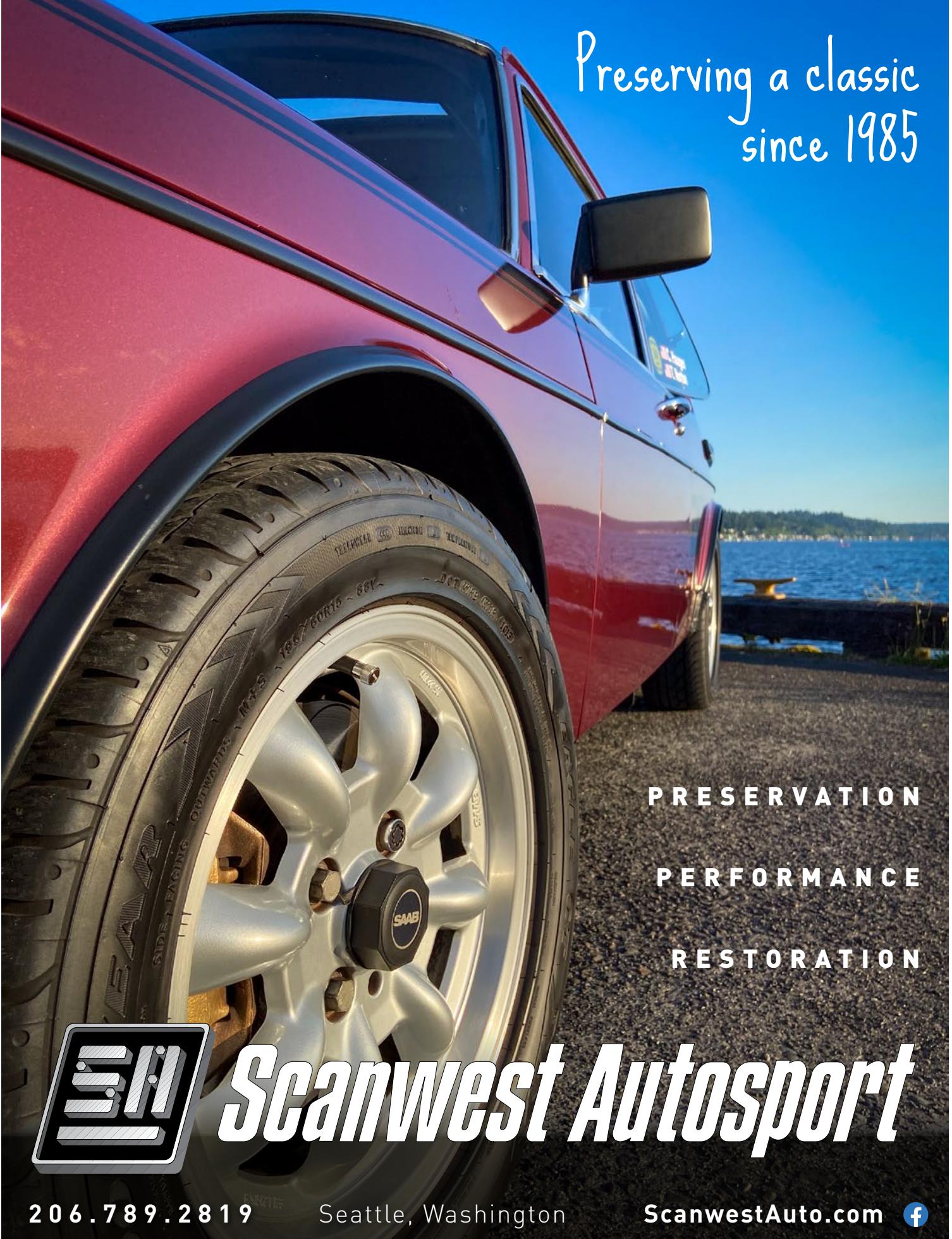
Ozarks Trail Drive

Friday-Sunday October 3-5, 2025

Rail Haven Hotel, Springfield, MO

saabclub.com/event/ozark-trails-drive





Preserving a classic
since 1985

P R E S E R V A T I O N

P E R F O R M A N C E

R E S T O R A T I O N



Scanwest Autosport

2 0 6 . 7 8 9 . 2 8 1 9

Seattle, Washington

ScanwestAuto.com 