

THE SAAB CLUB
OF NORTH AMERICA

OCT - DEC 2025
ISSUE **383**

9s

History of 9s - Part 3

SOC42 Awards & Photos

Saab Museum Ambassadors

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CONTENTS

2	President's Letter SHELLY BAXTER
3	Editor's Letter GREG ABBOTT
4	Concours d'Saab Winners
6	Judges Choice Winner
7	Special Award Winners
8	Sponsors Choice Winners
11	Partsipanny: From Trinkets to Turbines BY CAROLANN ARTHURS
12	Birth of a Magazine The History of 9s - Part 3 BY TIM WINKER
14	SOC41 Photos & Group Shot
16	People's Choice Winners
20	Best Saab Photo Winners
21	Behind the Scenes BY CAROLANN ARTHURS
22	SOC42 From a Kid's Point of View BY AMI REIST JACHIMSKI & SUMMER JACHIMSKI
23	Would You Consider Being an Ambassador? BY GREG & BETH ANDRESEN
24	There and Back - A Saab's Tale BY JACK DERETHIK
27	Saabs Online & Board of Directors
28	Tusen Tack! To Our SOC42 Volunteers
29	Future Events





SHELLY BAXTER

SCNA PRESIDENT'S LETTER

Hello Fellow SAABers!

Fall weather is upon us which means that it is time to pull those turbos out and hear them spool up in the crisp autumn air! Do you have any fall drives planned for the season? We have one here in Springfield called the Ozark Trails Drive. A fun little event that draws a decent crowd from multiple states. Take a look at the fall events page in the back of this magazine, and see if there are any close in your area. If not, consider starting one near where you live. We can help you with that if you decide to take up the call to action!

Speaking of action, we had a lot of it in spades at the convention this year. It was one of the largest turn outs we have had in a long time and for that we are grateful. So many different things to do, see, and learn in such a short amount of time. This was a convention for the record books, and it wouldn't have happened had it not been for you! Thank you!

Every year SCNA strives to throw the best SOC that we can. This year was no different. As many of you know, several people got sick after Saturday night's dinner. We are still vigilantly working to get to the bottom of the situation and as we have more information to share, we will send out emails to those affected.

Next year's planning is already in full swing for **SOC43**! Stay tuned as we work hard to put a program together centered around our Saabs and Space Camp in Huntsville, AL!

Keep on SAABin!

Shelly Baxter

SCNA President



9s EDITOR'S LETTER



GREG ABBOTT

Relationships are the lifeblood of any group or organization, and the Saab community is no different. It's not just the cars that keep bringing us back, it's the people — we've all made lifelong friends at the various Saab events. The emotions and the personal connections in this odd little hobby of ours is what makes Saab life so interesting. And that is something we try and capture here at **9s**.

In that spirit we have an idea for the next issue of **9s** — an issue focused on couples who met at Saab events, or through some Saab-related function, or even couples whose Saab fandom is a big part of the relationship. The next issue is for the first quarter of 2026, which as it happens includes Valentine's Day, and "Saab relationships" will be the theme.

This is an idea we've kicked around for a while, but we got a nice kickstart on it when Justin Cercone submitted an article about a friend's wedding which has a Saab element to it, with a little cross-brand help from some Porsche club members. (Justin, apologies but we're going to hold your article until the next issue to build on the theme.)

This is a call for submissions — if you have a "Saab relationship" story, please write it up and send it to us for publication in the next issue (include some pictures as well, as the saying goes a picture is worth a thousand words). We'd love to publish four or five (or more) of the best Saab couple stories. It doesn't matter if it's a wedding story, a "I found my soulmate when they jumped my 9000 Turbo" story, or a drunken SOC after-party story. (If it's the latter case please remember this is a family-friendly publication).

We're looking for 800 to 1,200 words, along with two or three good, high-resolution photographs for each submission.

Once you're done, please send it to nineseditor@saabclub.com. We'll print the best Saab relationship stories we get in full, but every couple who submits a story will get some form of recognition in the issue.

Our deadline for the next issue is November 15. I can hardly wait to see what you all will be sending in!

Greg Abbott

9s Editor-In-Chief

Best In Show



Charles Harrill (Virginia)



Vintage (92/93/95/96/99/Sonetts)

1st Dean Gordon (New York)

2nd Larry Lautenschlager (South Carolina)

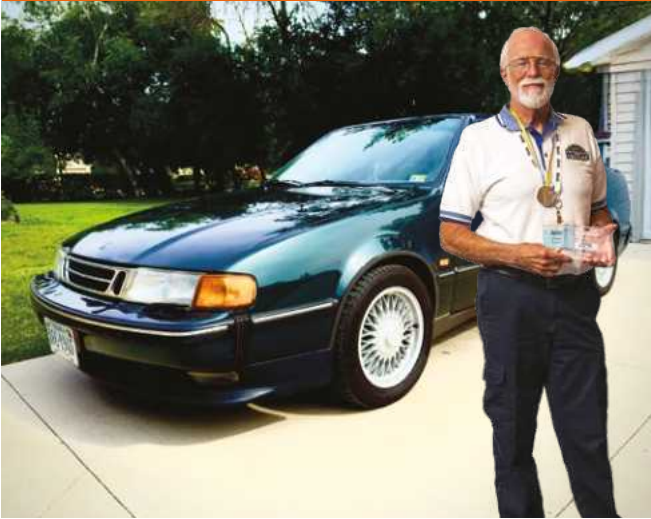


Convertibles (900, 9-3)

1st Steve & Martha Boshart (New Jersey)

2nd Jesse Chan (Massachusetts)

9000



1st John Curran (Florida)

2nd John Goguen (Massachusetts)

C900 (non-convertibles)



1st Ian Brade (Michigan)

2nd Darren Pulvirenti (Maryland)

OG GM (NG900, OG9-3, OG9-5)



1st Charles Harrill (Virginia)

2nd Christopher Stearns (Pennsylvania)

NG GM (NG9-3, NG9-5, 9-4X)



1st Terry McBride (Missouri)

2nd Matt Sinibaldi (Pennsylvania)



Jonathan Bartlett
(MA)



Larry “Stroker” Williams Award

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

Presented by SCNA

Luke Sorenson
(CT)

Award accepted on Luke’s behalf by Jordan Pagano



Walter Kern Award

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

Presented by Vintage Saab Club of North America

Amy & Philip Klene
(VA)



Preservation Award

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

Bill Jacobson
(DE)



Bob Sinclair Award

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

Colin Tribell
(AR)



Young Enthusiast Award

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

Presented by SCNA

Greg & Beth Andresen
(IL)



Philanthropist Award

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

Presented by the Saab Heritage Car Museum USA

Central Penn & Auto Autopsy



Shane Mulcahy (North Carolina)

European Motor Services



Dan Riga (Pennsylvania)

Genuine Saab



Dustin Derethik (Minnesota)

Jerry Danner & Modern Classic Saab



Larry Allen (Connecticut)

Hacker Automotive



John Visconti (Connecticut)

Hutchings Autoworks



Ehren Webber (Pennsylvania)

Moose Proof Automotive



Hank Eskin (Connecticut)

OEM Saab



Sean Pollitt (Massachusetts)

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AWARDS

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Bruce Billing (Maine)

Red Aero Saab Parts



Matthew Carr (Massachusetts)

Saab Heritage Car Museum



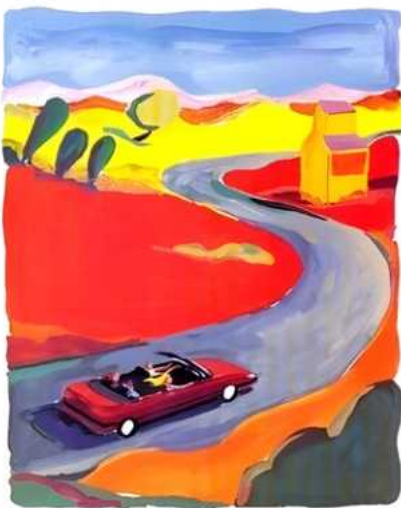
Gary Stottler (New York)

Saab Original



JT Smith (Pennsylvania)

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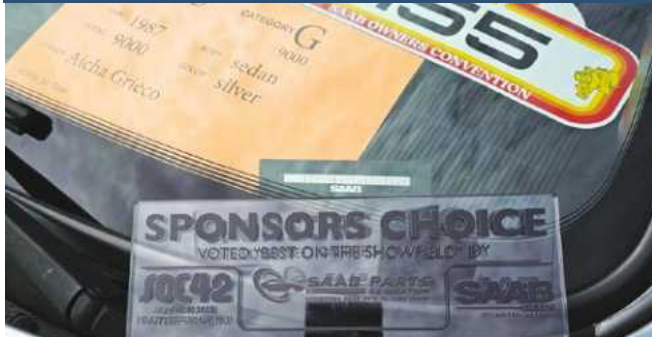
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Tyler Nail (Massachusetts)

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Mark Faldzinski (Maryland)

CONVENTION PHOTOS



Many of the photos on the center spread of this issue were taken by Doug Bostwick, a sports photographer in central New Jersey, who has been a Saab Sonett III enthusiast since owning one for a while in the mid 70's. Currently, restoring a 1973 Sonett has become his passion project. To purchase downloads or prints of track day, the SOC42 group shot or awards presentation photos, please visit Doug's website: SportshotsWLB.com



PARTSIPPANNY: FROM TRINKETS TO TURBINES

BY CAROLANN ARTHURS



Saab treasures were found throughout the parking lot at ParTsippanny! As the Saabs filed in during SOC42, trunk loads of parts emerged, tents were staked and the excitement

to find that perfect Saab part began. It may have been the one you have been looking for years or the one you didn't know that you needed. Big Saab smiles were seen all weekend long. One scooped up a vintage Saab poster that hung in our former NINES editor's office. One scored vintage NOS TURBO badges. One scored a period correct 8-track tape player. But our well-known Swede that travels the US finding Saab parts stated it best, **"I scored a lot of new friends"** 🍷

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BIRTH OF A MAGAZINE

THE HISTORY OF 9s - PART 3

BY TIM WINKER



After living in California's Bay Area for a couple of years, I decided to move back to Minnesota, my home state. A new opportunity presented itself when I bumped into long time friend Bobby Archer while visiting friends in Duluth. He and his brother Tommy ran the family's Renault dealership there, and their proficiency at winning races in Renault R8s and R5/LeCars had gotten them hired as the factory backed team for the IMSA Champion Spark Plug Challenge series. Originally for small sedans like BMWs, Volvos, VWs, Ford Pintos, and similar, the format switched to strictly front-wheel-drive cars beginning in 1984. Renault entered with an Alliance for Tommy and an Encore for Bobby. Between the dealership and nearly full-time racing, they didn't have time to field questions from Renault owners on how to make their little sedans go faster. They hired me to put together a catalog of Renault Performance Parts.

I parted ways with Archer Racing in 1985 when I came to the realization that Renault Performance was an oxymoron, at least in the U.S. Used Renaults were pretty cheap, and so were their owners. I needed a new challenge. It came in the form of taking over the Saab Club Newsletter from editor Jeff Delahorne who had recently been hired by Saab USA and moved to Connecticut. Jeff's wife, Carolanne Curtis, took over as interim editor for a few issues while I got accustomed to my new role.

A computer was a necessity for this undertaking, and I purchased a Commodore 128, floppy drive, and a couple of printers, a daisy-wheel printer for the pages and a dot-matrix printer for address labels. Early on I used an old black and white TV for a screen as a proper monitor wasn't in the budget. Carolanne maintained the mailing list for several months until I was comfortable working with the mailing database.

The first issue with my byline and the new mailing address in Duluth was December 1985, Issue #143. That was also the issue that introduced the Saab 9000 to the readers. But much of the layout was still done with the assistance of Carolanne. I drove to Connecticut for a quick introduction and indoctrination into the world of publishing a 12-page periodical. I did most of the typing and layout using the Delahorne's computer. The January 1986 issue was the first published out of my home.

A contest to design a new logo for the masthead and decals was announced in the March 1986 issue. The winner was Henry Jorgensen of Silver Spring, Maryland. The logo was first used on the July 1986 issue.

Another change with that July issue was the publication was no longer just the Saab Club Newsletter, it became NINES. Regular contributor Peter McLaughlin reminded me that I was merely copying the Delahorne style, and I should embrace the challenge as my own. In all my years of belonging to various motorsports clubs, their newsletters and magazines all had names - Downshifts, DNE, Tonneau, Checkpoint, Roundel (BMWCCA), The Star (Mercedes Benz Club). What was unique to Saab? Front-wheel-drive? No. Turbocharging? Not all Saabs had turbos, and many manufacturers had jumped on the turbo bandwagon. All models began with the number 9? We had a winner.

Several big events in Saab history occurred in the early months of my editorship. The Barber-Saab Pro Series was announced in the January issue, open wheel race cars powered by identically matched Saab 2.0 liter 16-valve engines as used in the 900 and 9000. Since the chassis and engines were all the same, the skills of the individual drivers made the difference. Many of the front running drivers went on to race in Indycar and other professional races.

The 900 Convertible made its first appearance in the March issue. At that time convertibles had largely disappeared from the automotive market, so Saab was taking a big chance by adding one to their model lineup. The convertible models went on to become quite popular, and are considered highly collectible these days.

Later that same year Saab took several 9000s fresh from the assembly line, and sent them to the Alabama International Speedway at Talladega. Three of the 9000s ran non-stop, setting new speed records for distances up to 100,000 km (a bit over 62,000 miles), on the steeply banked oval track. The "Long Run" concluded with two World Records and 19 International Records, in production cars that had no modifications.

The first Saab Owners Convention I attended was in Atlanta in 1986. That is also where I began to meet the readers of the newsletter, many of whom have become lifelong friends. My girlfriend at the time and I drove there in my recently acquired 1979 99GL. The car did not have

air conditioning, and the entire trip was very hot.

The newsletter began to grow, from 12 pages to 16, and occasionally 20 pages. The added information was available so why not share it with the readers. It wasn't long before every issue was 24 pages, limited to a certain weight to avoid added postage costs.

1987 was an important year for Saab as it was the 50th anniversary of the company, and the 40th anniversary of the decision to produce cars. A short

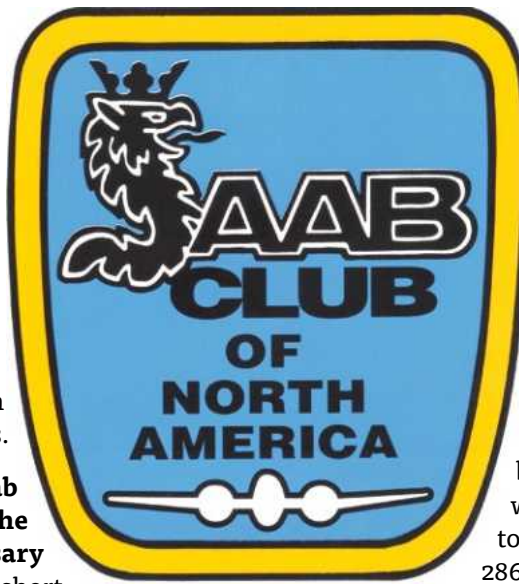
history lesson for those who may not recall, SAAB is an acronym for Svenska Aeroplan Aktiebolag, in English the Swedish Aircraft Company. The company was formed in 1937 to produce military planes to defend Sweden in what was to become World War II. After the war there was little need for military planes so the company sought to branch out. The post-war demand for automobiles looked like the perfect niche, and SAAB announced their intent in 1947 with what we now know as the Ur SAAB.

The company planned a celebration at the Saab car factory in Tröllhattan, and invited Saab owners from around the globe to participate. I felt it was my duty to be there to report for NINES. I applied for a passport and made travel plans to Sweden.

After landing in Stockholm I embarked on a side trip to Finland to see the pre-event festivities for the Rally of 1000 Lakes based in Jyväskylä. The rally was the same weekend as the Jubilee in Tröllhattan so I wouldn't be able to stick around to watch the stages. I made my way to the Media Room to see if I could get credentials. "You're from America??? Of course!" Apparently I was the only American journalist there. With that Press Pass I was able to catch a Ford Press Conference and to meet several of the top rally drivers of the time. But that story is too long. Ask me about it sometime.

I was eventually able to make my way to Sweden, and eventually to Tröllhattan, riding in the back seat of a Saab 92 driven by a pair of Finns who were on their way to the Jubilee.

The official Jubilee Day was Sunday, but a gathering especially for Saab Clubs was arranged for Saturday. Saab officials were overwhelmed by the turnout for a car show, most coming from across Europe of course. It was a chance to meet hundreds of Saab fans from all over. The Sunday celebration featured a catered breakfast, tours of the factory, and an action packed parade of important historic cars from the Saab museum as well as an air show demonstrating the capabilities of Saab aircraft. It was estimated that over 30,000 people attended the



Jubilee Day.

The mid-80s saw changes in how NINES was published. Initially the newsletter layout was pasted up on the same boards Delahorne had used. "Desktop publishing" was in its infancy in the mid-'80s and the price of an Apple Macintosh with a laser printer was far beyond my budget. By 1988 PageMaker software was available for the PC market and I took the plunge. The computer had a 286 CPU, the monitor was monochrome, and the HP Laserjet II took up a lot of desk

space. The June and July 1988 issues were a bit difficult to read because decent font packages were an additional cost, and many were not cheap. The price dropped after a few months and I opted for a standard font package with the basic Times Roman and Helvetica fonts that most publications used.

There was a move to create a national club structure beyond the sole proprietorship of the newsletter in 1988. Several meetings were held, at the Delaware convention and in a couple of Midwest cities, bylaws were written up, but ultimately nothing came of it, apparently due to a lack of interest. NINES remained a sole proprietorship through my tenure and the next couple of editors.

Former newsletter editor Dick Grossman passed away of another heart attack in June 1989 at age 59. **Dick is considered the founder of this publication, then simply called the Saab Club Newsletter.** In a memorial to Dick published in NINES, Andrew Fedorowski also shared some early history of how today's club grew out of the Chicago Saab Club. Two pages of that issue contained snippets from Grossman editorials.

Saab sales in the U.S. did very well in the mid 1980s, but began to drop in 1987. By 1989, Saab was looking for a new partner to avoid going bankrupt. It came as quite a shock when the answer came in December 1989 that General Motors had agreed to buy half of Saab Automobile AB.

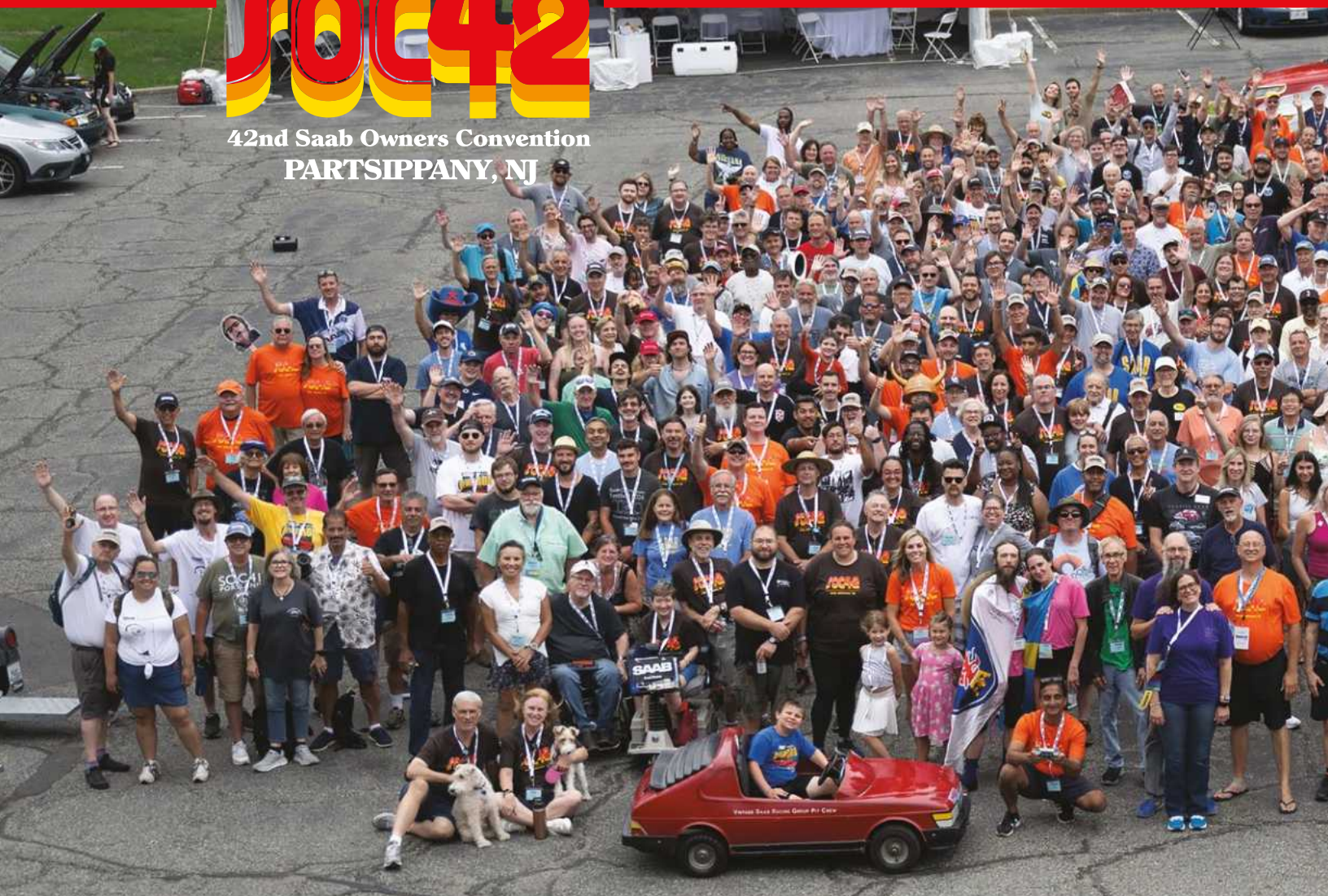
Given editor Dick Grossman's editorials condemning GM's bean counter mentality, it seemed like the absolute worst choice. Many Saab owners cast doom and gloom over the marriage. While GM's ownership of Saab kept the company alive for another decade, the cars were... different. Sure, the cars still had that soul that makes Saabs so intriguing to those of us who love them. But it was obvious that compromises were made.

The first Saab model under GM was an all new 900, the NG900 to those in the know, based on an Opel chassis. More on that model, and much more, in the next installment. 🍷



SOCC42

42nd Saab Owners Convention
PARTSIPPANY, NJ





See videos from SOC42 on Auto Autopsy's Youtube channel:
youtube.com/@AutoAutopsy



BEST IN SHOW



Ehren Webber (Pennsylvania)

PEOPLE'S CHOICE AWARDS

JOC42

92/93



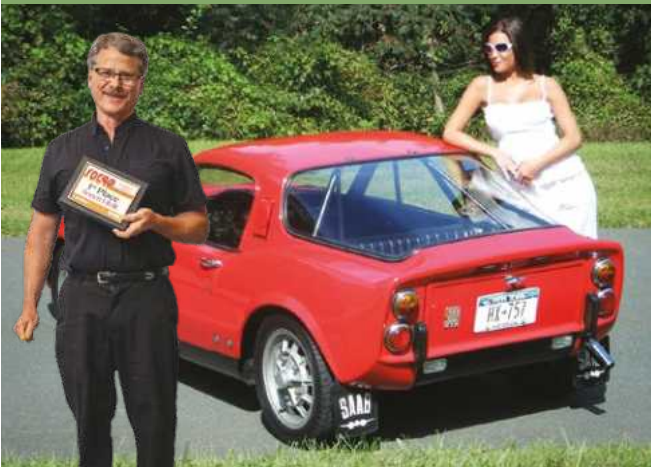
1st Asher Schlusberg (New York)

95/96



1st Bruce Billing (Maine) **2nd Mark Faldzinski** (Maryland)

Sonett I-II-III



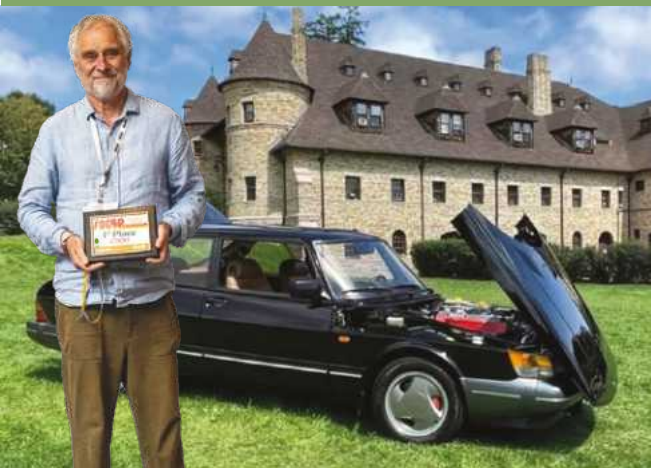
1st Bruce Turk (New York) **2nd Roman Artymyshyn** (New Jersey)

99



1st Gary Stottler (New York) **2nd Ehren Webber** (Pennsylvania)

C900



1st Larry Allen (Connecticut) **2nd Shane Mulcahy** (North Carolina)

C900 Convertible



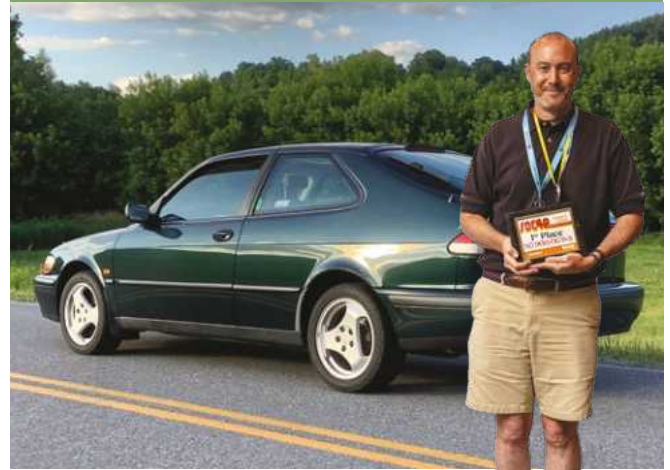
1st Allen E. Archibald III (Mass.) **2nd Todd Forte** (New Jersey)

9000



1st Andre Nowrouzi (New York) **2nd Jonathan Stearns** (NH)

NG900/OG 9-3



1st Mark Mccourt (Vermont) **2nd James Regan** (New York)

NG 900/OG9 -3 Convertible



1st Casey Sturup (Massachusetts) **2nd Mark Derethik** (Ohio)

NG 9-3 Sports Sedan



1st Chad Rousseau (Maine) **2nd Matthew Resendes** (Mass.)

NG 9-3 SportCombi



1st Matt Carr (Massachusetts) **2nd Ryan Engler** (Delaware)

NG 9-3 Convertible



1st Sean Pollitt (Mass.) **2nd Corey Kinney** (New Jersey)

PEOPLE'S CHOICE AWARDS

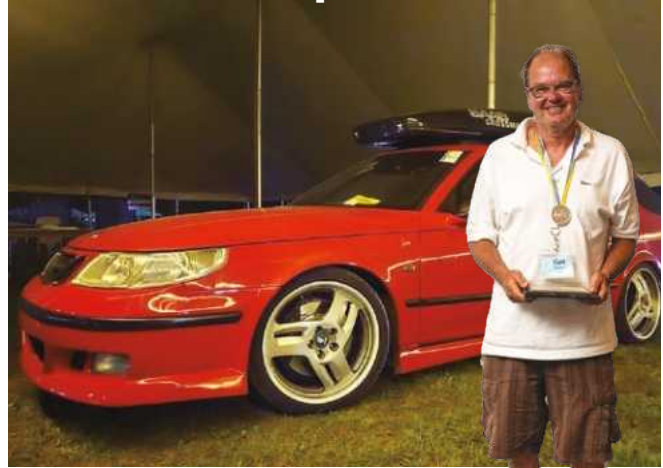
JOC42

OG 9-5 Sedan



1st Jonathan Pavtis (Virginia) **2nd Tom Ledwell** (Mass.)

OG 9-5 SportCombi



1st Curt Holmes (Maine) **2nd Thomas Maggi, Jr.** (New Jersey)

9-2X/9-7X



1st Lauren Barron (New Jersey) **2nd Jack Derethik** (Utah)

NG 9-5



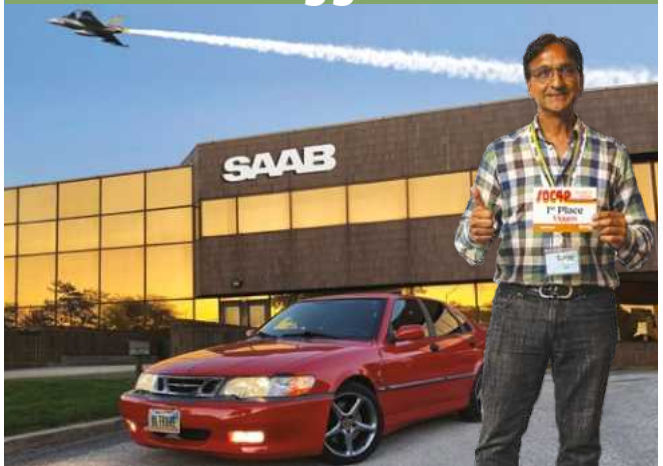
1st Mike Grenier (Mass.) **2nd Daniel Riga** (Pennsylvania)

TurboX

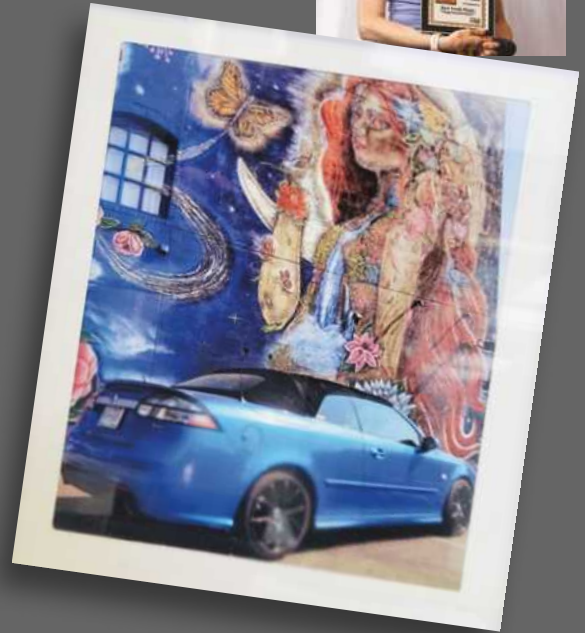


1st Wojciech Cieszkowski (New York) **2nd Mark Marcon** (Canada)

Viggen



1st Sanjay Patel (Ohio) **2nd Andre Alvazians** (New York)



A White Saab Blizzard

Some of Philip and Amy Klene's Fleet

The collage features nine individual photos of different vehicles, each with a caption below it:

- Top Left:** A white Volvo 700 GLE sedan parked in front of a building.
- Top Right:** The rear view of a white Volvo 960 GLE sedan.
- Middle Left:** A white Volvo 740 GLE sedan parked on a gravel lot.
- Middle Center:** A white Volvo 740 GLE sedan parked on a gravel lot.
- Middle Right:** A white Volvo 740 GLE sedan with its trunk open, parked on a gravel lot.
- Bottom Left:** A white Volvo 740 GLE sedan parked in front of a building.
- Bottom Center:** A white Volvo 740 GLE sedan parked on a gravel lot.
- Bottom Right:** A white Volvo 740 GLE sedan parked on a gravel lot.



BEHIND THE SCENES

BY CAROLANN ARTHURS

I've been attending Owners Conventions since 1988—starting with the one right in my hometown of Wilmington, Delaware. I can't say I've made it to every SOC since then, but I've been to my fair share. Growing up in a family-owned Saab business, Sports Car Service (since 1992), the National Owners Conventions have given me the chance to visit amazing cities all over the U.S. and connect with fellow Saab lovers. I've pitched in here and there over the years, but this past April, things took a big turn.

Shelly Baxter—aka Madam President of SCNA—asked me to take a bigger role and join the board. It wasn't the first time I'd been asked, but this time I said yes. I figured I'd just jump in with both feet... not entirely sure where I'd land! After my very first Sunday night board meeting, I quickly realized just how massive a job planning an SOC really is. The amount of time, energy, and know-how each board member brings is nothing short of amazing. I joined near the end of the SOC42 planning cycle—only three months left to go! The hotel had been booked a year in advance, social media promotion was already in full swing, and my role was set: I'd be leading the charge for SOC and SCNA merchandise.

"Cool Saab swag? This'll be fun!" I thought. But then came the question—"Where's all our current inventory?" The answer? "On the way to your house, of course!" After the Carlisle event in May, Shelly and Nick pulled up with a truckload of swag for me to sort, organize, and inventory. From there, I



MY FIRST SOC AS A BOARD MEMBER

got to work finding new items for SOC. Soon my living room looked like a Saab gift shop warehouse—deliveries arriving daily, boxes everywhere. And since this year's convention was only two hours away, I became the go-to drop-off point for all things SOC42.

One thing SCNA wanted to focus on this year was making the event family-friendly, so I got the green light to go all-out on kids' Saab swag. Challenge accepted! We had kids-sized event T-shirts, personalized backpacks, Saab coloring books, and even fun little trolls for every child. Inside the backpacks, kids could pick their favorite Saab from the showfield and "Troll" the owner with a special goodie bag. It was such a hit. And next year's convention? It's right next to a space camp—so, yep, the sky's the limit for the kind of fun we can dream up for kids (and kids-at-heart).

While I spent countless hours finding quality items, adding special touches, and shopping locally for event T-shirts, I also realized something important: my part, while rewarding, was just one small piece of a much bigger picture. Seeing the dedication of our 20 board members in action really drove home what a massive team effort it takes to pull off an SOC every year.

I've lived and worked around Saabs my whole life, but now I truly understand the value of using my time, skills, and passion to connect with other Saab enthusiasts. Together, we keep the spirit of the brand alive—and I'm honored to be part of that mission. 🍷

SOC42: FROM A KID'S POINT OF VIEW

BY AMI REIST JACHIMSKI & SUMMER JACHIMSKI



An interview with Summer Jachimski, age 7, from Bishopville, MD. Summer often attends local car shows with her parents and grandparents, but her adventure to SOC42 was a memorable one. Summer and her mother, Ami Reist Jachimski, traveled 5 hours north from their home just outside of Ocean City, MD and enjoyed their time in Parsippany, NJ for the convention. They spent the week exploring North-Central New Jersey, attending the convention, and volunteering at the event where they could. Please enjoy this interview between Summer and her mom, Ami.

Q: How was your drive to SOC42 and what kind of car did you ride in?

A: The ride was fun. I liked it the best when we got there. I rode in my mom's Saab station wagon with bright orange water skis on the top.

Q: What were your favorite parts of SOC42?

A: Staying in a hotel that looked like a giant castle, swimming in the pool, and giving a troll to my favorite car.

Q: Whose car did you troll and why?

A: A yellow 9-3 Saab convertible because yellow is my favorite color and I like convertibles.

Q: Why do you like Saabs?

A: Because my mom has a few and they're cool.

Q: What was your favorite thing to do during the convention?

A: The weather was nice and I liked riding my scooter around.

Q: Did you buy anything in PARTsipany?

A: No, but my mom bought a rug for the back of her car to catch the sand from the beach. That was cool.

Q: What was your favorite excursion during SOC42?

A: I liked going to the Sterling Mining Museum and panning

for rocks. We went to the Statue of Liberty on a ferry, and went hiking. We did a lot of things.

Q: Did you make any new Saab friends at the convention?

A: Yes, Vivian Shore from Pennsylvania! Tell her I said "hi!"

Q: What is your favorite memory from SOC42?

A: We went for a ride in a yellow Saab convertible like my mom's red convertible before dinner and I was wearing a yellow dress. And the guy who owned the car won a trophy!

Q: Do you think you'll attend SOC43 in Alabama next year?

A: Maybe. As long as I don't have a dance competition that weekend.

Q: Have you ever been to Alabama before and what would you like to do there?

A: No, I don't think so, but I'd like to visit NASA to see a rocket. Seeing more friends and new Saabs would be good, too.

Q: Who do you think will attend the next convention with you?

A: My mom, my dad, and my Grammy and Grampy. They all like Saabs.

Q: Do you know anyone else who likes Saabs?

A: No, just most of my family. My other friends have different cars.

Q: Do you think you'll be a Saab owner some day?

A: Yes, I'll own at least one.

Summer's parents are already making plans to attend SOC43 in Huntsville, AL. They plan on making the 13-hour drive to the Appalachian region in northern Alabama while towing a Saab. Look for Summer at the convention, wearing yellow (or whatever her favorite color happens to be next year), scooting around the showfield with the kids of other Saab owners, and passing out trolls to their favorite Saabs at the show.

We hope to see Summer driving a cool Saab some day. 🍷





WOULD YOU CONSIDER BEING AN AMBASSADOR?

BY GREG & BETH ANDRESEN

Early this spring, Tom and Patti Donney announced they were about to celebrate their 45th wedding anniversary with a cruise to Alaska. They shared this message with a group of Saab Facebook friends and requested Saab Heritage Museum Ambassadors to work as guides during the last three weeks of June. Beth and I checked our schedules and agreed to volunteer the last week of June.

I have driven to the museum four times since an early Saab Stampede in October 2017. We could have flown to Rapid City and rented a car, but I like to drive. So, I convinced Beth to celebrate our wedding anniversary (very romantic) with a 1,000 mile drive to Sturgis. Two days to get there, museum guides for six days and two more days for the drive home.

We arrived Monday, June 23. The museum looks great as Tom and Patti have made many improvements since SOC 2022. They have five part-time employees, Connie, Darcy, Cindy, Quanne and Krystil, who rotate on a seven day a week schedule.

Most SCNA members would like to visit the Saab Heritage Museum, but Sturgis is a long way. Tim Winker agreed to volunteer the first week. He drove his (new to him) Class C motor home and parked behind the museum. John Swanberg, came the second week from Wisconsin. John stayed in the Bunkhouse on site. Beth and I worked the third week and stayed in downtown Deadwood.

We admire what Tom and Patti have created. So how can Saab National members help? If you have free time, volunteer at the museum. I am sure Tom and Patti can utilize your skills. The museum is a (501c 3) public charity, so you may save a few income tax dollars with an annual donation. Patti will send you an official receipt to document your charitable contribution.

It takes about \$120,000 annually to fund operating expenses. Tom has always stressed that it is **OUR MUSEUM**. Many of you know, Jerry Danner makes a substantial annual cash donation through his Charitable Remainder Trust; fancy CPA talk for helping a charity and minimizing your income tax. Beth and I prefer an annual check, but there are many other ways to route money to the Museum. Your local CPA can help you review your charitable contribution options.

Beth and I enjoyed the opportunity to donate time in June along with a planned check before December 31st. Hope you can too. **Saab Heritage Museum**, 940 Dickson Drive, Sturgis SD 57785 www.saabmuseumusa.org 🇺🇸

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THERE AND BACK A SAAB'S TALE

BY JACK DERETHIK

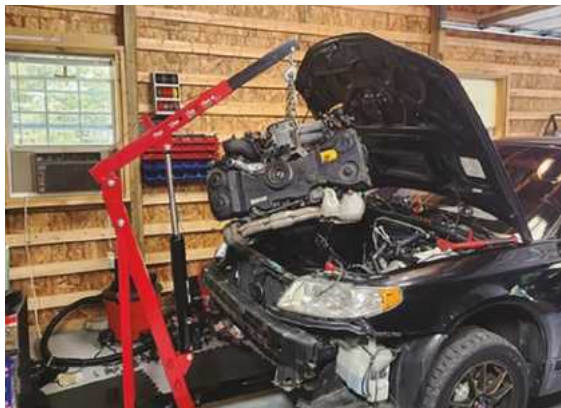


own a 9-2x, I know, I know, not a Saab. I originally bought the car as my first project car and since then I have put a lot of work into it with the help of my family and friends. As little of Saab as this car is, the community has been nothing but helpful and kind to me over the two years of ownership. SOC 2024 in Portland was my first in-person event with the car and I got to meet a bunch of wonderful people, especially Shelly and Nick who will come into play later in this story. My experience at SOC 2024 made me feel as though it was only right to attend 2025 with a better car no matter where the event was held. I had a list of things I wanted to improve on the car over the years, but that was cut short by a deer crumpling the right side of my car during a lovely evening drive in the canyon. I was dedicated to the car at this point, and with some Facebook market place magic, I came out of my insurance claim with a new donor car for parts and a little extra cash.

I got to work this spring with my dad who was visiting Utah and started by pulling out the front using the tree in our back yard and a winch. We then started moving parts over from the donor car to the project car, and in a few months time I had my car back to normal, ready to start doing the things I had planned! First things first, I wanted to delete the back seats and make it like a flatbed in the back. You might be thinking that sounds like you should have just put the backseats down, but it's cooler than that, I swear. Second on the list, I got the whole interior reupholstered with the help of Sean at **top stitch** in Minnesota. Finally, I

decided while I had it apart, I would dynamat the whole car. With all of these things done I was pretty proud of how my car was looking and excited to show it off at SOC 2025.

Now that we are caught up with what I worked on between last SOC and this June, It would be a good time to mention I live in Salt Lake City. I had already made around a quarter of my total trek to do the aforementioned work with my aunt, uncle, and friend Charlie Lobozzo in St. Paul, MN and after a stop at the MN Intermarque Sunday Gathering, I was finally ready to make my way to SOC which was a long ways away in Parsippany NJ. The first leg of the trip went wonderfully to Cleveland Ohio, where I met up with my dad, aunt and uncle to drive three of our Saabs down to the show. We headed out with three cars running great and looking good. We made it to the Poconos with no problems. We stayed at one of the weirdest hotels of my life which seemed to be the location of a low budget horror film; but alas, we ended up at the track the following day well rested. We were all excited to get on the track and test the cars we have been working on. I might have been too excited because after the track day was over, my happiness turned to depression real fast when I heard rod knock on the way to Parsippany. I pulled over at a nearby gas station to confirm my suspicions. At that point, I knew it was bad and was stuck not knowing what to do 30 hours away from home and with a now broken car I had worked on for the show. As we were standing there trying to figure out what to do, an NG 9-5 pulled into the



Dylan single handedly saved me from 2 flights and countless more hours of driving!

gas station and asked if he could take a look. Not knowing what was actually wrong, I was super happy to get some help. The fellow Saab enthusiast was named Dylan and he confirmed my worst nightmare about what happened. Dylan happened to live just right down the road, and in a stroke of amazing luck is a great mechanic. He offered to put a new engine in if we could supply the parts. But first things first, we have to get the car back to his place. As it was only about a mile, we decided we could try and slowly drive there.. We limped around half of the way, and found ourselves at the steepest hill of the hobble, the car could not make it any farther. Stuck on the side of the road with no tow hook (nice one me) we were at a loss for what to do. Unknown to me as I sat in my car, my aunt Danielle reached out to Shelly as this was happening and along with Nick, Thomas and Brighton, they turned around their truck and trailer for us and saved us from what was possibly what would have been the worst night I have ever had pushing a car half a mile up a hill. The **Genuine Saab** crew ended up getting the car to Dylan's house and let us load up the contents of my car into their truck. Soon after, we squished in the back of Dustin and Danielle's Viggen to head on our way to SOC. Sad and now squished in the 9-3 Viggen three door with three people and a lot of stuff, I started looking for engines all around New Jersey. Surprisingly, there were several places and my dad and I were quick to work the next day and went to source an engine. We found one, and after the trip to Ellis Island and the Statue of Liberty, we rented a minivan, picked up an engine, scrounged for as many gaskets as

we could, and found ourselves back at Dylan's. It sounded as though the engine we picked up looked great, but this could not have been further from the truth, and he got to find that out the hard way. We left the car and parts in good hands, and got to experience SOC while Dylan pulled his hair out basically turning an engine swap into a full rebuild. With every text I got from Dylan, the swap looked scarier and scarier, But as the week was coming to a close he did it! Dylan single handedly saved me from 2 flights and countless more hours of driving! I could not be happier, and he was my saving grace throughout this nightmare. Dylan helped me to not have to trash my project I spent countless hours on, and I can't thank him enough. I ended up driving the car all the way back to Utah without a single issue. If I can end this story with anything, you should buy a real Saab so you don't have to suffer through the endless boosted Subaru problems, but this car is something I can't give up and it means the world to me that everyone in this community has been so kind to me since I have owned this car and I look forward to seeing everyone next year at SOC43, hopefully with my car running. Special thanks to Dylan, Dustin, Danielle and Mark Derethik, Nick, Shelly, Thomas, Brighton and Pat (the mechanic in MN) None of this would have been possible without you guys and I will be a lifelong Saab fan because of the community.

NOTE: You can read Dylan's account of this rebuild on the Saab Owners USA Facebook page. 🍷



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SOC42

TUSEN TACK!

TO OUR SOC42 VOLUNTEERS



“Tusen Tack!” means **“A Thousand Thanks”** in Swedish, and the SCNA Board and the Convention attendees wish to thank ALL of the great Volunteers who made SOC42 a huge success! Over 700 Saab-loving fans were in attendance, and our Volunteers helped everything run as smoothly as possible. From JT Smith keeping the Showfield straight to Don Northam helping set up the “Rest Area” tent to Doug Bostwick capturing the official photos to Evan Acuna leading a great drive to the Mining Museum to Kim Arthurs artfully arranging all our Banners to Lisa Warner and Melissa Welker greeting all our attendees in Registration, this huge a Convention could not have functioned without our amazing Trolls! Tusen Tack! **We will see you all again when we gather in Huntsville for SOC43!** 🇸🇪



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Eurofest Raleigh

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